

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED
WAITING AND LOADING RESTRICTIONS ON VARIOUS STREETS, GREAT SHELFORD**

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

Meeting Date: 28th January 2020

From: Executive Director: Place & Economy

Electoral division(s): Sawston & Shelford

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

Purpose: To determine objections received in regards to:

- the proposed installation of double yellow lines on various roads (specified below) in Great Shelford
- the proposed variance of a loading bay on Woollards Lane, Great Shelford

(Red Hill Lane, Cherry Trees, The Hectare, Church Street, Spinney Drive, Poplar Close, Chaston Road, Hinton Way)

Recommendation:

- Implement the proposed double yellow lines on all roads as published
- Implement the Woollards Lane loading bay variance
- Inform the objectors accordingly

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Cllr Roger Hickford
Post:	Traffic Manager	Post:	County Councillor
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	Roger.hickford@cambridgeshire.gov.uk
Tel:	0345 045 5212	Tel:	07985 770082
		Name:	Cllr Kevin Cuffley
		Post:	County Councillor
		Email:	Kevin.cuffley@cambridgeshire.gov.uk
		Tel:	07940 859660

1. BACKGROUND

- 1.1** The village of Great Shelford is located approximately 4 miles south of Cambridge City (Appendix 1) resulting in a high level of commuter traffic (in the form of both motorised and cycle traffic). Additionally, its railway station, which provides a link to London, means the residential streets that surround said railway suffer from high levels of commuter parking.
- 1.2** This self-funded highway improvement scheme has been put forward by Great Shelford Parish Council to address a number of perceived issues in the village. The restrictions and the associated rationale are as follows:
- Install DYLS (double yellow lines) around the junctions of Red Hill Lane, Cherry Trees, The Hectare and Cambridge Road (Appendices 2-4). The aim being to improve visibility for those wishing to enter and exit the respective roads as well as improving cycle safety as there are cycle lanes on either side of Cambridge Road.
 - Install DYLS along the southern side of Church Street (Appendix 5) to maintain the flow of traffic as Church Street is not wide enough to support parking on both sides of the road.
 - Vary the existing loading only bay on the northern side of Woollards Lane from loading only at all times to goods vehicle loading only between the hours of 6.00am and 6.00pm (Appendix 6). The aim being to stop vehicles parking in the bay while the occupants visit the local shops. The Parish have been advised that the underlying issue is enforcement and that it is unlikely that such changes will have an effect.
 - Install DYLS on the western side of Spinney Drive in its entirety and on the eastern side of Spinney Drive at the northern and southern ends (Appendix 7) to dissuade commuter parking and to improve access for residents.
 - Install DYLS around the turning head at the end of Poplar Close (Appendix 8) to ensure said turning head is effective and useable.
 - Extend the existing DYLS on Leeway Avenue by approximately 21 metres (Appendix 9) to improve visibility for residents exiting and entering their drives and to dissuade commuters from parking on the road.
 - Install DYLS on Chaston Road (Appendix 10) with the aim of improving visibility for vehicles entering and exiting Grain Close and Acacia Court, improving visibility at the bends and stopping vehicles from parking on both sides of the road, which restricts the flow of traffic. Visibility for cyclists is also a concern here as Chaston Road is part of a busy Cycle route.
 - Install DYLS on the south-eastern side of Hinton Way from its junction with Mingle Lane to its junction with Orchard Road (Appendix 11) as parked vehicles are causing traffic flow issues.
- 1.3** A reduction of the limited waiting parking bay on the north-western side of Hinton Way (replaced by DYLS) was proposed through a separate consultation. No objections were received, however, for transparency the proposals have been included in Appendix 11.

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, however, in an attempt to satisfy objections the Spinney Drive proposals were amended (Appendix 12) and a second notice was advertised in the Cambridge News on 23rd October 2019. The associated statutory consultation period ran from 23rd October 2019 to 13th November 2019.
- 2.3** The proposed restrictions on Chaston Road were also amended to satisfy objectors (Appendix 13), however, the changes were not advertised in the press on account of the material change being a reduction in lining. Instead, those that elected to comment on the original proposals were notified of the change and their responses were logged.
- 2.4** The statutory consultation resulted in 16 representations to the published proposals of which there are 13 objections and 3 statements of support (Note, 2 of the statements of support have requested additional lining). All representations are included in the table in Appendix 14, 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 third party funding from Great Shelford Parish Council.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

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 that would be directly affected by the proposals - note, not all residents of the Sheltered Housing estate on Chaston Road were sent a letter though comments received after the closing date have been included in this report as a compromise. 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 Councillors, Cllr Roger Hickford and Cllr Kevin Cuffley, and District Councillors, Cllr Peter Fane and Cllr Nick Sample, were consulted on both occasions. No responses were received.

4.7 Public Health Implications

There are no significant implications for this priority.

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