

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
THE PROPOSED WAITING RESTRICTIONS ON STATION ROAD,  
HISTON & IMPINGTON**

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

*Meeting Date:* 14<sup>th</sup> March 2019

*From:* Executive Director: Place & Economy

*Electoral division(s):* Histon & Impington

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

*Purpose:* To determine objections to the proposed installation of no waiting at any time on Station Road, Histon & Impington.

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

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## **1. BACKGROUND**

- 1.1** The Parish of Histon and Impington is located approximately 3 miles to the north of Cambridge City Centre (Appendix 1). Station Road runs from the centre of the village at its junction with The Green south through the village to its junction with Cambridge Road at the Guided Busway.
- 1.2** The section of Station Road subject to the proposed waiting restriction (south of its junction with New School Road to just south of its junction with School Lane, see Appendix 2) is populated with dwellings on both sides. There are 23 properties on this section of Station Road, most of which have access to off street parking with 6 properties having no access to off street parking.
- 1.3** This section of Station Road is particularly busy at school drop off and pick up times due to its close proximity to Histon and Impington Infant School (which can be accessed via a cut through at the end of Poplar Road). This section of Station Road is also within close proximity of a Baptist Church, Café/Deli, Dentist, pharmacy and doctor's surgery as well as being used a through route through the village.
- 1.4** Histon & Impington Parish Council were successful in their bid for funding through the Local Highways Improvements Initiative (LHI) process to improve safety on this heavily used section of Station Road at school drop off and pick up times. It is proposed to install no waiting at any time on the north eastern side of Station Road at the dropped kerb crossing point near the war memorial (from a point 45 metres south east of its junction with New School Road in a south easterly direction for a distance of 8 metres), on its west side for 10 metres either side of its junction with Poplar Road, on both sides of Poplar Road from its junction with Station Road in a westerly direction for 13 metres, on the eastern side of Station Road from a point 5 metres north of its junction with School Lane to a point 6 metres south of the same junction and on School Lane both sides from its junction with Station Road for a distance of 5 metres on its northern side and 6 metres on its southern side. A plan showing the proposed waiting restriction can be seen at Appendix 3.
- 1.5** The proposed restrictions are being requested for road safety reasons to improve visibility for all road users at the junctions of Station Road/Poplar Road, Station Road/School Lane and at the dropped kerb crossing point near the war memorial. Improvement to the bus stop on both sides of Station Road near the Baptist Church are also proposed as part of this LHI bid but are not subject to a Traffic Regulation Order.
- 1.6** A site photo showing parking at the junction of Station Road/Poplar Road can be found at Appendix 4.

## **2. TRAFFIC REGULATION ORDER (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 6<sup>th</sup> of February 2019. The statutory consultation period ran from the 6<sup>th</sup> of February until the 27<sup>th</sup> February 2019.
- 2.3** The statutory consultation yielded four comments, consisting of two objections and two statements of support. All comments and the grounds upon which they were made have been summarised in the table in Appendix 5 with officer comments alongside them.
- 2.4** It should be noted that the traffic management officer for the police had no objection to the proposed waiting restrictions.
- 2.5** 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 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, Parish Council, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where the proposed restrictions would be implemented and consultation letters were delivered to nearby residents. The proposal was available to view in the reception area of Shire Hall, Cambridge, Vantage House, Huntingdon and at the Offices of South Cambridgeshire District Council and online on Cambridgeshire County Councils website.

#### **4.5 Localism and Local Member Involvement**

The County Councillor, Cllr David Jenkins and District Councillors, Cllr Cahn, Cllr Heylings and Cllr Hunt were consulted. No responses were received.

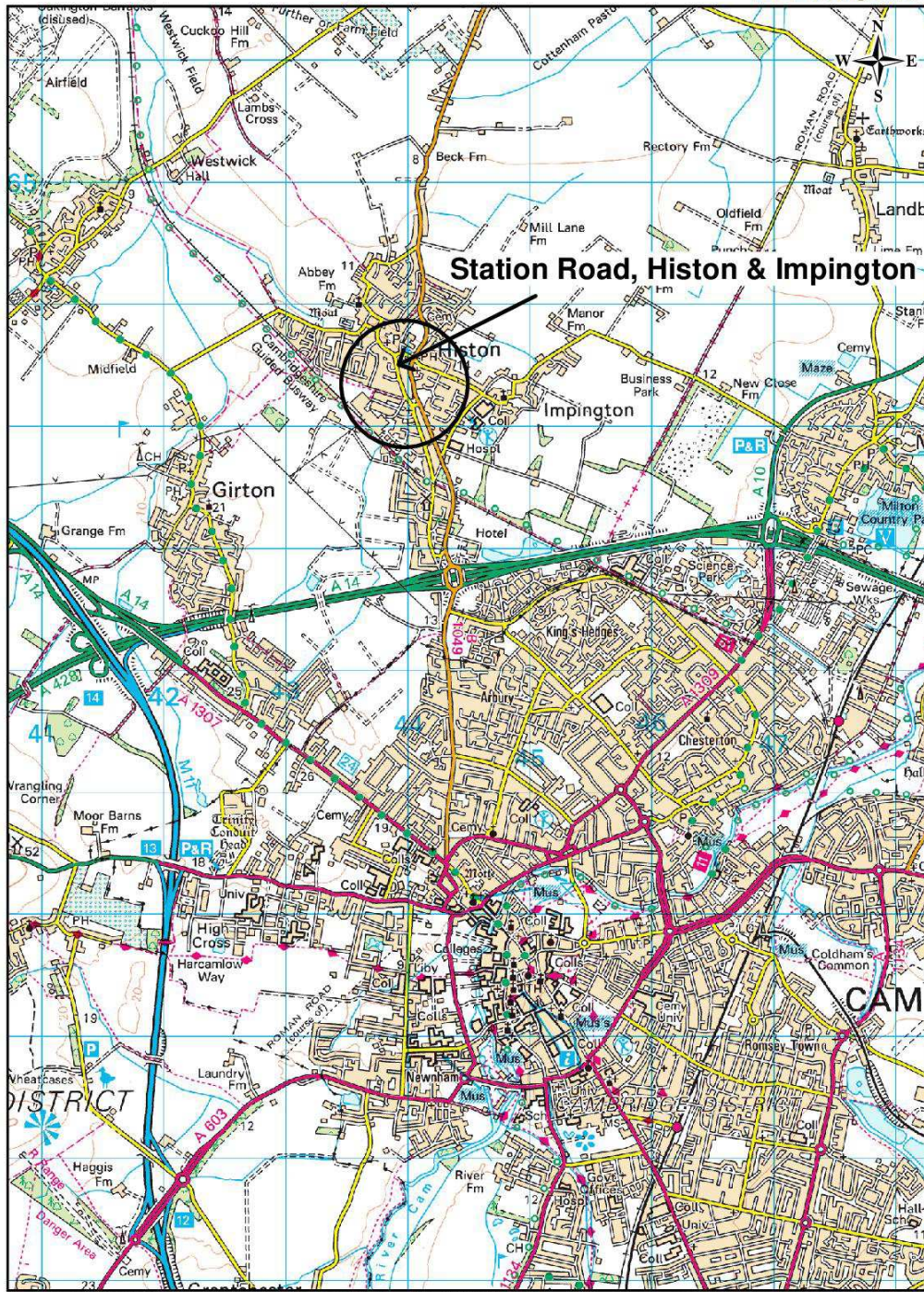
#### **4.6 Public Health Implications**

There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Emails of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

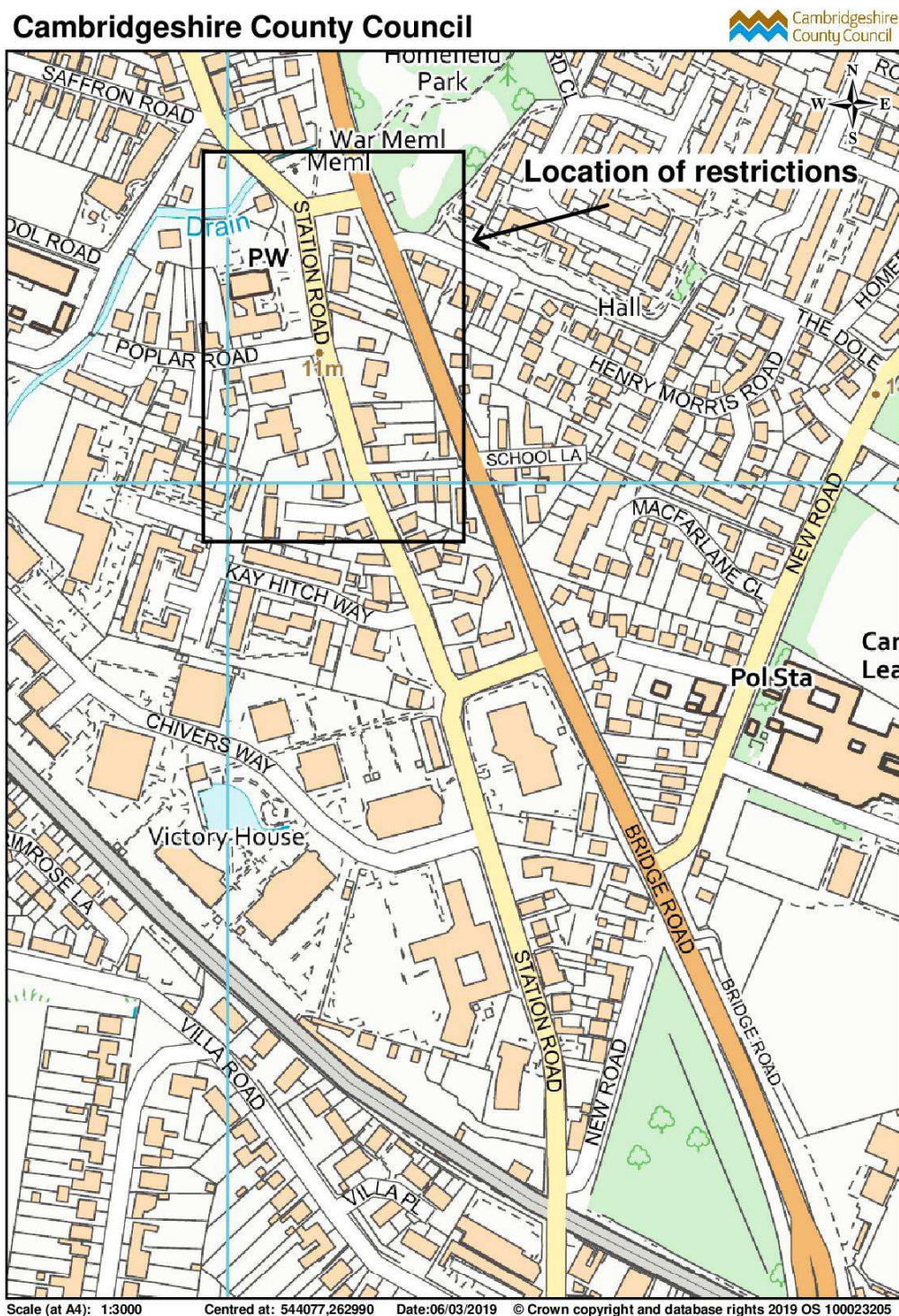
## Appendix 1 – Location Overview

Cambridgeshire County Council

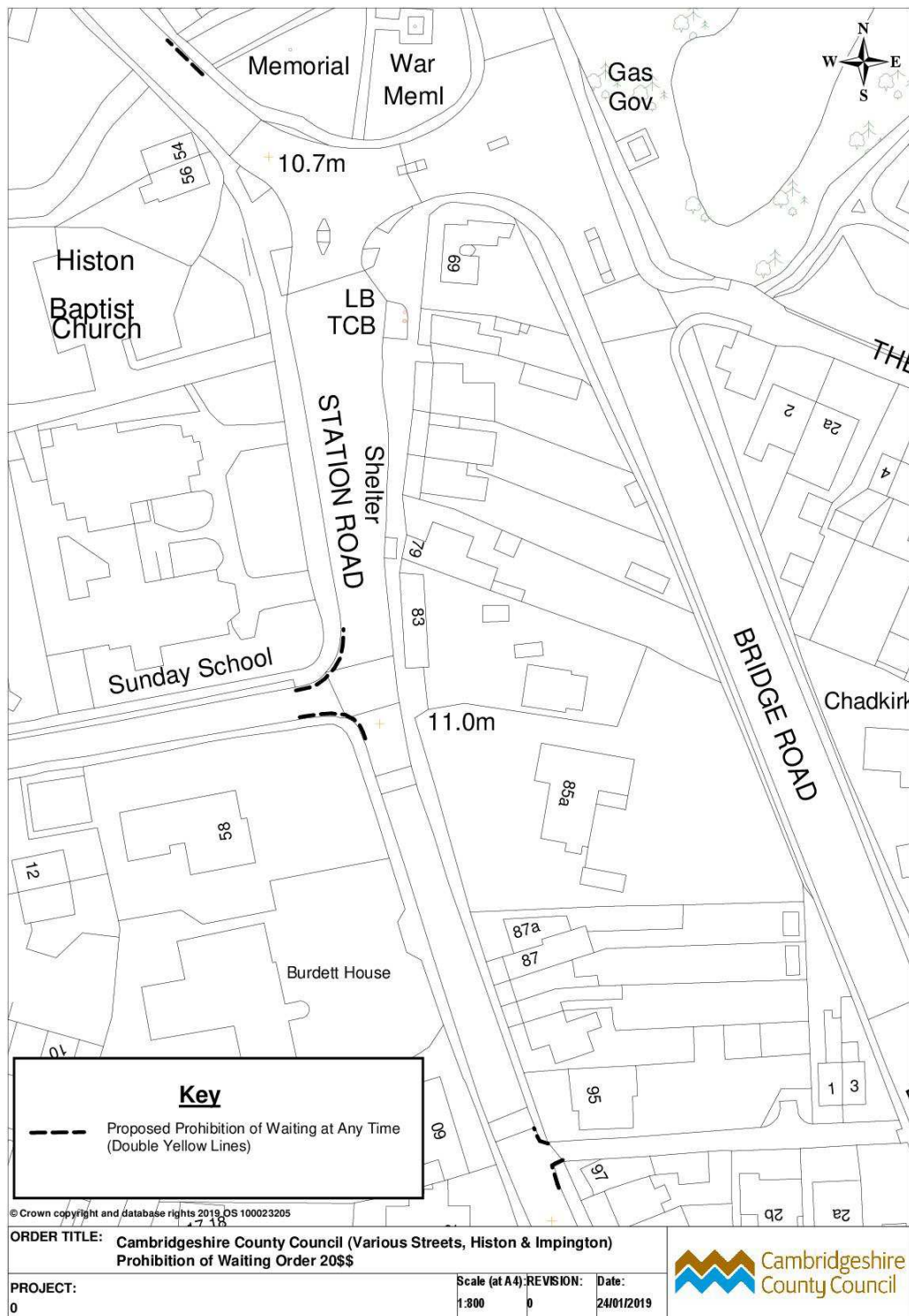




## Appendix 2 – Location of proposed restrictions



## Appendix 3 – Proposed Restrictions





**Appendix 4: Site Photo of Station Road/Poplar Road junction**





Appendix 5		
Comments received		
	Objections	Officer Comments
1	<p>Objection from a resident, stating:</p> <p>Currently we have regular parking constraints. I often have to park some distance from my property. This is often due to meetings being held at the Baptist church, people going to the geographer or dentist local to this area or simply people visiting residents. The proposals being made will significantly reduce the parking spaces available in an area that already has problems providing enough parking.</p> <p>I am aware that there are additional residential developments being made at the dentist 66 Station Road. I am also aware of the potential expansion of the Geographer coffee shop at 103 Station Road. These additions will only require more parking to be available.</p> <p>I support the need to make the area as safe as possible for both pedestrians and vehicles. The speed and volume of traffic on Station Road is quite often unacceptable. One of the main reasons is that Station Road is used regularly as a 'rat run' to avoid using the main B1049 road.</p> <p>There is no doubt that one of the impacts of these additional double yellow lines will be further restrictions on parking availability as well as potentially further hazardous parking on both sides of the road as a result, thus causing new safety problems. There are many corners that do not have double yellow lines around them around Histon that people regularly park on, I would hope that there would be some degree of pragmatism applied</p> <p>I object to the overall reduction in car</p>	<p>It is noted that there is a high demand for on street parking places on this section of Station Road. Cambridgeshire County Council has to balance residents' parking needs with road safety considerations. The proposed double yellow lines have been kept to the minimum required to keep the junctions of Station Road/Poplar Road and Station Road/School Lane clear to preserve visibility and have been designed to retain as much parking as possible. The Highway Code states that drivers should not park opposite or within 10 metres of a junction and therefore the proposed double yellow lines will remove few legitimate parking spaces.</p> <p>The proposed double yellow lines on Station Road near the war memorial are being proposed to enhance visibility at the dropped kerb crossing point and also to reduce the potential of vehicle conflict approaching the bend round to Bridge Road.</p> <p>I appreciate that there are many junctions that do not have double yellow lines prohibiting waiting, however as stated previously the Highway Code does state that drivers should not park opposite or within 10 metres of a junction therefore the proposed double yellow lines are enforcing this., The reason why Histon and Impington Parish Council have applied to install double yellow lines at these junctions (and the small section of Station Road at the dropped kerb crossing) is for road safety reasons at this heavily used section of road (especially at school pick up and drop off times).</p> <p>Regarding your suggestion for residents only parking, this would be beyond the scope of this Order. Any proposed residents parking scheme would need to go through vigorous localised consultation</p>

	<p>parking spaces without due consideration for the local residents as a result of this proposal. I'd suggest that if this change was to go ahead that there should also be some change made at the same time to protect the local resident parking. Perhaps a resident only parking permit. Or resident only parking.</p>	<p>and engagement process and would need the support of local Councils and Councillors. Before a scheme is implemented an assessment is made to make sure that introducing a scheme is technically and financially feasible. Implementing parking restrictions requires the making of a legal order, which involves 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. As resident Parking schemes are, by their nature, of a direct benefit to a small and localised group of residents, the general principle will apply that Residents' Parking Schemes are set up and run on a cost-recovery basis i.e. schemes are self-funding and not eligible for Local Highway Improvement contributions. Residents would need to meet the cost of the resident parking scheme through the purchase of resident parking permits. If you feel there is a strong desire from local residents for residents parking it may be worthwhile initially discussing this with your local Councillor.</p>
2	<p>Objection from a resident, stating:</p> <p>I'd like to raise my concerns for the proposed plan to put double yellow lines around junctions on Station Road, Impington.</p> <p>Although in principal I agree that safety is paramount I do have some concerns regarding safety implications and provisions as a result of this plan. My concerns lie with the implications on Station Road if the work is carried out. The current plan has no proposed parking allocations as a result of putting the yellow lines in place- thus removing 65 metres altogether across the whole plan.</p> <p>Already Station Road has many safety issues already- speeding and a lack of parking on this busy road are the most prominent. This is a</p>	<p>It is noted that there is a high demand for on street parking places on this section of Station Road, Cambridgeshire County Council has to balance residents' parking needs with road safety considerations. The proposed double yellow lines have been kept to the minimum required to keep the junctions of Station Road/Poplar Road and Station Road/School Lane clear to preserve visibility and have been designed to retain as much parking as possible. The Highway Code states that drivers should not park opposite or within 10 metres of a junction and therefore the proposed double yellow lines will remove few legitimate parking spaces. The proposed double yellow lines at the junctions of Station Road/Poplar Road and Station Road/School Lane will improve visibility and therefore improve road safety for all road users including those vehicles exiting these junctions onto Station Road.</p>

<p>very busy stretch of road and is used at all hours of the day:</p> <ul style="list-style-type: none"> <li>• As a rat run to commuters to beat the traffic- Monday - Friday every day to and from work, twice daily.</li> <li>• As a school drop off and pick up to the infants school, twice daily. Many cars parking to walk through the cut through.</li> <li>• As parking for those attending the Baptist church for events at all times of the day, especially at night, all week and weekends.</li> <li>• Patients at the dentist (parking has now been removed due to building works and will remain to be removed once completed). All week</li> <li>• Patients at the doctors (the car park is very small and staff use those spaces). All week.</li> <li>• Those using the pharmacy. All week.</li> <li>• Those using the popular Geographer coffee shop. All week and weekends.</li> </ul> <p>Also I feel this proposed plan does not take into account the forthcoming developments in this area. With developments ongoing at the dentist putting in residential homes, with a limited amount of allocated parking and removal of dentist parking, plus an extension at The Geographer coffee shop this is due to get worse.</p> <p>Currently, we already see double parking on both sides of the road which draws traffic to a single file state. As a busy bus route and cyclist route this already causes havoc and is very unsafe and would restrict emergency vehicles if any are ever needed. There was a car that was smashed into by another</p>	<p>The proposed double yellow lines on Station Road near the war memorial are being proposed to enhance visibility at the dropped kerb crossing point and also to reduce the potential of vehicle conflict approaching the bend round to Bridge Road.</p> <p>As this proposed scheme is being funded through the LHI Initiative as a minor highway improvement it is beyond the scope of this scheme to address all the issues you have raised such as speeding, lack of on street parking provision, rat running, volume of traffic and indiscriminate on-street parking. LHI applications are assessed and scrutinised by a panel before approval and therefore any significant alterations to a scheme i.e. adding extra lengths of double yellow lines would not be feasible once the scheme has progress to the installation stage. Any additions to restrictions such as more double yellow lines would also require for the Traffic Regulation Order to be re-drafted and re-advertised in the press, on site and interested parties to be consulted again. Therefore any additional parking restrictions would not be possible within this scheme however I can (if you permit it?) share your suggestions with Histon and Impington Parish Council so they could consider your concerns/suggestions for future applications for highway improvements?</p> <p>Although I appreciate there is a high demand for on street parking in Station Road the overriding concern with this proposal is road safety, parking around the mouth of junctions increases the chance of vehicle conflict and affects visibility for all road users. As stated above the proposed waiting restrictions will remove very few legitimate parking places and the major concern has to be safe movement of traffic on the public highway. The purpose of the highway is for the public to pass and repass without hindrance, whilst I appreciate the high demand for parking the is no formal right to park vehicles on the</p>
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<p>car due to double parking during the school run- where children and families are present.</p> <p>Therefore with the above points in mind, highlighting the existing safety concerns on Station Road these proposed plans see to remove parking spaces rather than allocating more. The double yellow lines around Poplar Road and School Lane will remove approximately 10 car parking spaces. Regardless of whether these are legitimate car parking spaces in regards to the Highway Code as these are already, and repeatedly parked in as there is nowhere else to park without double parking.</p> <p>The proposed plans are to make the junctions safer to two small, dead end roads, which I strongly feel will make a far more unsafe environment on Station Road- the bigger and busier through route. Furthermore many residents that live down School Lane actually park on Station Road around that junction.</p> <p>I simply ask- where is everyone supposed to park? This plan gives no alternative, no other proposal to allocate new safer parking. Without this the proposed plan makes an already unsafe road even more unsafe and chaotic.</p> <p>I fear we will see more double parking as this will be the only alternative if this plan goes ahead. This will create more queues, single file traffic putting cyclists at risk to impatient and speeding drivers plus access issues on a bus route and for emergency vehicles. Double parking will also result in path mounting which also affects the safety of pedestrians, those with buggies, those with mobility scooters and wheelchairs- all of which regularly use this road for the local services</p>	<p>highway, it is tolerated and managed where appropriate and it was never the intention of this scheme to provide additional parking capacity for local residents.</p> <p>If vehicles are parked in such a way to cause an obstruction to the carriageway or footway this would be an enforcement matter for the police as would speeding.</p>
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	<p>(even worse on bin day).</p> <p>I feel a wider safety aspect needs to be adequately and seriously addressed here. An alternative must be sought as the wider implications are simply too unsafe and will affect a lot more people. The cause must be treated, not just one of the symptoms.</p>	
3	<p>Support from a resident, stating:</p> <p>I welcome the introduction of the double yellows on those corners as they are particularly dangerous. However I am concerned that the road will become a chicane as it is already further up the road toward the Geographer and the Dentist Surgery. People already park in ridiculous places as they want to be close to the Georgrapher or the doctors/ dentists and sometimes block the entire street in an effort to save their legs!!</p> <p>I had suggested that double yellow lines be installed from the top of Poplar Road southwards up to Loves Close to easy traffic problems along that stretch. I often have bus drivers and pedestrians knock on my door and complain about cars parked outside our house are blocking access on the road or the path. I then have to explain that they are not mine and they will find the drivers at the café or in the dentist. My son's car was recently damaged from parking on the east side and then cars parked on the west side of the road and caused a very narrow gap that judging by the paint colour was a bus squeezing through.</p> <p>If the additional double yellows are not permitted could you at least consider putting them directly opposite the School Lane entrance to prevent cars parking there as visitors to the local businesses will</p>	<p>This particular scheme has been applied for by the Parish Council to formalise parking by proposing restrictions (double yellow lines) in those areas where parking is not permitted i.e. within 10 metres of junctions and also to improve road safety by proposing to install a small length of double yellow lines to improving visibility at the dropped kerb crossing point near to the war memorial on Station Road. These proposals are intended to improve road safety for all road users in particular at school drop off and pick up times. As well as the proposed parking restrictions improvements to the bus stops on Station Road adjacent to and opposite Histon Baptist Church are being proposed to ensure the bus stops are kept clear for buses and to improve the bus stops to allow less mobile users to embark and disembark safely.</p> <p>LHI applications are assessed and scrutinised by a panel before approval and therefore any significant alterations to a scheme i.e. adding extra lengths of double yellow lines would not be feasible once the scheme has progress to the installation stage. Any additions to restrictions such as more double yellow lines would also require for the Traffic Regulation Order to be re-drafted and re-advertised in the press, on site and interested parties to be consulted again. Therefore any additional parking restrictions would not be possible within this scheme however I can (if you permit it?) share your suggestions with Histon and Impington Parish Council so they could consider your</p>

	<p>see it as a perfect slot for a car but cause a tight chicane for emergency vehicles, buses and vans. I can only see this getting worse as the Dentists no longer have a car park just more residential units who I presume will all have cars pushing the customers along the narrower part of the Station Road.</p>	<p>concerns/suggestions for future applications for highway improvements.</p>
4	<p>Support from a resident, stating:</p> <p>I support these steps fully. The area is becoming busier and, with these additional restrictions coming into force stopping parking in the unsafe places, it will only become worse.</p>	<p>Noted.</p>