

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
RING FORT ROAD, ORCHARD PARK**

To: Traffic Manager and the Local Member representing electoral division below.

Meeting Date: 18th April 2018

From: Executive Director: Place & Economy

Electoral division(s): Histon & Impington

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

Purpose: To determine objections to the installation of a prohibition of waiting at any time and a school time waiting and loading restriction on Ring Fort Road, Orchard Park.

Recommendation: a) Implement the restrictions as advertised
b) Inform the objectors accordingly

Officer contact:
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1. BACKGROUND

- 1.1** Chariot Way, Ring Fort Road & Chieftain Way are located in the Community Parish of Orchard Park, which is located just to the North of Cambridge City (Appendix 1).
- 1.2** In conjunction with the Orchard Park Primary School, the Community Parish were successful in their bid for funding through the local Highways Improvements process to implement parking and loading restrictions in the vicinity of the school.
- 1.3** At present, like many schools in the County, during pick up and drop off times the school experiences an influx of traffic. This in turn means that motorists have a tendency to park haphazardly, thereby limiting visibility for other road users & pedestrians and generally causing a danger to others. This is exacerbated by the presence of local businesses who require regular deliveries which are carried out by lorries, potentially during these busy periods. Ring Fort Road, where the school is located, is one of the main roads that links local Orchard Park businesses to King's Hedges which is a main Cambridge radial route.
- 1.4** In an effort to alleviate issues of dangerous parking, a mixture of waiting and loading restrictions have been proposed. Consisting of a school time waiting restriction (single yellow line), loading (and unloading) restriction and a no waiting at any time (double yellow lines).
- 1.5** The single yellow line restriction and the loading (and unloading) restriction will be active Monday – Friday between 8.45 – 9.15 and 14.45 – 15.45. A plan of the proposal can be seen in Appendix 2.

2. TRO PROCESS

- 2.1** The 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 the 2nd of February 2018. The statutory consultation period ran from the 2nd February until the 12th of March 2018.
- 2.3** The statutory consultation resulted in two objections and four statements of support which have been summarised in the table in Appendix 3. The officer responses to the objection are also given in the table.
- 2.4** On the basis of this analysis, it is recommended that the restriction is implemented as advertised.

3 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

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 Local Highways Improvements scheme.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

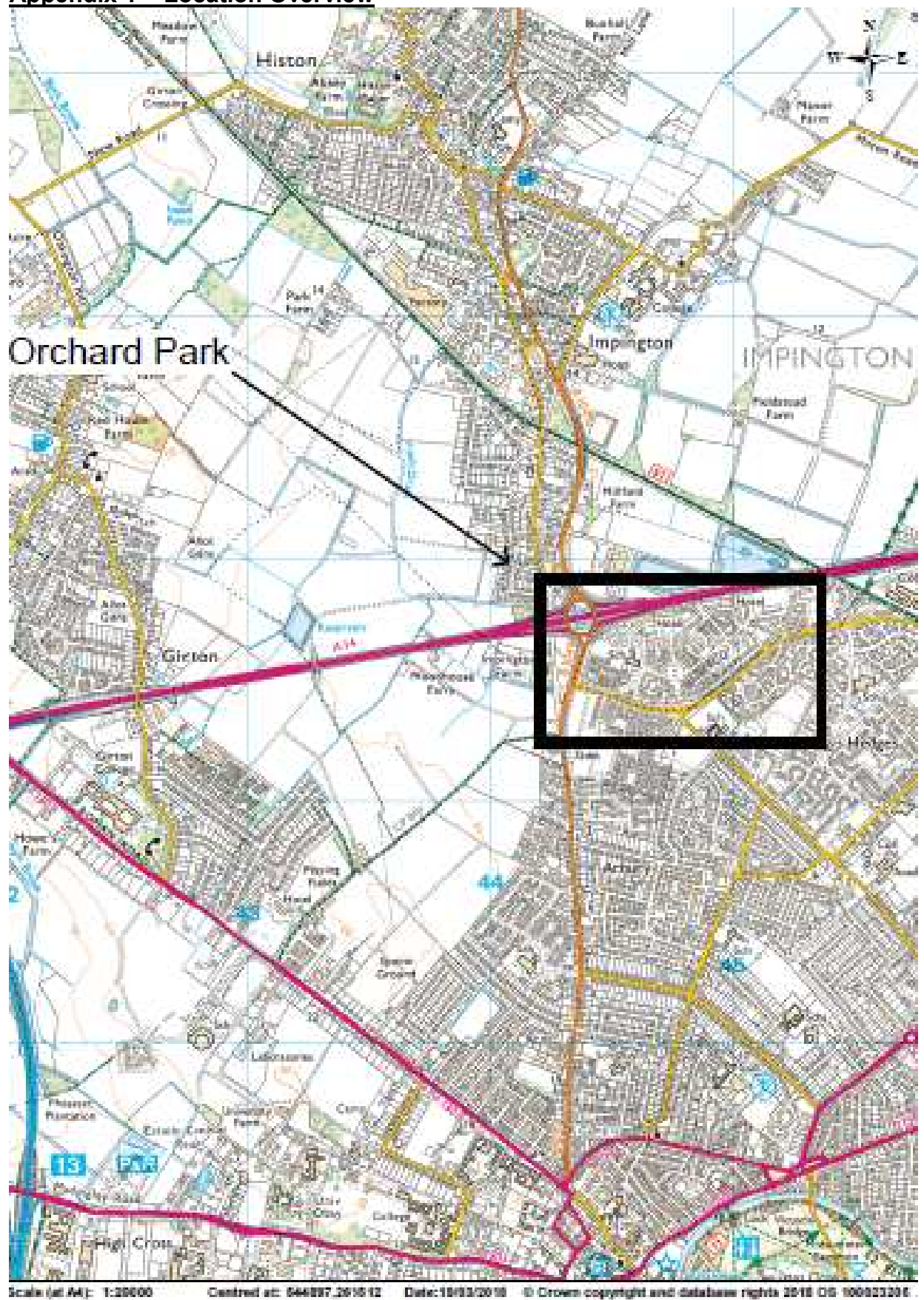
The County Councillor, Cllr D. Jenkins was consulted and supports the scheme.

4.6 Public Health Implications

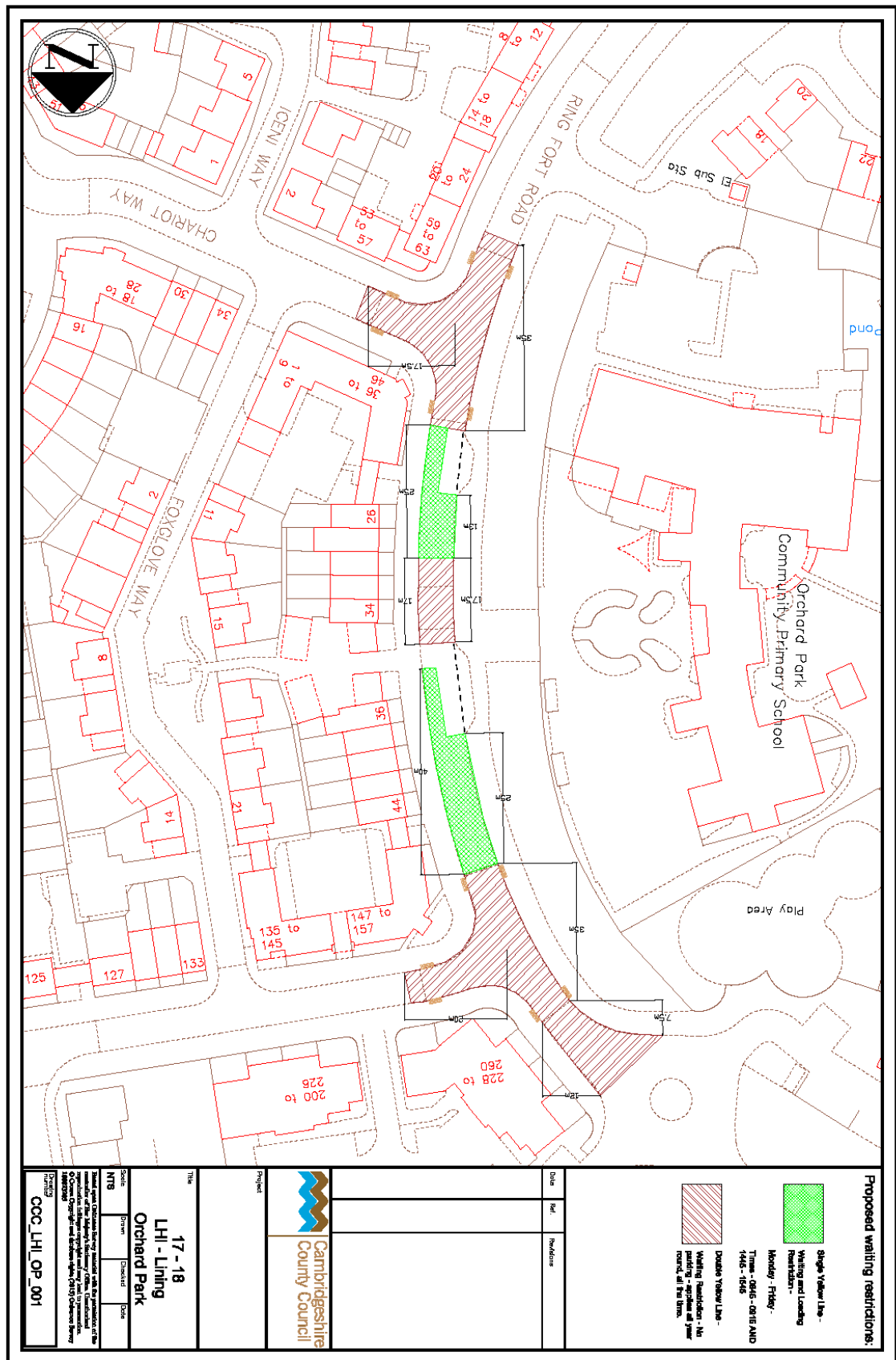
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3		
Objections		
1	<p>Proposed scheme will reduce available parking space on street which the residents can use. At the moment there are 12 covered parking bays for all houses.</p> <p>The double yellow lines on both junctions and opposite the school will further reduce where residents can park.</p> <p>I suggest that the large grass verge in front of the school and very wide pavement be modified into parking bays for residents, visitors and also parents if needed. This, with the introduction of reduced speed limits and double yellow lines along the junctions, would adequately benefit all involved.</p> <p>Alternatively, additional parking needs to be provided to the residents.</p>	<p>The proposed double yellow lines are located at hazard areas, around junctions and in the vicinity of the informal pedestrian crossing. Realistically individuals shouldn't park in this areas as it limits visibility both for motorists and pedestrians, potentially increasing the risk of an accident. There will be areas where individuals may not park for a period of 2 hours during the day, whilst residents may well lose out overall on street parking availability it will be minimal amounts.</p> <p>Your suggestion regarding the conversion of the verge in front of the school to parking bays and your suggestion of reducing the speed limit would help, I'm sure, however they are outside the scope of the project and have not been budgeted for. Whilst the Highway Authority does have a duty to manage traffic, it does not have to provide vehicular parking. There is no inherent right to park on the public highway, it is however, managed where appropriate.</p>
2	<p>I live in an HMO property and the majority of us are shift workers. The proposed changes will disproportionately affect this group of individuals, has this been taken into consideration with regards to an impact assessment?</p> <p>The proposals suggest that when I finish at 3 in the morning I either have to park my car several streets away (as at this point most people will be at home using their street parking) and walk alone back to my house or wake up and move it after only a few hours of sleep?</p> <p>How will the council manage the increase in complaints when people further along can't park their cars outside their houses because the occupants of Ring Fort road have taken their</p>	<p>Traffic Regulation Orders such as the one being currently being proposed are not required to undergo any form of impact assessment.</p> <p>The proposal as it stands currently would prohibit parking 24hrs a day around junctions of Chariot Way, Ring Fort Road & Chieftain Way. Short sections of Ring Fort Way in front of the school would be subject to a prohibition of parking only at specific hours during the day, around school time opening and closing. Whilst this may not be of any benefit for you the result will be an improvement in general safety for pedestrians going to and from the school around the times affected when there will likely be a high amount of traffic. In addition to this the parking restrictions will re-inforce the Highway Code that recommends that no parking take place near to junctions, where it is unsafe to do so.</p> <p>The County Council has introduced many parking restrictions over the years, including ones similar to this situated outside schools. Generally they are accepted without much objection and have proved to be beneficial in</p>

	<p>spaces?</p> <p>Also this appears to be an issue with the school and parents, what has the school and parents done to try and resolve the issue and why have these not worked? As a school issue I do not see why the residents of the street should suffer.</p>	<p>terms of safety. It is also the case that there is no formal right to park vehicles on the highway, it is tolerated and managed where appropriate.</p> <p>The County Council is using its powers to address a safety issue outside the school, further enquiries regarding the school specifically and the steps it has taken to manage the traffic outside the premise, mainly parents and employees, as you have indicated, should be directed towards the school itself.</p> <p>The proposed scheme has already been met with approval from the Local County Councillor and the Police have already been consulted and have not offered any objection.</p>
Support		
1	<p>I strongly support the introduction of Prohibited Waiting as detailed in the above Order.</p> <p>We regularly pick up our grandchildren from Orchard Park Primary School, and are always concerned about the level of parking in close proximity to the School. We have great difficulty in crossing Ring Fort Road because of not having any clear line of sight of oncoming traffic. We also regularly see cars parked across the designated crossing areas.</p> <p>I am sure that implementation of these restrictions will lead to a safer environment for parents and children using Orchard Park Primary School, providing, of course, they are strictly adhered to and monitored by the appropriate authorities.</p>	Comments Noted
2	<p>As someone often negatively affected (noise, pollution, safety, blocking light etc.) by vans and lorries belonging to customers at the Premier Inn regularly parking outside my flat on Ring Fort Rd, I'm pleased to see some traffic control measures being introduced.</p>	<p>Unfortunately there are no plans to introduce permit parking schemes in Orchard Park. The cost associated with implementing, maintaining and enforcing such schemes is a significant outlay for the Authority and has not been budgeted for at this present time. It also remains to be seen if there is significant demand for such a scheme.</p>

	<p>Under the proposed scheme the road immediately outside my garden will have double yellow lines (I'm at the roundabout at the end of Ring Fort Rd).</p> <p>However I wondered if there could be an adaptation to allow residents / their guests parking permits? Our car park (Chieftain Way) is often insufficient and over full, and car crime around in Orchard Park seems rife.</p> <p>I don't own a car but I like guests to be able to park directly outside my garden where it seems safer. Also I'm a blue badge owner and presume anyone coming to collect me or drop me / things for me, my wheelchair etc. off would be allowed to park there using the blue badge in the event of double yellow lines immediately outside?</p>	<p>You are correct in that vehicles that are displaying the blue badge may park temporarily on double yellow lines for a period of 3 hours. Furthermore it is permissible for any vehicle to pick up/drop off passenger on double yellow lines regardless, this is of course on the proviso that they are not proving to be a hazard. I don't anticipate that you would be experiencing additional hardship in this respect.</p>
3	<p>I writing in support of the proposed waiting and loading restrictions outside Orchard Park Primary School Cambridge. (Ref: PRO446)</p> <p>As a parent of a 7 year old who attends Orchard Park Primary school and a orchard park resident, i have watched the estate grow and grow over the past 11 years, that includes the traffic flow.</p> <p>The number of cars parking on the road and on the path has increased so much, that its now a major Health and safety hazard. The cars don't just drop off they- Stop / Park / the occupants walk into the school to collect the child/children / then pull away. This is a major problem between the hours of 08:40-09:10 & 15:00-15:30.</p> <p>I have witnessed an almost daily occurrence of near misses,</p>	<p>Comments Noted</p>

	<p>of cars mounting the path along Ring Fort road (Both sides) and on the corner of Ring Fort Road / Chariot Way and nearly hitting pedestrians.</p> <p>With the traffic from the Premier Inn / Travelodge using that road, equals a lot of those people being new to the area, they don't take the school into consideration, combined with all the cars blocking vision when the children cross the road, the area is major accident waiting to happen.</p> <p>I observed the parking this morning (07/03/18) there is parking available to the north of the school near the sports centre (19 car spaces) and not one of the school drop off's used that parking! Also parking for 4 cars near the main school gate, and this was only used by 1. So no argument can be made about the lack of parking available in the area by anyone!</p> <p>The restrictions should be passed ASAP and implemented before the major accident does happen..</p>	
4	<p>I write in support of the proposal to prohibit waiting and loading outside Orchard Park Primary School.</p> <p>As a parent who walks my children to school, I will be pleased to see any measures which help to keep all children safe. As there are currently no road markings at all, there are frequently cars parked on pavements, across dropped kerbs and on corners, leading to an extremely dangerous situation where an accident is highly likely.</p> <p>I do hope that you're able to go ahead with the planned measures.</p>	Comments Noted

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