

Report title: Traffic regulation Order objections associated with the proposed waiting restrictions on High Street, Church Street and Angle End, Great Wilbraham

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

Meeting Date: 30/04/2024

From: Executive Director: Place & Sustainability

Electoral division(s): Fulbourn

Key decision: No

Forward Plan ref: N/A

Outcome: To determine the received objections regarding the proposed waiting restrictions on High Street, Church Street and Angle End, Great Wilbraham.
Potential outcomes involve; approval of the restrictions as advertised; approval in a reduced capacity; the rejection of the scheme, at least in its current configuration.

Recommendation: a) Approve the installation of the waiting restrictions, as advertised.
b) Inform the objectors accordingly.

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager – Transport Strategy & Network Management
Email: Sonia.Hansen@cambridgeshire.gov.uk
Tel: 0345 045 5212

Member contact:

Name: Cllr Claire Daunton
Post: County Councillor – Fulbourn
Email: claire.daunton@cambridgeshire.gov.uk
Tel: 01223 699 831

1. Background

- 1.1 The village of Great Wilbraham, in the district of South Cambridgeshire, is located approx. 6 miles due east of Cambridge City centre and approx. 6.5 miles southwest of Newmarket town centre. The village is situated between the A14 and A11 and links with the southeast of Cambridge City via Fulbourn and subsequently Cherry Hinton (Appendix 1).
- 1.2 The proposal (Appendix 2) is to install double yellow lines (prohibition of waiting at any time) on the following sides and lengths of road within the village:
- The northwestern side of High Street and southwestern side of Church Street from roughly the northeastern side of The Carpenters Arms' carpark access to the southeastern side of No. 15 Church Street's driveway.
 - The northeastern side of Church Street, northwestern side of High Street and western side of Angle End from roughly 2.5 metres southeast of the boundary of Nos. 12 and 14 Church Street to the southern side of No. 5 Angle End's driveway.
 - The southeastern side of High Street from the northeastern side of No. 23's driveway to roughly 18 metres northeast of the boundary of Nos. 15 and 13.
- 1.3 The lining has been proposed at the request of the Parish Council to address the perceived safety concern of vehicular parking on a blind bend, outside the local public house – The Carpenter's Arms. More specifically, when vehicles are parked on the bend, traffic travelling towards Little Wilbraham (northwards) are forced into the offside lane where visibility of oncoming traffic is obscured by housing (Appendix 3 – taken from the parish's application form).
- 1.4 Initially lining was requested on only the main thoroughfare – both sides of the High Street from outside The Carpenters Arms' carpark access to the give-way marking outside No. 13, and on the western/southwestern side of Church Street (Appendix 4 – also taken from the Parish's application form) – however, this was amended to include the northeastern side of Church Street, northwestern side of High Street and western side of Angle End, to address concerns of displaced vehicles creating similar safety concerns in these locations.

More specifically; vehicles parking on the northeastern side of Church Street (on the main thoroughfare) would present similar concerns in terms of forcing traffic into the offside lane, into the path of oncoming vehicles; vehicles parked outside No. 10 Church Street would restrict traffic to one-way on a similarly blind bend; and vehicles parked outside Nos. 1 & 5 Angle End, would also force vehicles travelling northwards into the offside lane, on what is also a blind bend.

The lining on the southeastern side of High Street was extended to 10m past the give-way marking to ensure parked vehicles don't obstruct said give-way marking and or result in vehicles waiting to exit onto the main thoroughfare, blocking the junction.

- 1.5 It should be noted that the majority of properties in the immediate vicinity of the proposed lining, have access to off-street parking facilities. Though several properties to the southwest of the proposals utilise on-street parking provisions, it is envisioned that there is sufficient space to account for any displaced vehicles, without having a significant effect on

residents.

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 the 22nd of November 2023 and the statutory consultation period ran from the 22nd of November 2023 to the 13th of December 2023.
- 2.3 The statutory consultation resulted in 7 representations, 6 of which objected to the proposals with the remaining representing offering a supportive response. The salient points of the received representations are outlined in the table in Appendix 5, as are the officer responses.

3. Alignment with ambitions

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.
There are no significant implications for this ambition.
- 3.2 Travel across the county is safer and more environmentally sustainable.
The report sets out the implications for this ambition in 1.3.
- 3.3 Health inequalities are reduced.
There are no significant implications for this ambition.
- 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.
There are no significant implications for this ambition.
- 3.5 Helping people out of poverty and income inequality.
The report sets out the implications for this ambition in 1.5.
- 3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.
There are no significant implications for this ambition.
- 3.7 Children and young people have opportunities to thrive.
There are no significant implications for this ambition.

4. Significant Implications

- 4.1 Resource Implications
The necessary resources have been secured through the LHI (Local Highways Improvement) scheme.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category, however, consideration must be given to the concerns of residents, namely:

- Though it is envisioned that there are sufficient on-street parking spaces to account for any displaced vehicles, residents have raised concern that the displaced vehicles will end up parking either side and opposite driveways, making it more difficult to enter/exit their properties, whilst also putting pressure on those that do not have access to off-street parking facilities.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged, including the police and the emergency services, as have the County and District Councillors. The police offered no objections, and no comments were received from the other emergency services.

Notices were placed in the local press and displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

County Councillor: Cllr Claire Daunton and District Councillors: Cllr Graham Cone, Cllr Carla Hofman and Cllr John Williams were consulted. The only comments received were from Cllr Daunton who stated that they were content for the proposals to go out to consultation as a soon as possible.

4.7 Public Health Implications

The report above sets out details of significant implications in 1.3.

4.8 Climate Change and Environment Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral negative Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.6 Implication 6: Air Pollution.

Potentially positive Status:

Explanation: Vehicles, particularly wide vehicles, meeting on the corner causes traffic to back up along High Street and Church Street creating congestion. By restricting parking and improving visibility, the likelihood of such interactions occurring in the future will be reduced, resulting in a potentially positive impact on air pollution.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

5. Source documents guidance

5.1 Source documents

- a. Copies of the written representations (redacted) received during the consultation period. Copies of the consultation documents (public notice, plans, site notices and consultation letters – sent to residents and consultees).
- b. The Manual for Streets: evidence and research – Table 7.2 (page 28 of 94).

5.2 Location

- a. Available upon request from the Policy & Regulation team (policyandregulation@cambridgeshire.gov.uk)
- b. <https://assets.publishing.service.gov.uk/media/5a79e60ced915d6b1deb426a/manualforstreetsevidence.pdf>