

**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE
PROPOSED WAITING RESTRICTIONS ON HIGH STREET, COTON**

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

Meeting Date: 10th December 2018

From: Executive Director: Place & Economy

Electoral division(s): Hardwick

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

Purpose: To determine an objection to the proposed installation of no waiting at any time on High Street, Coton.

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

<i>Officer contact:</i>	
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Tel:	0345 045 5212

1. BACKGROUND

- 1.1** High Street, Coton is located in the Parish of Coton, which is located approximately 2 miles to the west of Cambridge City (Appendix 1).
- 1.2** Coton Parish Council were successful in their bid for funding through the Local Highways Improvements Initiative (LHI) process to extend the existing waiting restrictions (Monday – Friday 3.15pm – 3.45pm) to no waiting at any time on the High Street on the bend opposite St Peters Church approximately 60 metres east of Coton C of E Community Primary School.
- 1.3** Coton Parish Council's proposal was initiated as a result of traffic survey data showing an increase in through traffic in the village particularly at school drop off and pick up times and concerns regarding dangerous parking on the bend opposite the Church limiting visibility on this bend.
- 1.4** In an effort to address dangerous parking, no waiting at any time has been proposed. The length of the restriction is 15 metres. A plan of the proposal can be seen in Appendix 2. An image of the existing restriction can be found at Appendix 3.

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 19th of September 2018. The statutory consultation period ran from the 19th of September until the 10th October 2018.
- 2.3** The statutory consultation resulted in one objection which has been summarised in the table in Appendix 4. The officer responses are also given in the table.
- 2.4** On the basis of this analysis, it is recommended that the restriction is 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, 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, Vantage House, Huntingdon and at the Offices of South Cambridgeshire District Council.

4.5 Localism and Local Member Involvement

The County Councillor, Cllr L. Joseph and District Councillors were consulted.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letter of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Appendix 1 – Location Overview

Cambridgeshire County Council



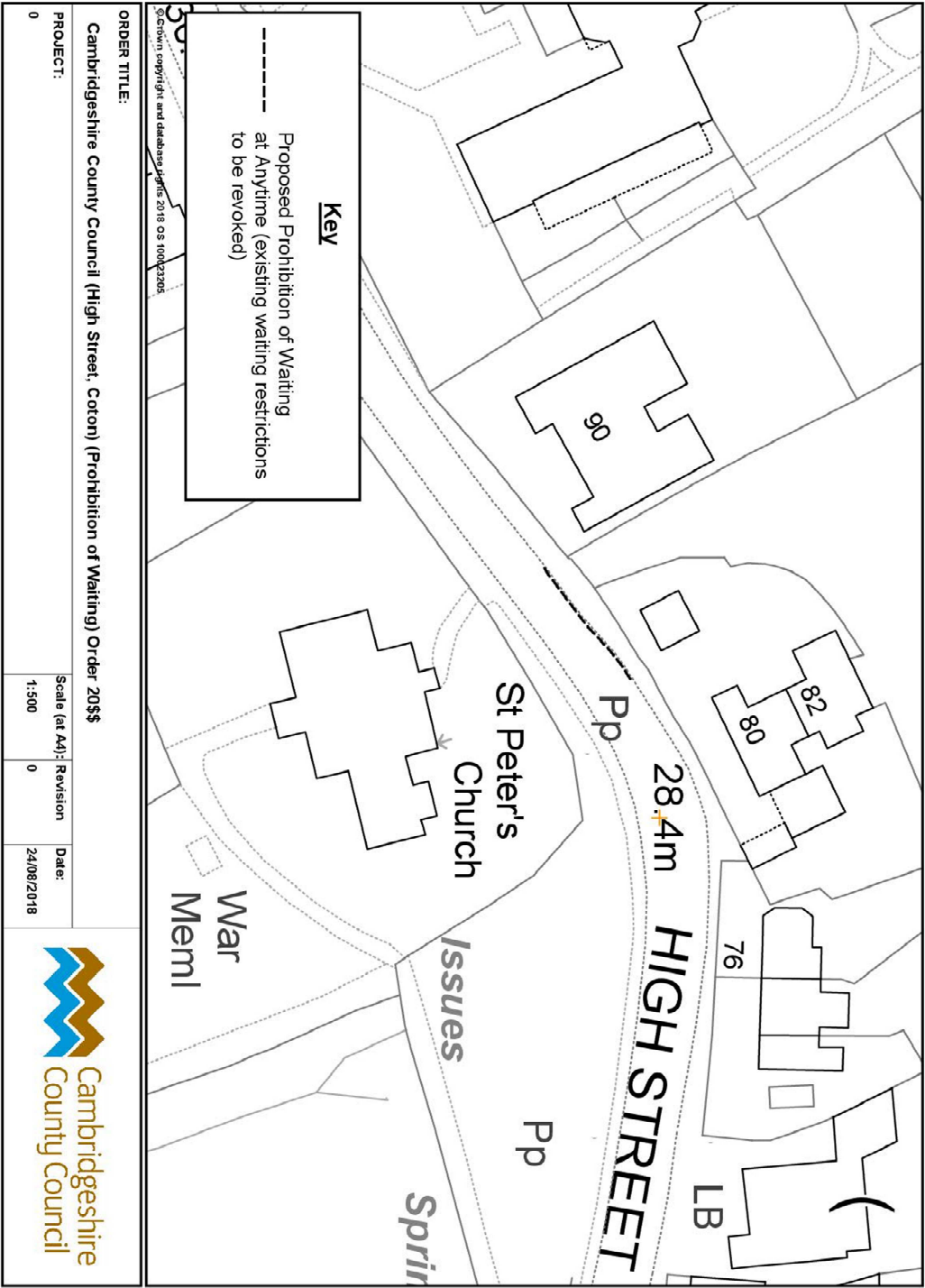
Scale (at A4): 1:60000

Centred at: 544564,258634

Date: 19/11/2018

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Appendix 2 – Proposed Restrictions



Appendix 3: Street View image of existing restriction



Image capture: Aug 2008 © 2018 Google

Cambridge, England

Google, Inc.

Street View - Aug 2008



Appendix 4

Objections

1	<p>I am writing to object to the proposed permanent double yellow line to replace the existing and proposed extension to the single yellow line which allows a passing place at school pick up times.</p> <p>We park on the road outside our hedge and even though the double yellow line would only occupy part of the road where we park and across number 84's entrance, we would be obliged to conform to a blanket rule that excludes our needs when we live here as well. We need two cars to live here as do our neighbours and sometimes visitors drive here and park.</p> <p>Who will police this entrance to number 84 on a permanent basis and to what end?</p>	<p>To clarify, the proposed prohibition of waiting will not be extending the length of restrictions (these will remain approximately 15m long) but changing the restrictions from the existing no waiting Monday – Friday during the time 3.15pm – 3.45pm to no waiting at any time.</p> <p>Whilst I appreciate and sympathise that the proposed Prohibition of Waiting will cause some loss of on street parking on the public highway outside of your property the proposed restriction will only cover 15m of the carriageway leaving approximately 20m of public highway in front of your property which will remain unrestricted (as well the rest of the carriageway nearby). The restriction is being proposed for road safety reasons to keep this section of the carriageway on the High Street clear to preserve visibility and reduce the potential of conflict between opposing traffic by prohibiting parking and also creates a safe area for drivers needing to wait for opposing traffic to clear before proceeding. Cambridgeshire County Council has to balance residents' parking needs with road safety considerations and whilst we acknowledge there will be a loss of a small amount of on-street parking the major concern is the safe movement of traffic on the public highway.</p> <p>Regarding who will police the restriction, this would be a police function but generally motorist's compliance with parking restrictions tends to be good. Having restrictions in place not only highlights areas that are deemed unsafe to park but will allow the Police to carry out enforcement action. Very often the possibility of enforcement action deters motorists.</p>
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