

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
VARIOUS ROADS, GREAT SHELFORD**

To: **Head of Highways and the Local Member
representing electoral division below.**

Meeting Date: **3rd October 2017**
From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **Local Members representing Sawston & Shelford**

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

Purpose: **To determine objections to the installation of
various waiting restrictions on various roads in
Great Shelford**

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

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1. BACKGROUND

- 1.1** Great Shelford is a village located approximately 4 miles South of Cambridge City (Appendix 1). This is a largescale scheme affecting many roads across the village (Appendix 2).
- 1.2** Westfield Road experiences problems with parking around its junction with Cambridge Road, Maris Green/Elms Avenue with their junctions with High Green/Tunwells Lane and Chaston Road/Orchard Road/Leeway Avenue/Mingle Lane with their junctions with Hinton Way.
Church Street is a narrow road whereby even parking on one side of the road limits two way traffic flow;
Hinton Way's close proximity to Shelford railway station means it experiences a lot commuter parking throughout the day. Parking either side of the road restricts two way traffic flow, which further compounds the long waiting times brought about by the level crossing and increases the risk of vehicles being trapped on the level crossing.
- 1.3** The main aims of the scheme are to restrict parking around junctions and to restrict / limit parking in such a way that safety and traffic flow is improved.
- 1.4** Great Shelford Parish Council has responded to complaints from residents to address the various parking issues by proposing:
To install double yellow lines around the junction of Westfield Road and Cambridge Road (Appendix 4); To install double yellow lines around the junction of High Green and Maris Green as well as along High Green between the residents parking bays currently in place outside numbers 34 and 32 (Appendix 5); To install double yellow lines around the junction of Tunwells Lane and Elm's Avenue (Appendix 6); To replace the single yellow lines currently in place around the junction of Ashen Green and High Street with double yellow lines and to revoke two stretches of single yellow lines to allow some on street parking (Appendix 7); To install double yellow lines along one side of Church Street (Appendix 8); To install single yellow lines along Hinton Way and double yellow lines along Hinton Way, Mingle Lane, Chaston Road and Orchard Road. To install a limited waiting bay on Hinton Way and a bus stop clearway on Mingle Lane (Appendix 9).
A Key for Appendices 4 - 9 can be found in Appendix 3.

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 originally advertised in the Cambridge News on the 28th of April 2017. The statutory consultation ran from the 18th of May until the 8th of June 2017. Due to the number of comments this consultation period was extended by 2 weeks until the 23rd of June 2017. Some amendments were made and the TRO and these were advertised in the Cambridge News on the 23rd of August 2017. With the associated consultation running from the 23rd of August until the 13th of September 2017.
- 2.3 The statutory consultation resulted in 28 comments of objection and support which have been summarised in the table in Appendix 12. The officer responses to the objections are also given in the table.
- 2.4 On the basis of this analysis, it is recommended that the restrictions are 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 improvement programme.
- 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 Councilors, 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. Letters were

distributed to local residents and the proposal was available to view in the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

The County Councillors, Cllr Roger Hickford & Cllr Kevin Cuffley were consulted regarding the scheme. It was upon Cllr Hickford's request that letters were sent to local residents.

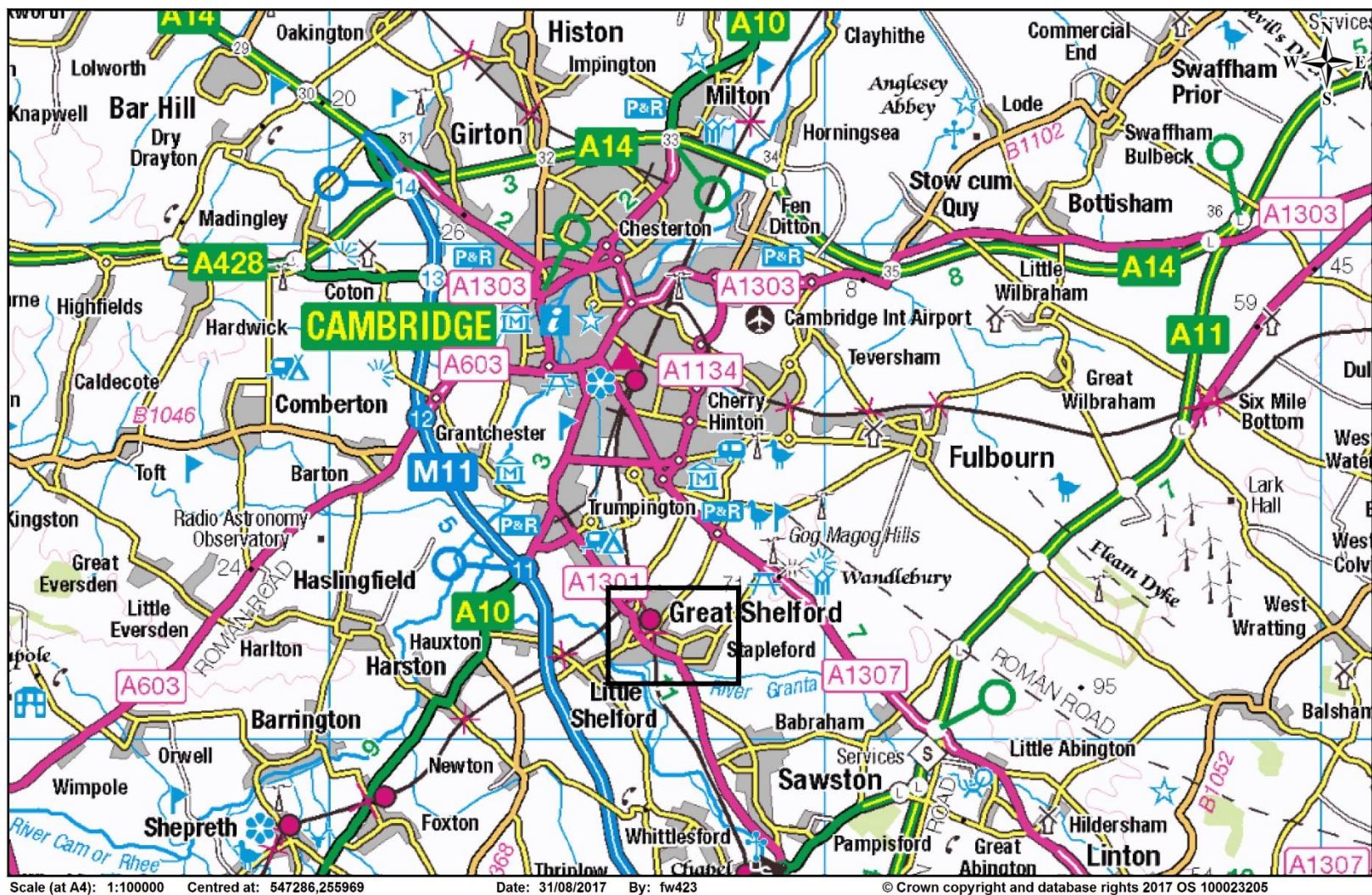
The District Councillors, Cllr Charles Nightingale, Cllr Ben Shelton & Cllr David Whiteman-Downes have also been consulted regarding the scheme. Cllr Shelton objected to all proposed restrictions on Hinton Way as he felt there had not been significant consultation on this scheme and that it would affect local businesses on the route negatively. It was also of his opinion that parking was not a major problem at the moment and therefore felt the restrictions were unnecessary.

4.6 Public Health Implications

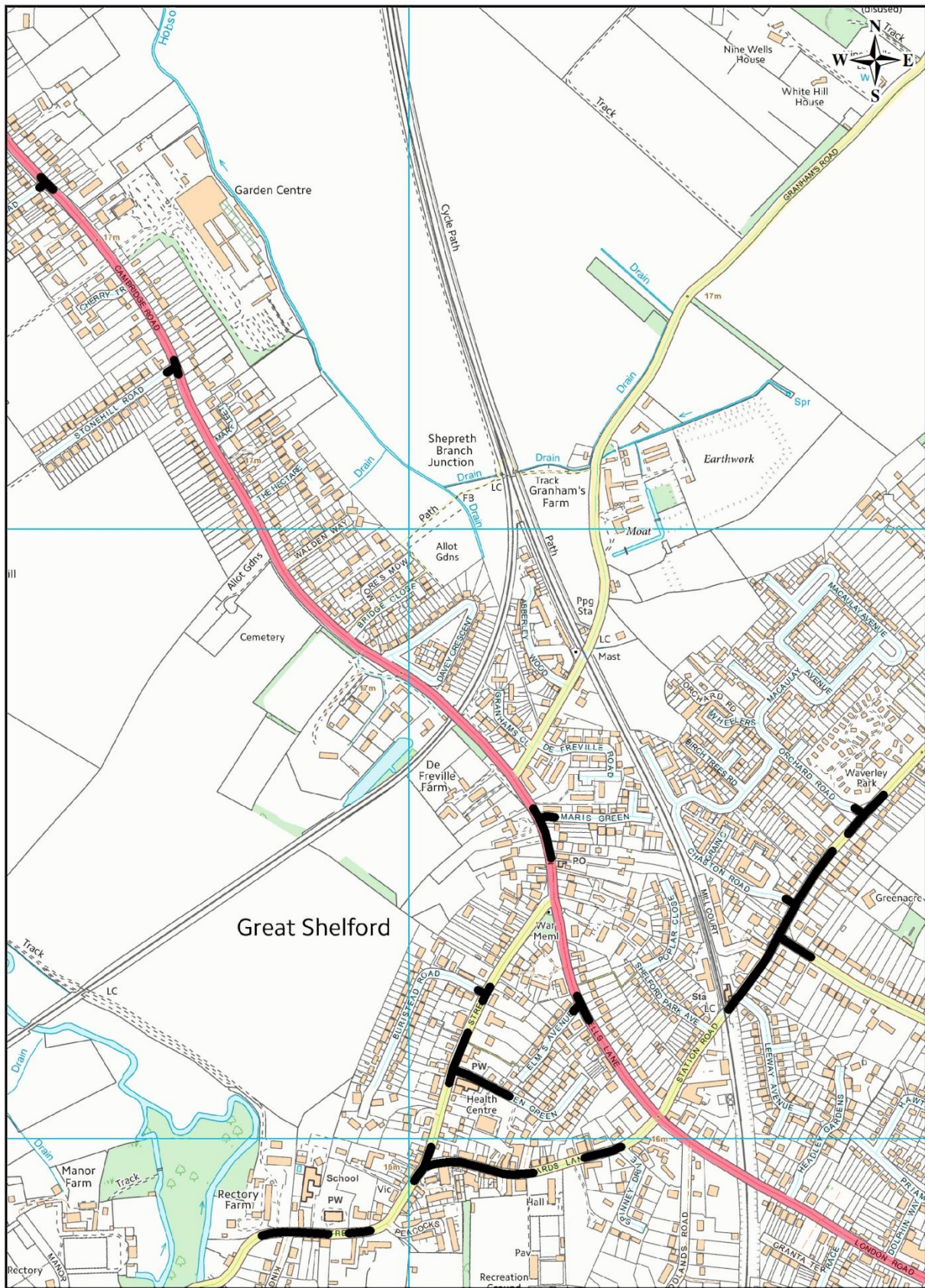
There are no significant implications within this category.

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

Appendix 1 – Location Overview













Appendix 2 – Proposed Restrictions Map – Great Shelford



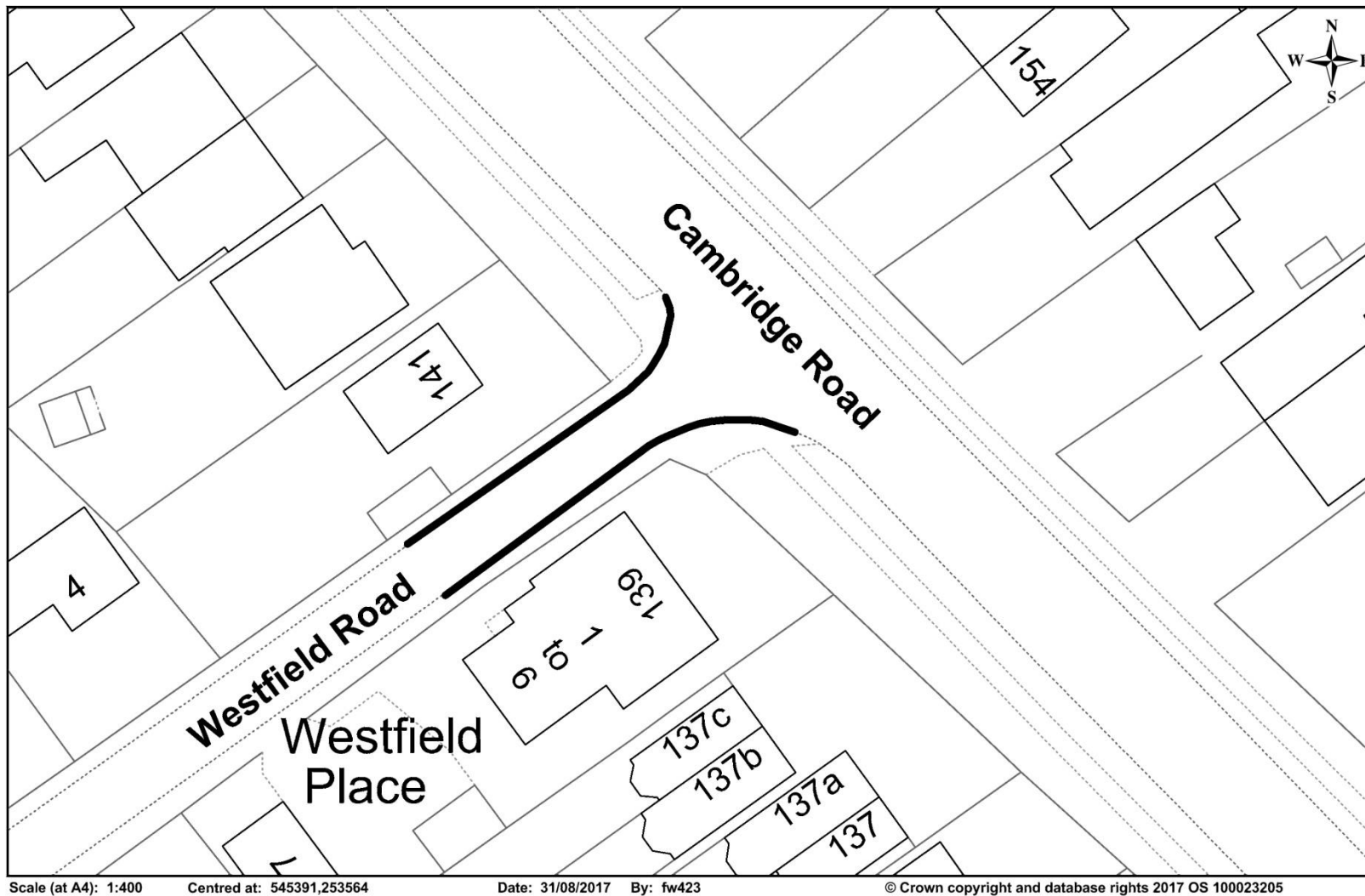
Appendix 3 – Key for Appendices 4 - 11

Key:

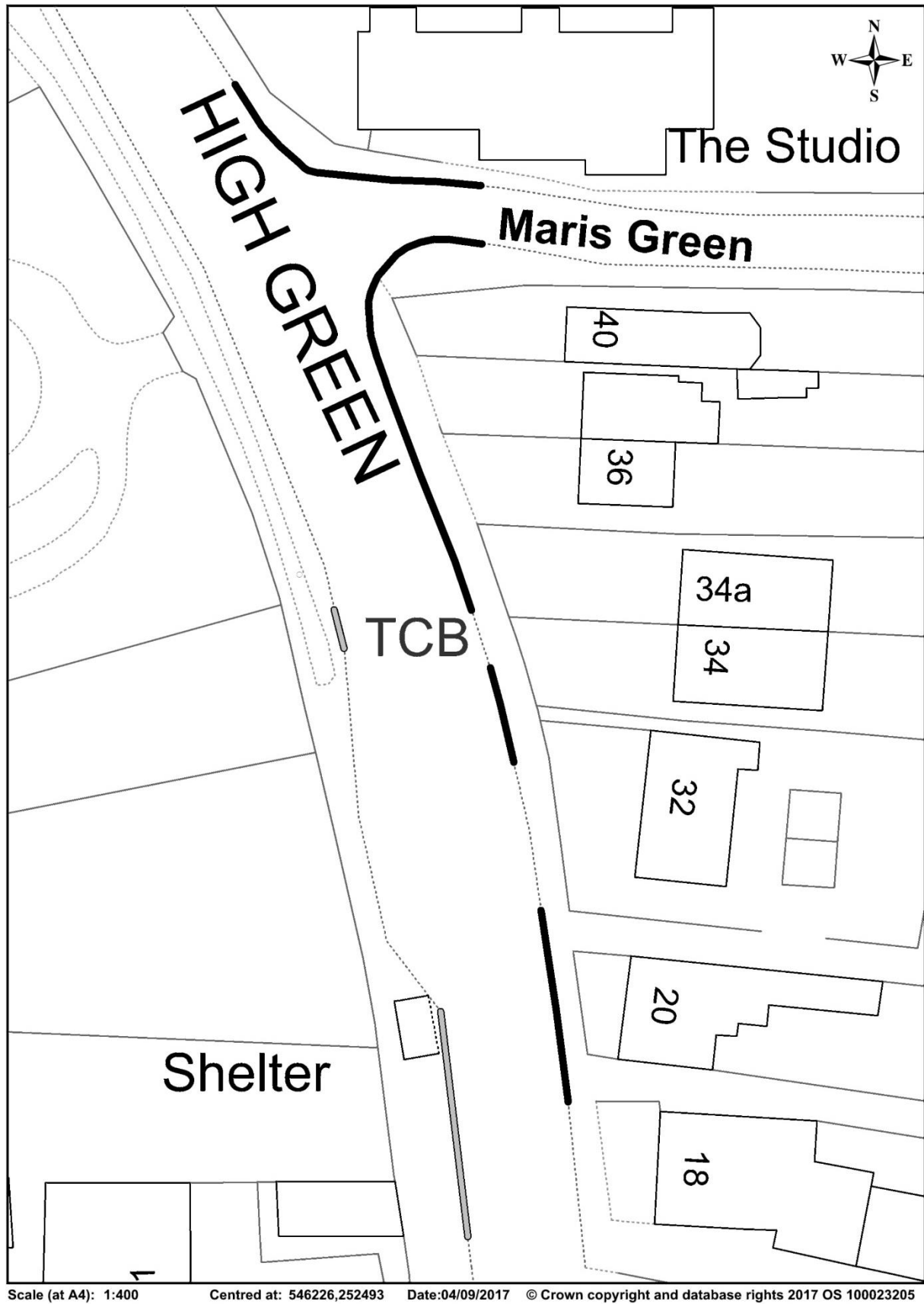
-  **Prohibition of waiting**
-  **Prohibition of waiting and loading**
-  **Waiting limited to 30 min with no return within 1 hour**
Monday - Saturday, 8am - 6pm
-  **Prohibition of waiting from 8am - 6.30pm**
-  **Waiting limited to 1 hour with no return within 1 hour**
-  **Existing restrictions**
-  **Restrictions to be revoked**

-  **Bus Stop Clearway**
-  **Loading Bay**
-  **Disabled Parking Bay**

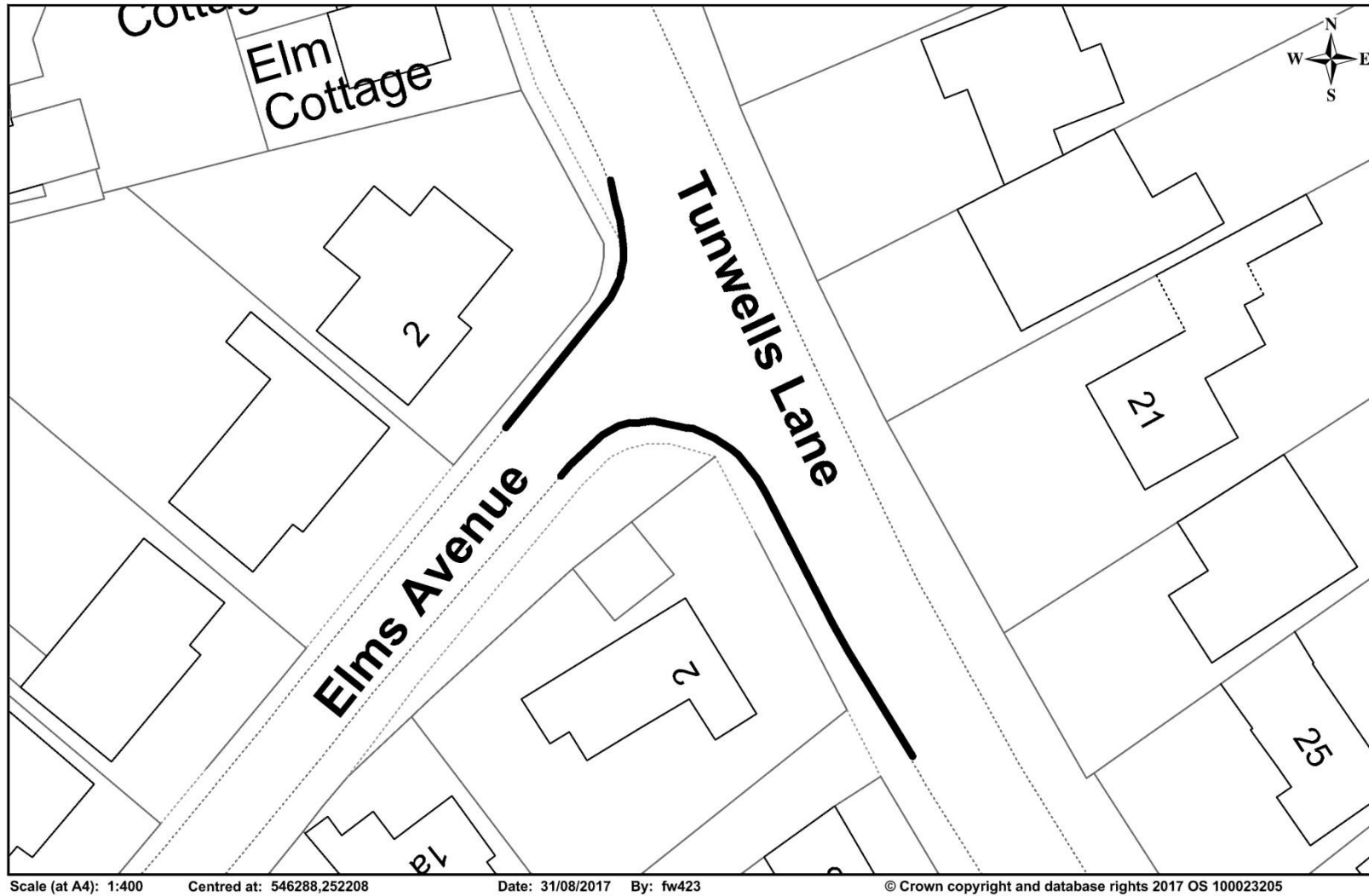
Appendix 4 – Proposed Restrictions on Westfield Road



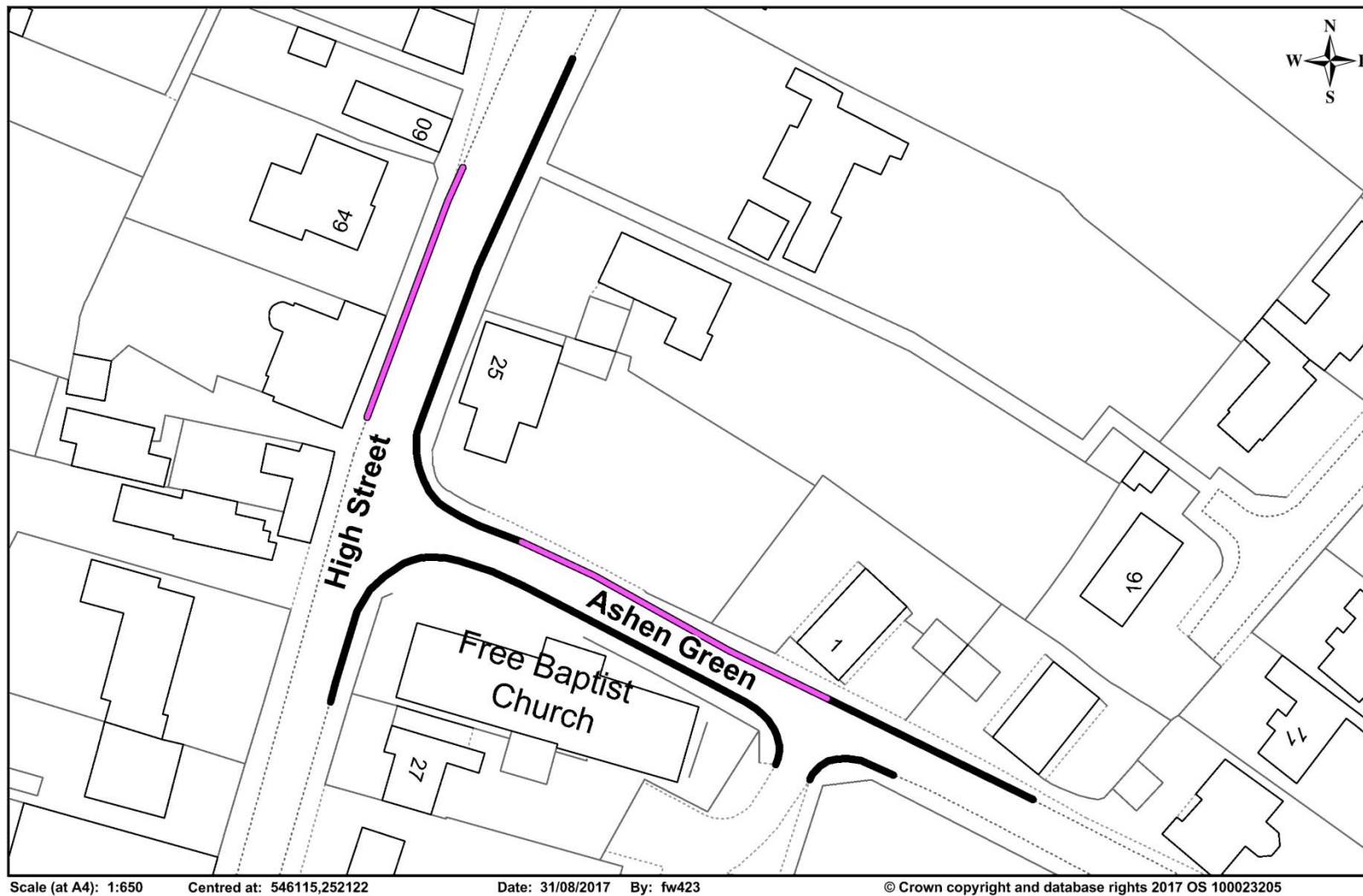
Appendix 5 – Proposed Restrictions on High Green



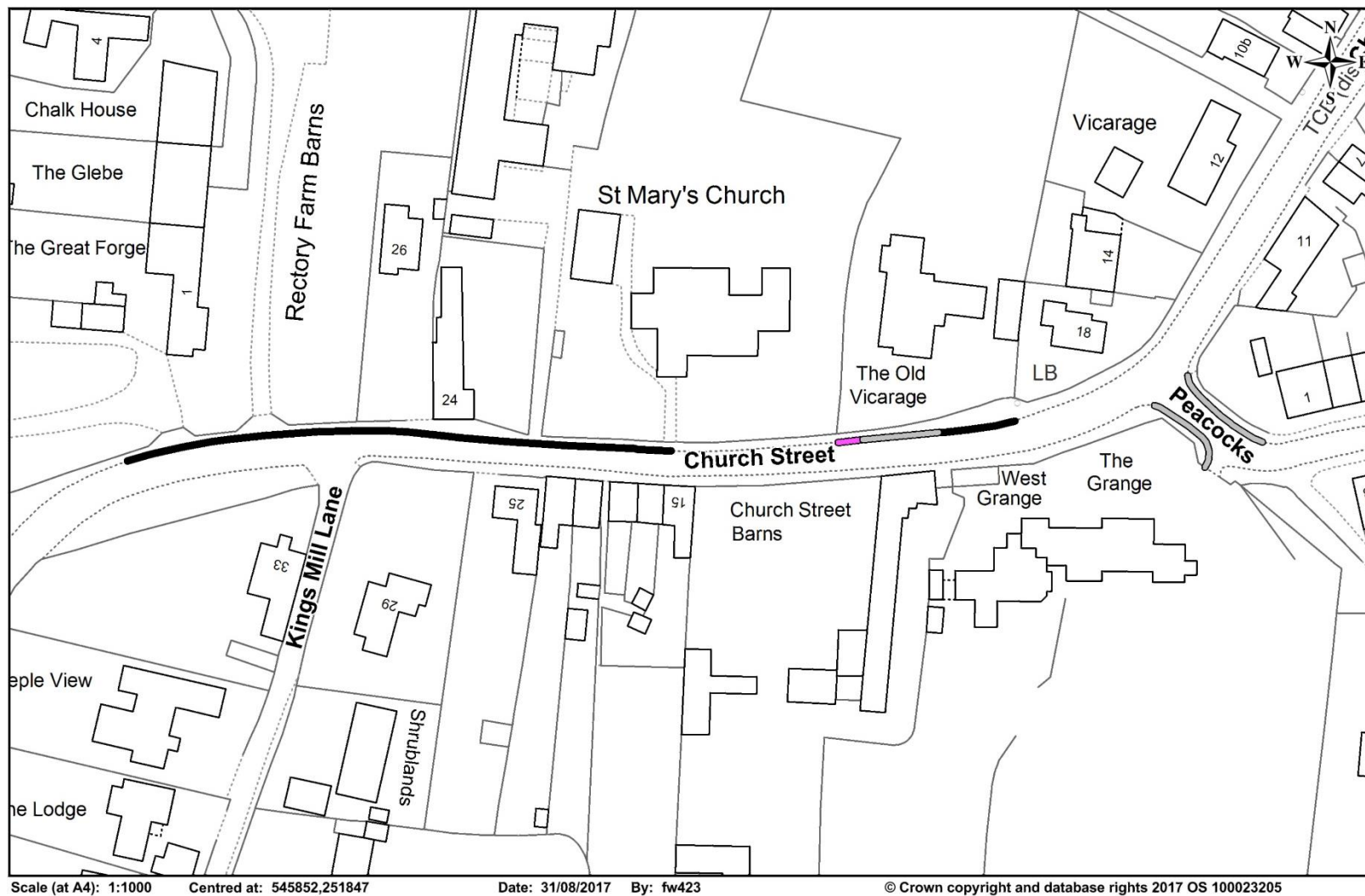
Appendix 6 – Proposed Restrictions on Tunwells Lane



Appendix 7 – Proposed Restrictions on Ashen Green



Appendix 8 – Proposed Restrictions on Church Street



Appendix 9 – Proposed Restrictions on Hinton Way



Scale (at A4): 1:1500

Centred at: 546679,252439

Date:31/08/2017

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Appendix 10		
No	Objection	Officer's Comments
1	<p><i>Westfield Road</i></p> <p>I would like to object to the proposal to implement double yellow lines at the junction of Westfield Road. I find the 34 metres is excessive given the traffic at that junction; it partially removes a useful parking area for residents of both Cambridge Road and Westfield Road, and could create parking problems on Cambridge Road itself. I have one accident, a low speed rear end shunt, and two near misses with cyclists in the last 10 years.</p>	<p>The proposal is actually 26 metres from the junction and the lines stop at the lamp post. This restriction is being sought to reinforce the highway code whereby drivers should not park within 10 metres of a junction. The restriction has been extended down Westfield Road due to the poor visibility available for drivers entering and exiting the road at the junction. The restriction should not cause parking problems on Cambridge Road as there is a lined cycled lane on either side of the road and it is an offence to park in such a way as to obstruct it.</p>
2	<p><i>High Green</i></p> <p>Resident thinks it would be better if the 8 metres stretch of double yellow lines was removed and the 16 metres extended by 8 metres in a northerly direction. This will maintain parking facilities but provide better visibility for drivers entering and exiting the lane between number 20 and 32.</p>	<p>The aim of implementing double yellow lines along this stretch of road is to reinforce the dropped kerbs present while not limiting on street parking facilities too much. Using the current plan only one parking place (outside number 20) will be lost whereas if the 8 metres of double yellow lines is moved, two spaces will be lost. It also may not be too clear from the drawing but the double yellow lines will start approximately 2 metres north of the lane where the access protection marking (APM) currently starts.</p>
3	<p><i>Elm's Avenue / Tunwells Lane</i></p> <p>Resident would like to object to the restrictions on Tunwells Lane as parking is tight as it is with not many of the houses having access to off street parking. Says they have only witnessed one accident in the last 13.5 years, which happened last year. Feels the restriction will just offset the parking to the other side of the road whereby a) the grass verge will be damaged b) they would be in a lot of danger as they are disabled.</p>	<p>The restrictions on Tunwells Lane are sought to improve visibility for drivers entering and exiting Elm's Avenue, which is especially a problem to the south of the junction. The decision to extend the restriction to 41 metres south of Elm's Avenue was made because it will improve visibility at the junction, the driveway to No.2 and the lane between No.2 and No.8 without sacrificing too many on street parking places. A total of 3 (maybe 4) spaces will be removed by the restriction but there are options available to residents further down the road or down Elm's Avenue itself. It should be mentioned that although parking on the highway is permitted in many circumstances, there is no entitlement to highway parking. Disabled residents can apply for a disabled parking bay to be installed, which should alleviate any pressure put upon them by parking.</p>
4	<p><i>Elm's Avenue / Tunwells Lane</i></p> <p>I would like to object to the proposals to install double yellow lines on Tunwells Lane.</p>	<p>As above.</p>

	<p>My partner and I live on Tunwells Lane and, like many other residents, do not have access to any off street parking. Parking on the road is already hard, especially with shoppers and visitors come into the village. If the restricts are introduced it would be virtually impossible to park and there would be no alternative but to park in the village itself. I am currently pregnant and already find it hard to bring in the shopping from the car when I have to park away from the house.</p>	
5	<p><i>Elm's Avenue / Tunwells Lane</i> Resident would like the restriction on Elm's Avenue reduced by a couple of metres so they can park outside their home.</p>	<p>This restriction is being sought to reinforce the highway code whereby drivers should not park within 10 metres of a junction. The southern side of the junction has a long kerb radius, which would not be covered by 10 metres of double yellow lines so the restriction has been extended to account for this. The restriction on the northern side of Elm's Avenue has been extended to reflect the southern side so that two way traffic flow is not impeded in this location by parking.</p>
6	<p><i>Elm's Avenue / Tunwells Lane</i> We support the proposals to install double yellow lines on Elm's Avenue and Tunwells Lane. This will eradicate the jeopardy we face every time we try to exit our driveway. Currently the high concentration of vehicles (often large and across our driveway) obscures our visibility. This applies equally to those exiting Elm's Avenue.</p>	
7	<p><i>Ashen Green / High Street</i> I would like to object to the proposal to remove the restriction on High Street. This will cause a big problem for me because I have a boat with a long trailer (23 feet/ 7.0 m) and a car 4.9 m, total length 11.9 m. To drive out of my gateway I need to be able to swing right across the road to the far side. To drive into my gateway, I need to start by swinging onto the far side of the road before I have enough turning room to get into the drive. If there are cars parked on the far side of the road, as proposed in the new plan, there will be times when it will be almost impossible for me to get my trailer in and out of my drive.</p>	<p>The Parish Council is looking to increase the availability of on-street parking within the village as the lack parking provision is a daily issue. Trailer access to the property, although infrequent, will not be significantly restricted by these proposals.</p>

8	<p><i>Ashen Green / High Street</i></p> <p>We would like to object to the proposal to remove the restriction on High Street. Currently parking is permitted to the north of our property and this already causes problems as it restricts visibility. If parking is permitted to the south of our property this will further obstruct our view when entering and exiting our drive. It is not just our safety we are concerned about but the safety of cyclists and pedestrians alike, especially considering our close proximity to the local primary school. It is not just visibility that is affected though but also vehicle manoeuvres. We cannot turn around in our drive so we must reverse into our drive and if these proposals are sanctioned we would need to stop on the other side of the road to start the manoeuvre.</p>	<p>Great Shelford Parish Council's view is that there will be adequate visibility and access to the driveway.</p>
9	<p><i>Ashen Green / High Street</i></p> <p>A number of members of the church are blue badge holders, up until now they have been able to park outside the Church on the South side. The proposed parking on the northern side will prevent this as blue badge parking on the southern side would obstruct the road if the parking area is occupied. Would it be possible to designate two disabled-only spaces on the northern side to allow for this?</p>	<p>The Parish Council wants to increase parking in the village to ensure the survival of local shopping. The changes were discussed and agreed with the Pastor in 2015 that disabled parking facilities was to made available on the hardstanding outside the Church, which is available off road.</p>
10	<p><i>Ashen Green / High Street</i></p> <p>Would it be possible to extend the restriction on the southern side of Ashen Green so it matches the northern side? This will improve visibility for patients exiting the Health Centre. Is it possible to increase the length of restriction to be revoked on High Street by 24 metres in a southerly direction? The reason I ask is because there are several vehicles that are parked near the junction that make entering and exiting Ashen Green dangerous and this should incentivise them to move to a safer location.</p>	<p>The PC wants to increase parking available in the Village, this area will allow additional parking. One of the issues with the driveway of No64 is that either side of the opening there are high hedges which restrict visibility. Ashen Green is not a through route and is subject minimal traffic levels so the need for extending the restriction past the junction with the Health Centre is not required.</p>
11	<p><i>Church Street</i></p> <p>I would like to object to the proposal to revoke the restriction on Church Street. This will have significant implications for the safe exit from the drive of Church Street</p>	<p>The main risk posed to drivers pulling out from Church Street Barns is that of vehicles travelling west along the road. As a result, to help with visibility to the right, it is proposed that 16 metres of double yellow lines should be</p>

	<p>Barns. If a vehicle parks in this space it will leave only 13m of double yellow lines to the left of the drive.</p> <p>A car travelling at the recommended speed of 20mph will cover 13m in about 1.6s.</p> <p>This means that traffic heading in an easterly direction along church Street will inevitably be on the wrong side of the road as they approach the drive. The driveway is concealed meaning vehicles are only visible once they protrude into the street. It is highly likely that the speed limit will be ignored by many drivers which reduces the time to 1.2s at 30mph.</p>	<p>installed to the east of the junction on the northern side of the road. The revocation of double yellow lines to the west of the junction has been sought so that only 1 parking space is lost as a result of the restrictions rather than 2. The end result of the proposals will restrict parking for approximately 15 metres east and west of the junction, which will help reinforce the highway code whereby drivers should not park within 10 metres of a junction.</p>
12	<p><i>Church Street</i></p> <p>My wife and I would like to object to the proposal to restrict parking on Church Street.</p> <p>There are 5 houses in this section that do not have off street parking and there is no close alternative to parking on Church Street. These restrictions will force us to park many hundreds of metres from our houses. One of our neighbours is an O.A.P and we ourselves are parents to one year old so this potential situation hardly seems appropriate.</p> <p>May we suggest imposing parking restrictions during rush hours as a compromise? Alternatively, a temporary traffic light was installed a few years ago when road works were being conducted and there were no traffic issues during this time.</p>	<p>Parking will still be available outward bound past the school entrance and on the bend, not hundreds of metres away. They are probably 8 parking spaces opposite the cottages.</p>
13	<p><i>Hinton Way</i></p> <p>I would like to object to the proposals to restrict parking on Hinton Way.</p> <p>Houses on Hills View are only accessible from Hinton Way via a narrow single track lane. Most of the houses have space for one car to park, manoeuvre and turn but if any of us have a second car, visitors, deliveries or workmen we rely heavily on the parking facilities on Hinton Way.</p> <p>These restrictions will mean that all residents of Hills View and Hinton Way that require on street parking will be competing with each other for far less spaces and the problem of parking will just be pushed further up the road.</p>	<p>The proposal is a compromise. Parking along Hinton Way is an issue faced by residents and drivers on a daily basis. The space left on the eastern side of Hinton Way has been left unrestricted with the residents of Hills View in mind.</p> <p>With that being said it is worth noting that although parking on the highway is permitted in many circumstances, there is no entitlement to highway parking.</p> <p>There will be parking available within a short distance on: Mingle Lane, Orchard Road, Hinton Way beyond Orchard Road and Chaston Road</p>

14	<p><i>Hinton Way</i></p> <p>I wish to object to the proposals to restrict parking on Hinton Way.</p> <p>I care for my parents who live on Hills View, which means I regularly need to park on Hinton Way for well over the proposed limit of half an hour. I would be very grateful indeed if you could consider providing residents parking permits to residents of the affected area in the area of parking restrictions.</p>	<p>There will be parking available within a short walk on: Mingle Lane, Orchard Road, Hinton Way beyond Orchard Road and Chaston Road.</p>
15	<p><i>Hinton Way</i></p> <p>I agree there is a problem with parking and that action is needed to ensure the safety of road users and pedestrians.</p> <p>However I feel the proposed changes will not solve the problem, only move it to the other side of the road.</p> <p>Would it not be better to impose parking restrictions on both sides of the road from the level crossing to Orchard Road?</p>	<p>The PC considered double yellow lines on the south eastern side of Hinton Way between Mingle Lane and Orchard Road and considered it may be overkill as there are lots of driveway entrances along the stretch. If it becomes an issue then we'll proceed with double yellow lines but there is a balance to not remove too much parking as it reduces the space available to properties in Hills View.</p>
16	<p><i>Hinton Way</i></p> <p>Parking has been a major concern in the area for years now. Parking on one side of the road means residents have to check both ways quickly and consistently when exiting their drives due to cars, vans and buses hurtling down the road. To solve this I feel double yellow lines should be installed on both sides of the road and all the way along it.</p> <p>Also the speed limit of 30mph is rarely adhered to so it is of my opinion that traffic calming should be implemented down the road.</p>	<p>The PC considered double yellow lines on the south eastern side of Hinton Way between Mingle Lane and Orchard Road and considered it may be overkill as there are lots of driveway entrances along the stretch. If it becomes an issue then we'll proceed with double yellow lines but there is a balance to not remove too much parking as it reduces the space available to properties in Hills View.</p> <p>Traffic calming is too expensive, the PC has purchased another SID and it is likely this will be used in this area.</p>
17	<p><i>Hinton Way</i></p> <p>I am concerned that the limited waiting proposed outside number 29 to 31 should be outside Kash Stores, number 33-35.</p> <p>I fear the proposal to restrict parking on the north western side will just move the problem to the south east side. There won't be a change to traffic flow.</p>	<p>The store has a car park for 5 vehicles and the double yellow lines in front of it is to encourage drivers to use it. The limited waiting outside 29-31 is intentional. There is a balance to not remove too much parking as it reduces the space available to properties in Hills View.</p> <p>It is safer to improve traffic flow for vehicles travelling away from the level crossing than towards it. Especially considering the length of Station Road compared with Hinton Way.</p>
18	<p><i>Hinton Way</i></p> <p>We are concerned that restricting parking on one side of the road between Mingle Lane and Orchard Road will only encourage people to park on the other side of the road. This will only reproduce the</p>	<p>The PC considered double yellow lines on the south eastern side of Hinton Way between Mingle Lane and Orchard Road and considered it may be overkill as there are lots of driveway entrances along the stretch. If it becomes an issue then we'll proceed with</p>

	<p>current problems and potentially make it worse for pedestrians crossing the road to get to the post office. This will also reduce visibility down the road when pulling out from Mingle Lane and Glebe Lane.</p> <p>People often park across our drive to visit the post office and these proposals will not protect us from such acts of selfishness.</p>	<p>double yellow lines but there is a balance to not remove too much parking as it reduces the space available to properties in Hills View. Though the visibility for cars entering and exiting Glebe Lane may be impeded, the visibility for cars entering/exiting Orchard Road, Chaston Road & Mingle Lane (which are used more often) will be improved.</p> <p>It is an offense to park on a dropped kerb but to reinforce this an APM could be implemented.</p>
19	<p><i>Hinton Way</i></p> <p>We are delighted that double yellow lines are being proposed as we are constantly being blocked in by customers visiting the post office and post office vans. However there appears to be a small space outside our property not covered by the restrictions. We are concerned that if this is left then customers will continue to think it is ok to park across our drive. Everyone says it is just for 5 mins but in actuality it is often 30 mins and it makes us late for appointments. Often when we challenge drivers about this we receive unacceptable abuse in front of our children.</p>	<p>The dropped kerb in front of the property is not clearly defined but does extend in front of the post office. It will be possible to put an APM but the present property owner has indicated that they want to increase the width of the entrance first.</p> <p>The gaps were left in an attempt to reduce the number of spaces lost from the restrictions to maximize the parking facilities close to the post office.</p>
20	<p><i>Hinton Way</i></p> <p>I fully support these changes but note that currently the park cars have the benefit of slowing down the traffic. The current speed limit of 30mph is a suggestion to many drivers. It would make sense to implement some kind of traffic calming measures as well as the restrictions.</p>	<p>Traffic calming is too expensive, the PC has purchased another SID and it is likely this will be used in this area.</p>
21	<p><i>Hinton Way</i></p> <p>We endorse the comments made by (objection 20). It has always been a problem that drivers accelerate rapidly with great noise, but this problem has grown with time. Further speed limits are not clearly posted.</p>	<p>Traffic calming is too expensive, the PC has purchased another SID and it is likely this will be used in this area.</p> <p>One downside to traffic calming is that drivers often slow down for the restrictions and then accelerate away after them so this will not fix the issue with noise.</p> <p>The speed limit is 30mph by virtue of street lighting, which means repeaters are not allowed as it would make the restriction unenforceable for police.</p>
22	<p><i>Hinton Way</i></p> <p>We are generally pleased with the proposals but we the restrictions will not solve the problem we already face. Currently we have problems entering and exiting our drive, which is mainly due to a</p>	<p>The double yellow lines are already being extended to stop parking near Orchard Rd. There is a balance to not remove too much parking as it reduces the space available to properties in Hills View.</p>

	van that parks south of Orchard Road for advertisement purposes.	
23	<p><i>Hinton Way</i></p> <p>My comment is about the possible effect that removing parked cars may make way for speeding vehicles coming up the hill from the Station. Drivers are dangerously impatient to make up for lost time and I fear for the safety of school children on their way to and from school.</p> <p>Please could the restriction on this stretch of Hinton Way from the station to beyond the post office be adjusted to allow waiting outside business hours, roughly 09.00 to 17.00?</p>	<p>Can't see what this achieves</p> <p>By restricting parking the average speed of cars travelling may indeed increase but so too will the visibility available to both drivers and pedestrians alike. If speed does become an issue we can look at traffic calming measures in the future but at the moment these measures are too expensive considering the budget available. The PC has purchased another SID and it is likely it will be utilized on this road.</p>
24	<p><i>Hinton Way</i></p> <p>Surely the restrictions on the North West side will merely move the problem to the South Eastern side, with no net improvement in through clearance of the road.</p> <p>I would suggest the addition of waiting to be limited to 30 minutes with no return within 1 hour on the South Eastern side a point North East of Orchard Road to the where the proposed restriction starts North of Mingle Lane. This would have the effect of improving traffic flow in both directions.</p>	<p>The PC considered double yellow lines on the south eastern side of Hinton Way between Mingle Lane and Orchard Road and considered it may be overkill as there are lots of driveway entrances along the stretch. If it becomes an issue then we'll proceed with double yellow lines but there is a balance to not remove too much parking as it reduces the space available to properties in Hills View.</p>
25	<p><i>Hinton Way</i></p> <p>We welcome all of the proposals but we do not like that there are small gaps in the double yellow lines on the North Western side. Currently we are having to pull in and out of our drive in between parked cars with poor visibility. We are planning on applying for a dropped kerb outside our driveway to widen our driveway so do not want the parking space here otherwise it will be blocking our drive.</p>	<p>Same as Objection 19. Again potential for an APM.</p>
26	<p><i>Hinton Way</i></p> <p>Currently there is a van that parks around the junction Orchard Road and Hinton Way. It is only parked there for the advertisement purposes and obstruction it causes means cars are constantly stopping and starting to as they try to pass it.</p> <p>For medical reasons I keep my window open to get fresh air but this stop start nature of the traffic is increasing the pollution near me. Your proposals would</p>	

	<p>than likely move the van outside my property so not only would the pollution get even worse but the view from my house will no doubt be obstructed. This may not seem like a big deal but I can no longer go out much so I enjoy watching the people go by.</p>	
27	<p><i>Hinton Way</i></p> <p>I think the proposed changes to PR0372, extending the double yellow lines into Mingle Lane and the proposed bus stop clearway will greatly improve the highway safety at its junction with Hinton Way. As suggested in my original response it will inevitably lead to parking for the station migrating to outside my house but I am very pleased my suggestions have been taken on board and the safety of the junction is to be improved.</p>	
28	<p><i>Hinton Way</i></p> <p>We have no objections to the proposals except to ask whether it is possible to have an APM installed to highlight our dropped kerb. Currently cars park on the dropped kerb or very close to it in contravention of the rules. The white line would make it clear that cars should not park there at any time day or night.</p>	