

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
GODWIN WAY, CAMBRIDGE**

To: Cambridge City Joint Area Committee

Meeting Date: 14th July 2015

From: Executive Director: Economy, Transport & Environment

Electoral division(s): Queen Edith's

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

Purpose: To determine objections received to the Traffic Regulation Order (TRO) associated with Godwin Close, Cambridge City

Recommendation: a) Approve and make the Order as advertised
b) Inform the objectors accordingly

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1** Godwin Way is located in the Queen Edith Ward of Cambridge City. The area has become a hotspot for inconsiderate parking especially around junctions. This situation is potentially hazardous to motorists passing through the area and pedestrians who may be attending the Queen Edith Community Primary School which is located on the street.
- 1.2** The proposal is for a double yellow line parking restriction opposite the junction of Godwin Way and Godwin Close. The length of lining is approximately 33 metres and will be installed on the south side of Godwin Way (Appendix 1).
- 1.3** The proposal has been promoted by Local Member, Councillor Amanda Taylor. Its purpose is to prevent inconsiderate, potentially hazardous parking at a junction that is busy especially during school opening times.

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 27th February 2015. The statutory consultation period ran from 27th February – 20th March.

The statutory consultation resulted in one objection; this is detailed in Appendix 2. The Police and other emergency services offered no comments.

- 2.3** On the basis of this analysis it is recommended that this Order is made for the reasons:

- General road safety

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**

Improving safety for motorists and pedestrians in a busy residential area.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the reception of Shire Hall.

4.5 Localism and Local Member Involvement

The Local Member, Councillor Taylor has been consulted and supports the proposal.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

APPENDIX 1 - OVERVIEW



APPENDIX 2

Objections/Comments	Officer Response
<p>1. The main reason is it is likely to displace parking to the opposite side of the road (Godwin Close) were I already experience continuous inconsiderate parking on a regular basis.</p> <p>In order to prevent the displacement, the new yellow lines should be balanced or protections placed on this side of the road.</p>	<p>The proposal will improve visibility at this junction thereby also improving safety at a junction that features inconsiderate parking.</p> <p>Motorists should not be parking on the junction (as advised by the Highway Code), the displacement of an estimated 3 cars is unlikely to exacerbate the current situation significantly.</p> <p>In addition there have been no further objections to this proposal.</p>