

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED
WAITING RESTRICTIONS ON GUISE LANE & NORTH END, BASSINGBOURN CUM
KNEESWORTH**

To: **Cambridgeshire County Council's Traffic Manager and the
Local Member representing the electoral division below.**

Meeting Date: **12th November 2019**

From: **Executive Director: Place & Economy**

Electoral division(s): **Melbourn & Bassingbourn**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To determine objections received in regards to the
proposed restriction of waiting on Guise Lane & North
End, Bassingbourn Cum Kneesworth.**

Recommendation: **a) Implement the proposed restriction of waiting as
published
b) Inform the objectors accordingly**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Cllr Susan van de Ven
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1. BACKGROUND

- 1.1** The village of Bassingbourn is located on the outskirts of Cambridgeshire, approx. 11.5 miles southwest of Cambridge City (Appendix 1). North End runs northwards from the village centre and Guise Lane is an unclassified road located at the northern end of North End (Appendix 2).
- 1.2** The proposal, to restrict waiting on the south-eastern side of Guise Lane and the eastern side of North End between the hours of 8.00am and 7.00pm Monday to Saturday (Appendix 3), has been proposed as part of a successful Local Highways Improvement (LHI) scheme bid by Bassingbourn Cum Kneesworth parish council. A reduction in the size of the traffic island in the centre of the junction was also approved.
- 1.3** The proposals seek to address a safety issue whereby the no. 127 bus service, which travels northbound along North End, turns and returns southbound along North End, is unable to turn around the traffic island at the Guise Lane junction in one go and has to complete an unsafe turning manoeuvre to continue its route – consisting of turning into Guise Lane and reversing on to Fen Road, into oncoming traffic.
- 1.4** The Guise Lane area is recognised as an isolated part of the village with a high age demographic, which highlights the need for the bus service at this location. The bus operator has also confirmed that without intervention they will be unable to continue the service to this part of the village.

2. MAIN ISSUES

- 2.1** The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on 21st August 2019 and the statutory consultation period ran from 21st August 2019 to 11th September 2019.
- 2.3** The statutory consultation resulted in 2 representations, both of which objected to the published proposals. Both representations are included in the table in Appendix 4, however, in the interest of data protection all representations have been summarised / redacted to omit identifiable information. The officer responses to each representation are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 Thriving places for people to live**
There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured through the LHI Scheme

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

The proposals seek to maintain transport links for all, refusal will affect the elderly and the disabled most. An Equality Impact Assessment (EIA) has not been completed on account of the proposals looking to maintain a service as opposed to taking one away.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were placed in the local press and were also displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing at Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

County Councillor, Cllr Susan van de Ven and District Councillor, Cllr Nigel Cathcart were consulted. No responses were received.

4.7 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Copies of written representations (redacted) received during the public notice period Draft Traffic Regulation Order	Policy & Regulation Vantage House Washingley Road Huntingdon PE29 6SR