

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH CHURCH STREET,
OLD HURST**

To: Cambridgeshire County Council's Traffic Manager and the
Local Member(s) representing electoral division below.

Meeting Date: 25th January 2019

Electoral division(s): Local Member representing Somersham & Earith

Forward Plan ref: N/A

Key decision: No

Purpose: To determine the objections regarding the implementation
of a local highway improvement scheme on Church Street,
Old Hurst as set out below.

Recommendation: a) Implement the restrictions as advertised in the 2nd
statutory consultation
b) Inform the objectors accordingly

<i>Officer contact:</i>		<i>Member contacts:</i>	
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Post:	Traffic Manager	Post:	County Councillor – Somersham & Earith
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1. BACKGROUND

- 1.1 Old Hurst is a village and civil parish located approximately 24 kilometres northwest of Cambridge City and approximately 9 kilometres northeast of Huntingdon (Appendix 1). Though small in size and populace of the village is home to multiple farms, a popular farm shop and a Grade 1 listed Church, which at times results in relatively high levels of traffic.
- 1.2 At present visitors of the Church and or patrons of the nearby Farm Shop can be found parked around the bend on Church Street, which is forcing those travelling eastwards to have to negotiate the bend on the wrong side of the road.
- 1.3 In an attempt to improve the safety for all road users the Parish Council proposed the installation of waiting restrictions around the bend as per the plan shown in Appendix 2, however, due of the number of objections received during the informal consultation, the plan was amended and a formal consultation was completed based on the plan shown in Appendix 3.
- 1.4 Considering the formal consultation resulted in objections (asking for additional lining), it was decided that a second formal consultation would be completed (using the plan shown in Appendix 4) and a delegated decision would be conducted based on the comments received during both formal consultation periods
- 1.5 Funding for the proposed was secured through a successful Local Highways Improvements (LHI) scheme bid by the Parish Council.

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 Hunts Post on the 10th October 2018 and the 5th December 2018. The statutory consultation periods ran from the 10th October to the 31st October 2018 and the 5th December 2018 to the 2nd January 2019.
- 2.3 The initial statutory consultation resulted in two objections, which have been summarised in the table in Appendix 5 and the secondary statutory consultation resulted in one objection, which has been summarised in the table in Appendix 6. The officer responses to the objections are also given in the respective tables.

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 LHI scheme

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

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

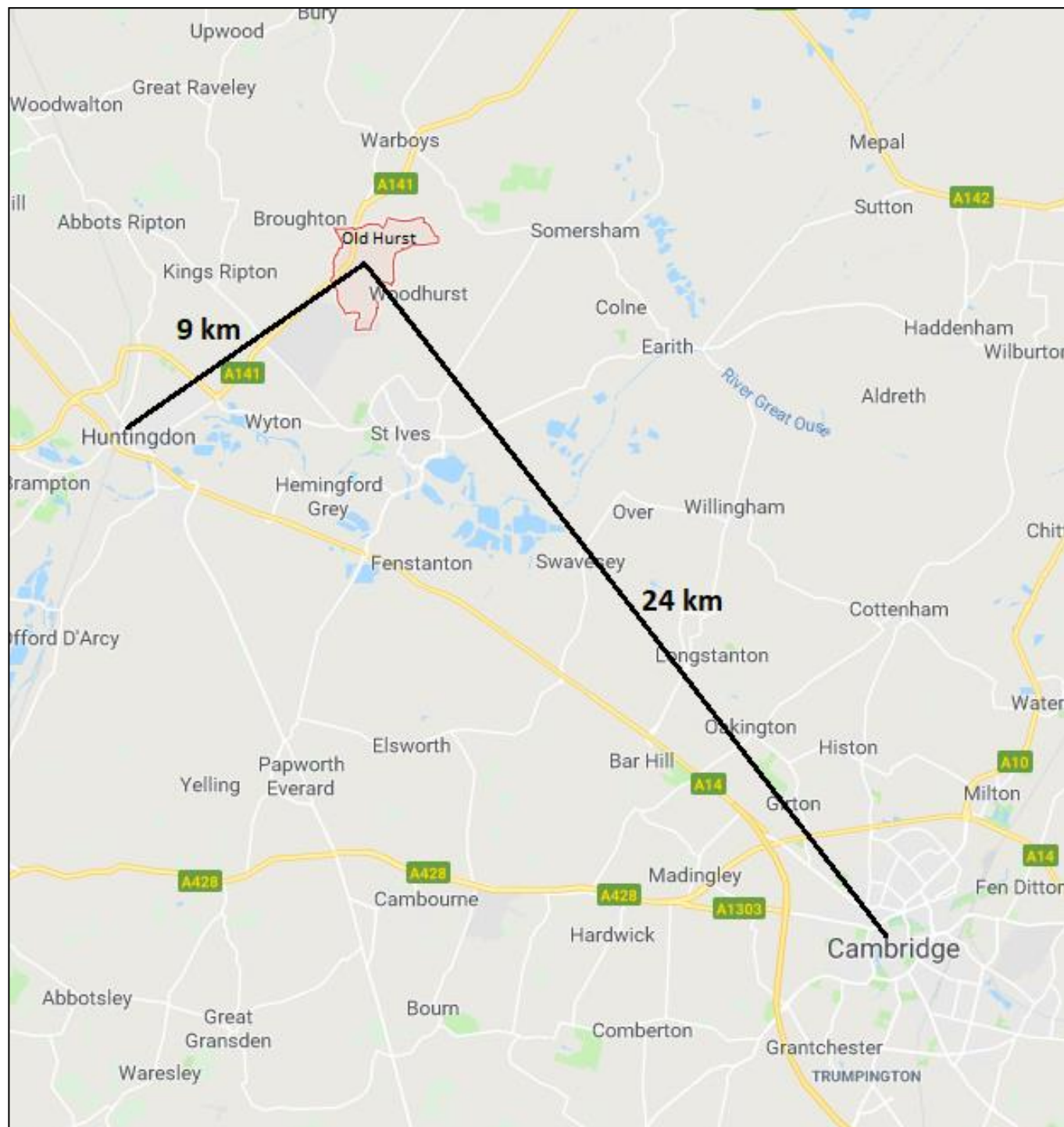
Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing at Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

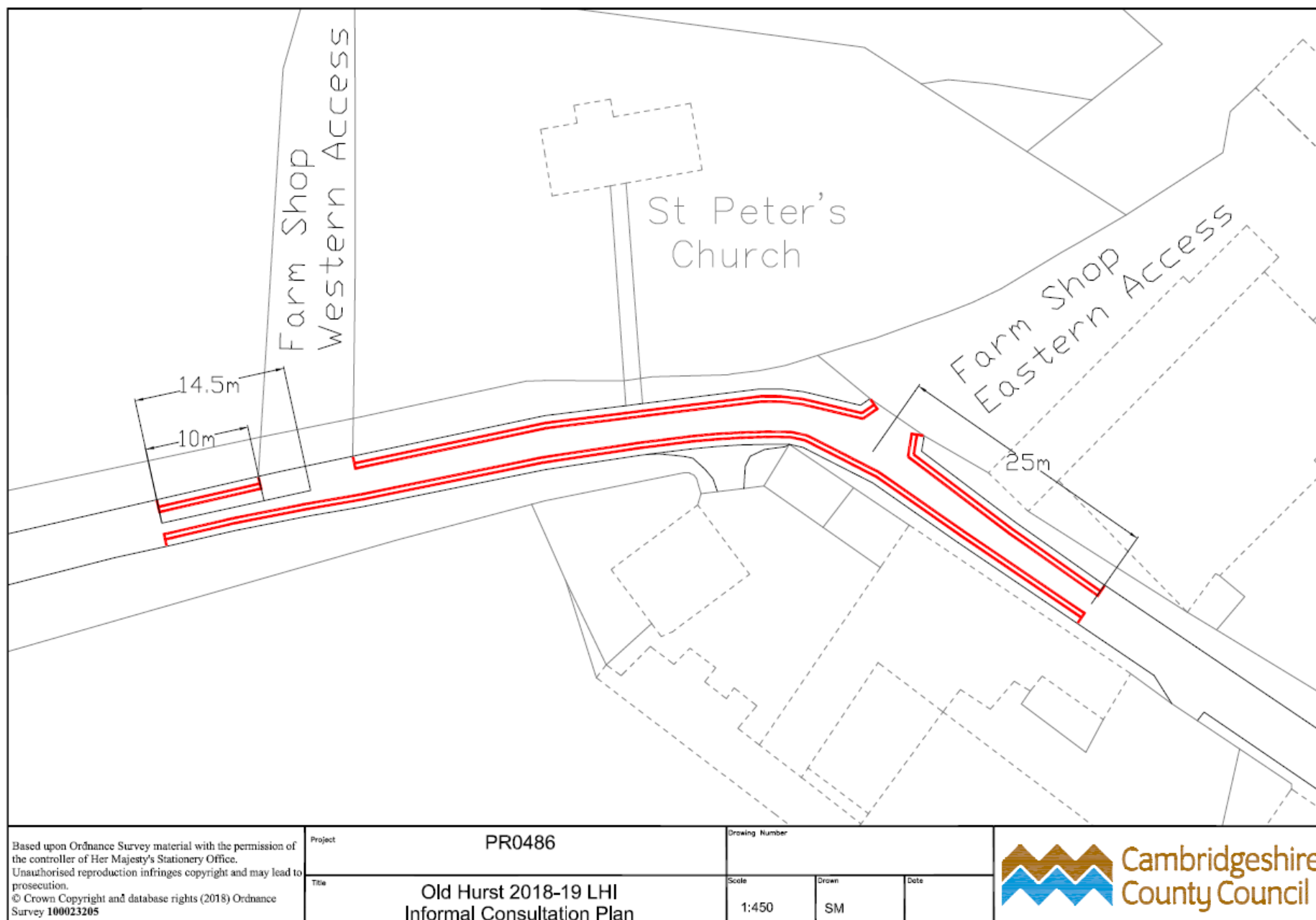
The County Councillor, Cllr Steve Criswell, and the District Councillors, Cllr Graham John Bull and Cllr Jill Tavener, were consulted.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of Objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

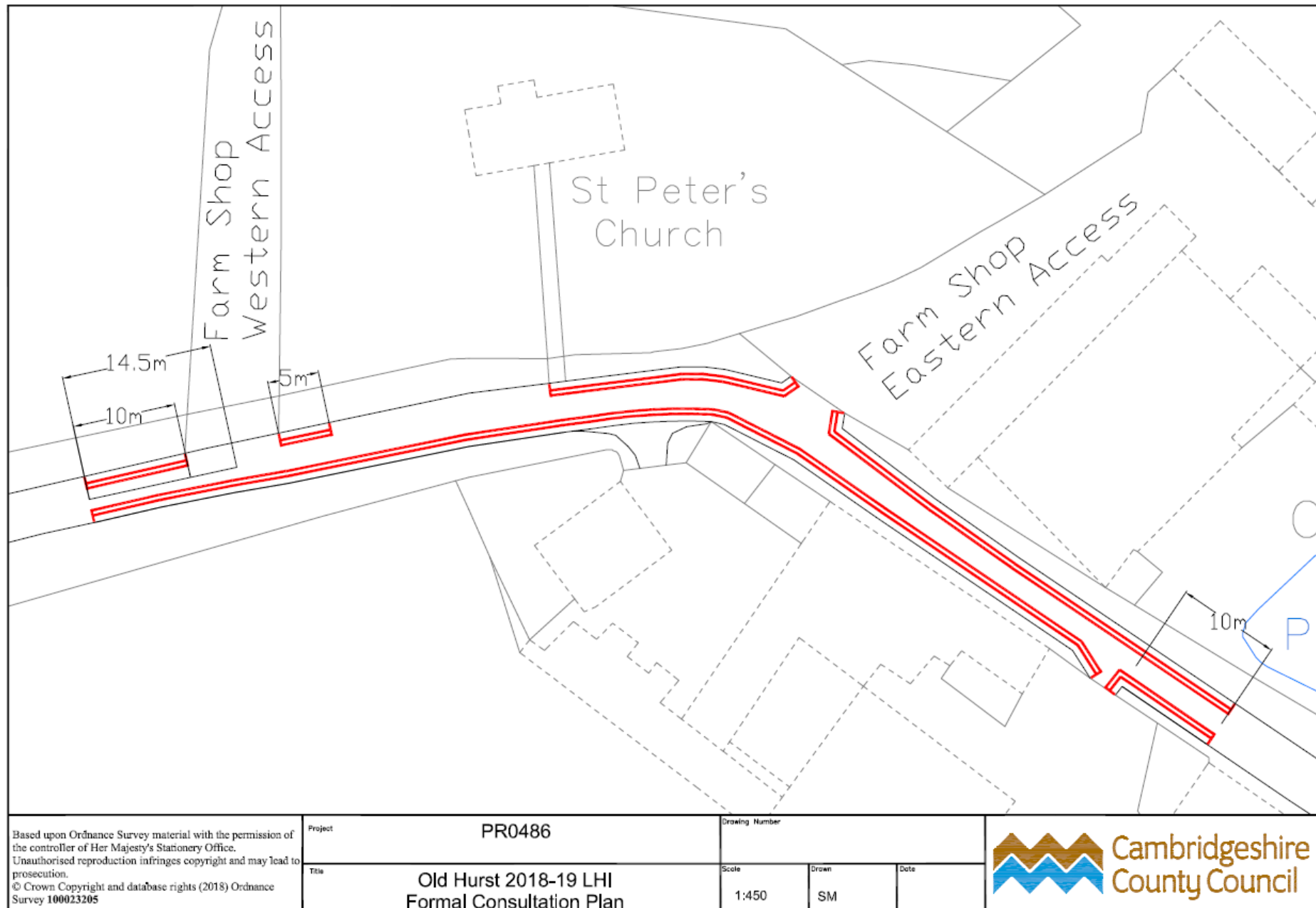
Appendix 1 – Location of Old Hurst relative to Cambridge and Huntingdon



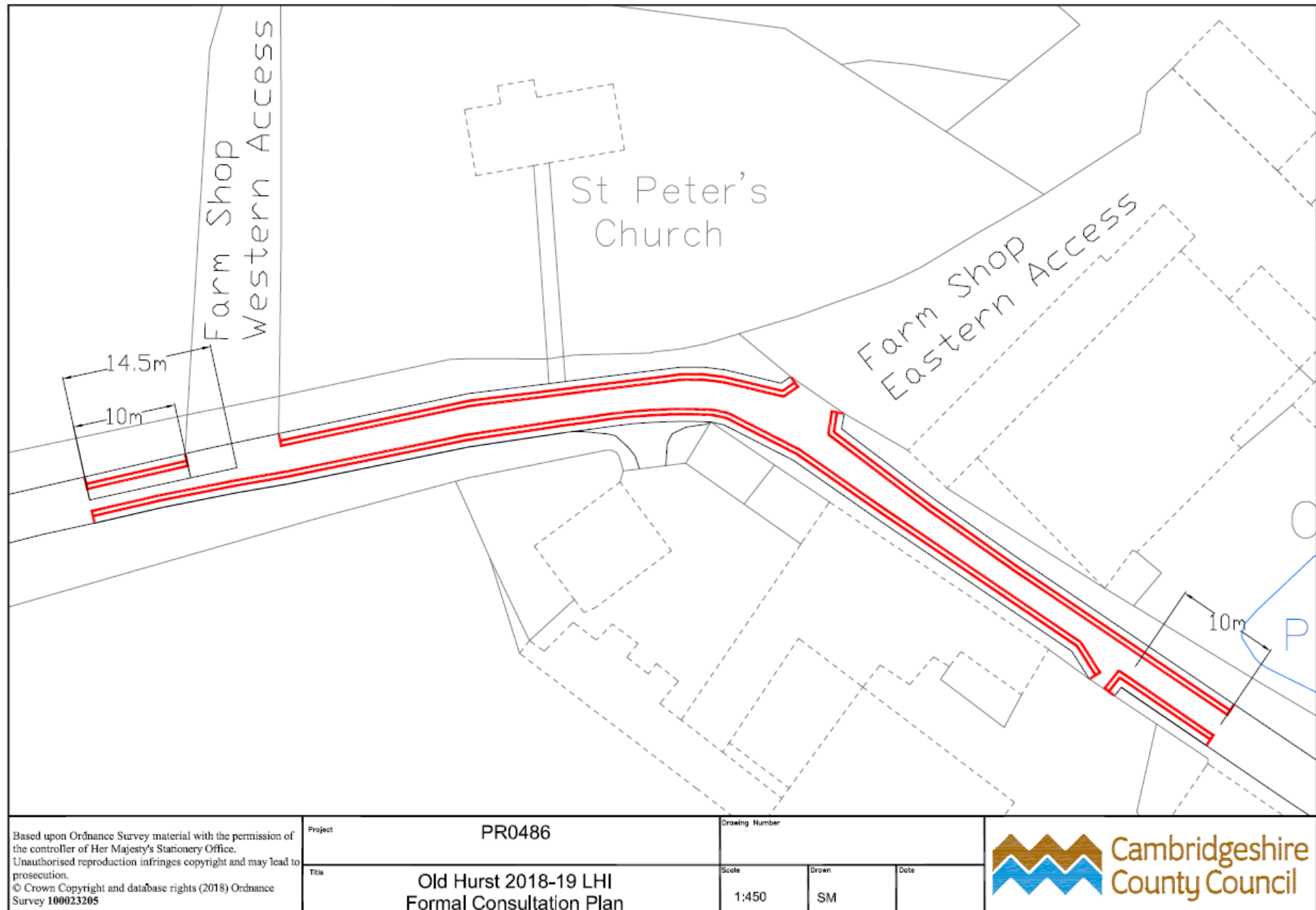
Appendix 2 – Informal Consultation Plan



Appendix 3 – Initial Statutory Consultation Plan



Appendix 4 – Secondary Statutory Consultation Plan



Appendix 4: Objections and comments received during the initial statutory consultation

No.	Summary of Objection / Comments	Officer Response
1	<p>If the lines are not to continue in front of the church as was first proposed this is going to cause considerable problems.</p> <p>It will mean you cannot safely negotiate the blind bend without overtaking on the wrong side of the road and running the risk of meeting vehicles or pedestrians on the blind bend.</p> <p>This problem is considerably worse if you are driving heavy machinery i.e. tractors and trailers, tractors and big farm equipment, lorries, cars and trailers, when it is impossible to return to your own side of the road before the blind bend.</p> <p>Surely safety should be the primary concern and with traffic levels in the village on the increase this bend is an accident waiting to happen.</p>	<p>Valid points made.</p> <p>Due to the presence of an active church and the lack of pedestrian walkways there is a call to limit parking rather than remove it in its entirety.</p> <p>There is also the concern that by removing all parking the speed in which vehicles navigate the blind bend will increase, which would pose a significant safety risk to pedestrians.</p>
2	<p>Vehicles travelling eastwards down Church Lane often have to overtake cars parked outside the church. This manoeuvre coupled with the fact that the visibility is already compromised by the blind bend means there is a very real risk of a serious accident occurring.</p> <p>With traffic constantly on the increase, with visitors to the farm shop, the need to make this bend as safe as possible is becoming more and more of a necessity.</p> <p>The addition of double yellow lines outside the church would stop all the overtaking when approaching the blind bend and would allow anybody to enter Trinity House without problems.</p>	<p>As above</p>

Appendix 5: Objections and comments received during the secondary statutory consultation

No.	Summary of Objection / Comments	Officer Response
1	<p>I am afraid I object to this proposal as it is completely over the top, in short it is sledgehammer to crack a nut.</p> <p>Not only will these yellow lines be unsightly in a beautiful village they will have an adverse effect on its life.</p> <p>Since Johnsons farm shop have increased the size of the signage to their car parks and erected signs on the bend there is almost no customer parking outside the church and on that bend. Indeed, if Johnsons had complied with terms of the planning permission for the steakhouse and put these signs in place all this could have not been avoided.</p> <p>There are six church services per month on Sundays and three community events when there is parking outside, I am informed that this is a hazard and impedes tractors and farm traffic. Since there has been no accidents in the 6 years I have lived in the village parked vehicles cannot be a great hazard.</p> <p>The number of occasions as stated above, when cars are parked outside the church are so few and far between the problem for farm machinery does not stand up.</p> <p>I would say respectfully both the Parish Council and the County Council will be better employed focussing on traffic calming measures through The Lane, primarily, but also St Ives Road. Vehicles frequently pass The Lane far in excess of 30mph and pose a far greater danger than vehicles parking in Church Street.</p>	<p>Despite not being in a conservation area a paler yellow can be used for the double yellow lines. Thinner lining could be used, however, the condition of the road surface calls into question the longevity of such lining.</p> <p>The additional distance in which visitors of the church would have to walk is approximately 45.5 metres (comparing Appendix 3 to Appendix 4).</p> <p>Despite the additional signage for the car parks, at peak times the carparks often reach full capacity resulting in vehicles parking outside the church and on the bend. Said parking results in vehicles having to pass on the wrong side of the road with no visibility of what is coming.</p> <p>While there may not have been any recorded accidents in the past 6 years there is an element of perceived risk, which we must address.</p> <p>Funding has been secured to address the issue of parking near the blind bend. While traffic calming measures may be warranted or desired we cannot deviate from the original plan as this is not what the funding was allocated for.</p> <p>A future local highways improvement (LHI) bid will have to be submitted to address this issue.</p>