

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
THE PROPOSED WAITING RESTRICTIONS ON GREEN END AND
WRIGHT'S CLOSE, FEN DITTON**

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

Meeting Date: 11th October 2019

From: Executive Director: Place & Economy

Electoral division(s): Waterbeach

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

Purpose: To determine objections to the proposed installation of no waiting at any time on Green End and Wright's Close, Fen Ditton

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

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

- 1.1** The parish of Fen Ditton is located approximately 2.5 miles north east of Cambridge (for location plan see Appendix 1). Green End is an unclassified road running south west to north east from the centre of Fen Ditton. Wright's Close is an unclassified road forming a residential cul de sac from its junction with Green End.
- 1.2** The section of Green End subject to the proposed waiting restrictions is situated on both sides of the carriageway at its junction with Wright's Close.
- 1.3** It has been proposed to install no waiting at any time on Green End on its north west side from a point 9.6 metres south west of its junction with Wright's Close in a north easterly direction for a distance of 28 metres and north east side from a point 9.6 metres south west of its junction with Wright's Close to a point 10.4 metres north east of the same junction and on Wright's Close on both sides of the carriageway from its junction with Green End in a south easterly direction for a distance of 7 metres. A plan showing the extent of the proposed restrictions can be found at Appendix 2.
- 1.4** These proposals are being made following the submission of a Local Highways Improvement Initiative (LHI) application by Fen Ditton Parish Council.
- 1.5** Fen Ditton Parish Council have applied for the waiting restrictions to ensure the mouth of this junction is kept clear so that HGVs and buses can turn around in Green End, which is a dead end road. There are bus stops on Green End just before its junction with Wright's Close, these stops are served by the Stagecoach 19 bus service which runs between Cambridge and Landbeach in each direction once daily Monday to Friday.

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 24th of July 2019. The statutory consultation period ran from the 24th of July until the 14th August 2019.
- 2.3** The statutory consultation yielded four objections. All comments and the grounds upon which they were made have been summarised in the table in Appendix 3 with officer comments alongside them.
- 2.4** It should be noted that the traffic management officer for the police has 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 and at the Offices of South Cambridgeshire District Council and online on Cambridgeshire County Council's website.

4.5 Localism and Local Member Involvement

The County Councillor, Cllr Anna Bradman and District Councillors, Cllr Graham Cone, Cllr Claire Daunton and Cllr John Williams were consulted. No responses were received.

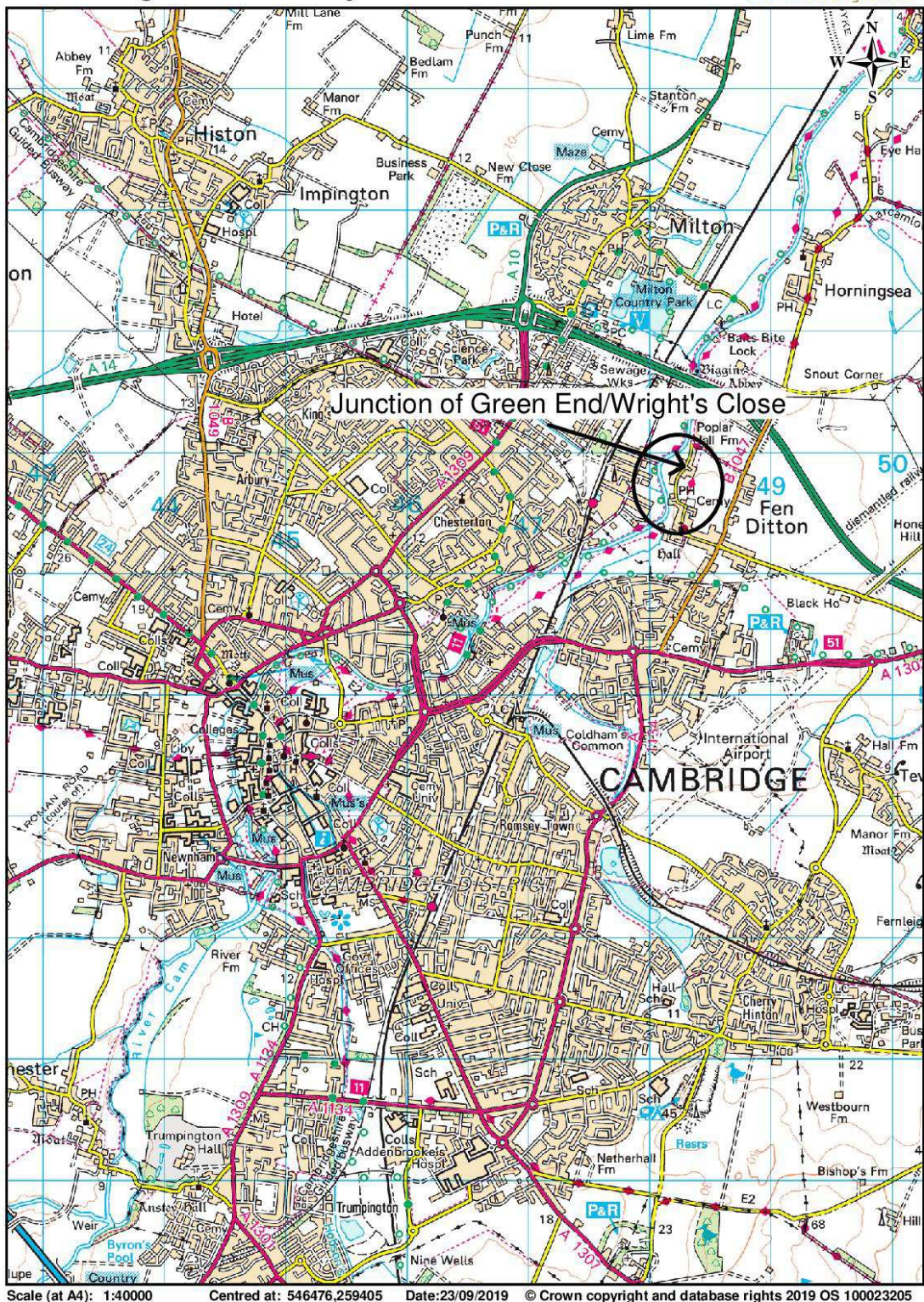
4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
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



NOTES

1. 10m DIMENSION TO BE TAKEN FROM END OF RADIUS KERB
2. DIAG.1018.1, YELLOW LINES, TO BE PRIMROSE YELLOW AND 50mm WIDE.

Cambridgeshire County Council

LHI 2019/20
Green End/Wright's Close
Fen Ditton

Parking Restrictions
Issue

Date	Drawn	Checked	Issue
1-25-08	GB		

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Appendix 3		
Comments received		
	Objections	Officer Comments
1	<p>Firstly, as a resident of Green End I welcome the acknowledgement by the Council that the current bus route is unsustainable, causing both safety concerns and damage to public and private property alike.</p> <p>However, whilst the installation of yellow lines may improve the situation to a point, it will not address all the issues currently experienced by residents of Green End on a daily basis.</p> <p>Having lived on Green End for some 12 years now, I note the following issues:</p> <p>1. Green End is a narrow village lane, it is not possible to safely pass two cars. Hence if a larger vehicle such as a bus is on the road then one or the other vehicle has no alternative but to reverse for a considerable distance and round a sharp blind corner near the Plough which poses safety concerns for the drivers. Should any vehicles be parked on the lane a larger vehicle such as a bus is simply unable to pass;</p> <p>2. The current turning point opposite and in Wrights Close is not sufficiently spacious to allow a bus to turn without the need to drive on private property (see attached photo) (Appendix 4). This is not a sustainable bus route and the matter has repeatedly been reported to Stagecoach to no avail. The weight of the bus has caused damage to the private drive, and the height of</p>	<p>The double yellow lines at the junction of Church End/Wright's Close have been proposed following the submission of a successful Local Highways Improvement Initiative (LHI) application to Cambridgeshire County Council by Fen Ditton Parish Council to ensure the mouth of this junction is kept clear so that HGVs and buses have sufficient space to turn around in Green End.</p> <p>Parking around the junction splay contravenes the Highway Code and therefore the proposed double yellow lines would reinforce this. By prohibiting waiting around the splay of the junction will ensure this area is kept clear to give large vehicles as much space as possible to manoeuvre.</p> <p>I appreciate that the width of the road makes use by large vehicles difficult however the bus service is infrequent (one service a day in each direction) and there are 'no through route' signs near the junction of High Street and Horningsea Road so large vehicles should only be accessing Church End to make deliveries. It is acknowledged that Green End is narrow in places (as are many roads within the County) and it is therefore up to the road users to drive appropriately and to park where it is safe to do so without blocking accesses.</p> <p>Points 2 and 3 are addressed above; By prohibiting waiting around the splay of the junction will ensure this area is kept clear to give large vehicles as much space as possible to manoeuvre.</p>

	<p>the bus has damaged the various trees in the same area;</p> <p>3. Linked to the above, as there is insufficient room to safely turn a bus it frequently mounts the curb of Wrights Close, again damage is routinely caused.</p> <p>Given these issues, when coupled with the very small volume of people who use the service, please could I request that the Council addresses all the issues by either commissioning a smaller vehicle that can safely turn in the village without trespassing on private property, or causing damage to the village infrastructure, or re-route the vehicle where it's route is safe for all concerned.</p> <p>Over the years I have witnessed many instances of anti-social exchanges where residents, bus drivers and bus users have found themselves in the above unworkable situations and I trust that the Council is able to acknowledge that it is unfair on all those involved to be placed in this situation on a daily basis.</p>	<p>Having discussed the comments received to this proposed Order with the Parish Council they are keen to progress the scheme as is and would not want to stop the bus servicing Green End as there are vulnerable users located in the street who rely on the bus service. Any decision regarding using smaller buses would have to be made by Stagecoach as the bus operator.</p>
2	<p>Like a number of other residents in Wrights Close, the receipt of your letter informing us of the proposed yellow lines was the first indication of this proposal. I have since spoken to a member of Fen Ditton parish council and it was their understanding that all residents in Wrights Close had been informed of the proposal and were in full agreement. This most certainly is not the case.</p> <p>For many years a bus service has been provided, and on numerous occasions I have seen it collecting and dropping a very limited number of able passengers (never more than 3 passengers at any one time). Over the last 18 months there have been a number of building projects in</p>	<p>I am sorry to hear you received no prior consultation regarding this matter it was my understanding that consultation had been undertaken prior to the advertisement of the proposed traffic regulation order (TRO) to implement the double yellow lines.</p> <p>Noted.</p>

<p>area adjacent to the Wright Close/Green End, given the number of vehicles the parking was managed extremely well. The bus is the only vehicle that seems to experience difficulties when turning even though the bus isn't the largest vehicle that turns at this location.</p> <p>If the yellow lines are put in place outside the properties of two residents on Green End this will restrict their parking and their guests. With these restrictions in place our concern is that those cars will then be parked in Wrights Close or on the grass verge of Wrights Close. Parking is already limited due to the number of vehicles belonging to residents of Wrights Close. The only available space for further parking is in the turning area at the top of the close, if vehicles are parked in that area it will severely impact on the access to and from several properties and restrict manoeuvrability in the area in general.</p> <p>We feel the proposed yellow line are not fully justifiable due to the limited number of times the bus comes down to Green End and the limited number of passengers that use the bus service and the cost of enforcing yellow lines.</p> <p>Other possible solutions. Stop the Bus</p>	<p>The double yellow lines at the junction of Church End/Wright's Close have been proposed following the submission of a successful Local Highways Improvement Initiative (LHI) application to Cambridgeshire County Council by Fen Ditton Parish Council to ensure the mouth of this junction is kept clear so that HGVs and buses have sufficient space to turn around in Green End.</p> <p>Parking around the junction splay contravenes the Highway Code and therefore the proposed double yellow lines would reinforce this. By prohibiting waiting around the splay of the junction will ensure this area is kept clear to give large vehicles as much space as possible to manoeuvre. As stated above the Highway Code states that drivers should not park opposite or within 10 metres of a junction, the majority of the proposed double yellow lines fall within this. Hence, the proposal will remove few legitimate parking spaces. The two properties opposite the junction where the double yellow lines are proposed both have driveways and off-street parking provision and as the majority of Green End remains free of parking restrictions the proposed double yellow lines should cause very little parking displacement into Wright's Close.</p> <p>Regarding your comment about enforcement, double yellow lines are generally well understood by drivers and largely self-enforcing</p> <p>In response to the alternative solutions you</p>
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	<p>Move the bus stop up to Stanbury Close or the church where there is more space to turn around.</p> <p>Time restrict parking between the hours the bus is operating.</p> <p>Further driver training for the bus drivers</p> <p>Yellow lines in the Wrights Close turning area.</p> <p>Do nothing.</p>	<p>have listed. Having discussed the comments received to this proposed Order with the Parish Council they are keen to progress the scheme as it is and would not want to stop the bus servicing Green End as there are vulnerable users located in the street who rely on the bus service. Any decision regarding changes to the location of stops and further driver training would have to be made by Stagecoach as the bus operator. As parking around the junction contravenes the highway code it would not be appropriate to have time limited waiting restriction here as this would be legitimising parking around the junction at those times when the parking restrictions were not in operation. Any additional waiting restrictions (for example in Wright's Close) would need a further traffic regulation order and therefore if there is seen to be a significant issues with parking in the turning area I would suggest raising it with the Parish Council as they may consider it for future LHI bids.</p>
3	<p>The bus should not travel down Green End, as there is no safe turning space for such a large vehicle. Even the bus company themselves think the bus turns where the road is wider at the junction with Stanbury Close. The safest place for a bus to turn is at the War Memorial on the High Street, and if it is felt that residents of Green End cannot walk to a bus stop at the War Memorial, then a minibus should be used for this service (which rarely carries more than 7 passengers).</p> <p>The proposed double yellow lines would cross over at least two dropped kerb driveways. Double yellows across these dropped kerbs will give the impression that it is acceptable to park across any other dropped kerb on the road.</p>	<p>The Parish Council they are keen to progress the scheme as it is and would not want to stop the bus servicing Green End as there are vulnerable users located in the street who rely on the bus service. Any decision regarding relocating bus stops, changing routes and using smaller buses would have to be made by Stagecoach as the bus operator.</p> <p>Regarding your concern that having double yellow lines outside two dropped kerb access may lead to road users believing it is legitimate to park across other dropped kerbs, the highway code states that vehicles should not be parked in front of an entrance to a property or at a dropped kerb crossing and I believe most road users are aware of this or don't park across dropped kerbs out of courtesy.</p>

	<p>The proposed double yellow lines will be an eyesore and create a more suburban feel to this village lane, which is completely unnecessary.</p> <p>There are no other parking restrictions in the village beyond the crossroads with Horningsea Road. Therefore it is highly unlikely that these proposed restrictions will ever be policed, and will therefore be unenforceable.</p> <p>Please see sense and alter the bus route, rather than using parking restrictions to create a turning circle in our village lane!</p>	<p>If approved the double yellow lines would be of conservation specification, i.e. primrose yellow and narrow lines.</p> <p>Regarding your comment about enforcement, double yellow lines are generally well understood by drivers and largely self-enforcing.</p>
4	<p>I do not see the point in double yellows for the sole purpose to enable a very large bus to turn.</p> <p>Firstly, there are very few users for the bus so no need for one this size; not to mention the very small roads of Fen Ditton are just not suitable for a large double deck bus to come down. I regularly see cars having to reverse a long way so as to let this bus pass.</p> <p>Secondly, the problem is not cars parking as even without cars parked the bus has to go into a private driveway and onto the curb of Wright's Close to turn around picture below. The pavements are for</p>	<p>The double yellow lines at the junction of Church End/Wright's Close have been proposed following the submission of a successful Local Highways Improvement Initiative (LHI) application to Cambridgeshire County Council by Fen Ditton Parish Council to ensure the mouth of this junction is kept clear so that HGVs and buses have sufficient space to turn around in Green End.</p> <p>Parking around the junction splay contravenes the Highway Code and therefore the proposed double yellow lines would reinforce this. By prohibiting waiting around the splay of the junction will ensure this area is kept clear to give large vehicles as much space as possible to manoeuvre.</p> <p>The Parish Council are keen to progress the scheme as it is and would not want to stop the bus servicing Green End as there are vulnerable users located in the street who rely on the bus service. Any decision regarding relocating bus stops, changing routes and using smaller buses would have to be made by Stagecoach as the bus operator.</p> <p>It is acknowledged that Green End is narrow in places (as are many roads within the County) and it is therefore up to the road users to drive appropriately and to park where it is safe to do so without blocking access. I appreciate that the width</p>

	<p>pedestrians to walk safely.</p> <p>It would seem a much better use of money to use a smaller bus which can easily turn at the end of the road or not even come down Green End at all.</p> <p>Photo supplied (see Appendix 5).</p>	<p>of the road makes use by large vehicles difficult however the bus service is infrequent (one service a day in each direction).</p>
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APPENDIX 4:



Appendix 5

