

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH HIGH STREET, DODDINGTON**

*To:* **Highways and Community Infrastructure Committee**

*Meeting Date:* **15<sup>th</sup> July 2014**

*From:* **John Onslow - Service Director : Infrastructure Management & Operations**

*Electoral division(s):* **Forty Foot**

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

*Purpose:* **To determine objections received to the Traffic Regulation Order (TRO) associated with High Street, Doddington**

*Recommendation:* **a) Approve and make the Order as advertised  
b) Inform the objectors accordingly**

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## **1. BACKGROUND**

- 1.1** Doddington is situated between the Market Towns of Chatteris and March. Its High Street is a “B” class road which is subject to a 30mph speed limit.
- 1.2** This project is being implemented through our Local Highway Improvement Initiative working in partnership with the Parish Council. The project seeks to introduce school dropping off/picking up parking restrictions. (Please see plan included in **Appendix 1.**)

## **2. 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 Fenland Citizen on 5<sup>th</sup> March 2014. The statutory consultation period ran from 5<sup>th</sup> March 2014 – 28<sup>th</sup> March 2014.
- 2.3** The statutory consultation resulted in one objection and one comment of support. The Police had no comments on the proposal. No comments were received from the other Emergency Services.
- 2.4** The responses received and officer comments are detailed in **Appendix 2**. On the basis of this analysis, it is recommended that the Order is made to:
- reduce the congestion issues around the school.
  - enhance the existing traffic management measures in the vicinity of the school.

## **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 resources to progress this project have been secured through the Transport Delivery Plan.

#### **4.2 Statutory, Risk and Legal Implications**

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

#### **4.3 Equality and Diversity Implications**

There are no significant implications within this category.

#### **4.4 Engagement and Consultation Implications**

The proposal has originated from the Parish Council and the statutory consultees have been consulted – County Councillor, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed in the roads affected by the TRO. The proposal was also available to view at the Fenland District and County Council offices. In addition, notices are also available on the County Council's website.

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

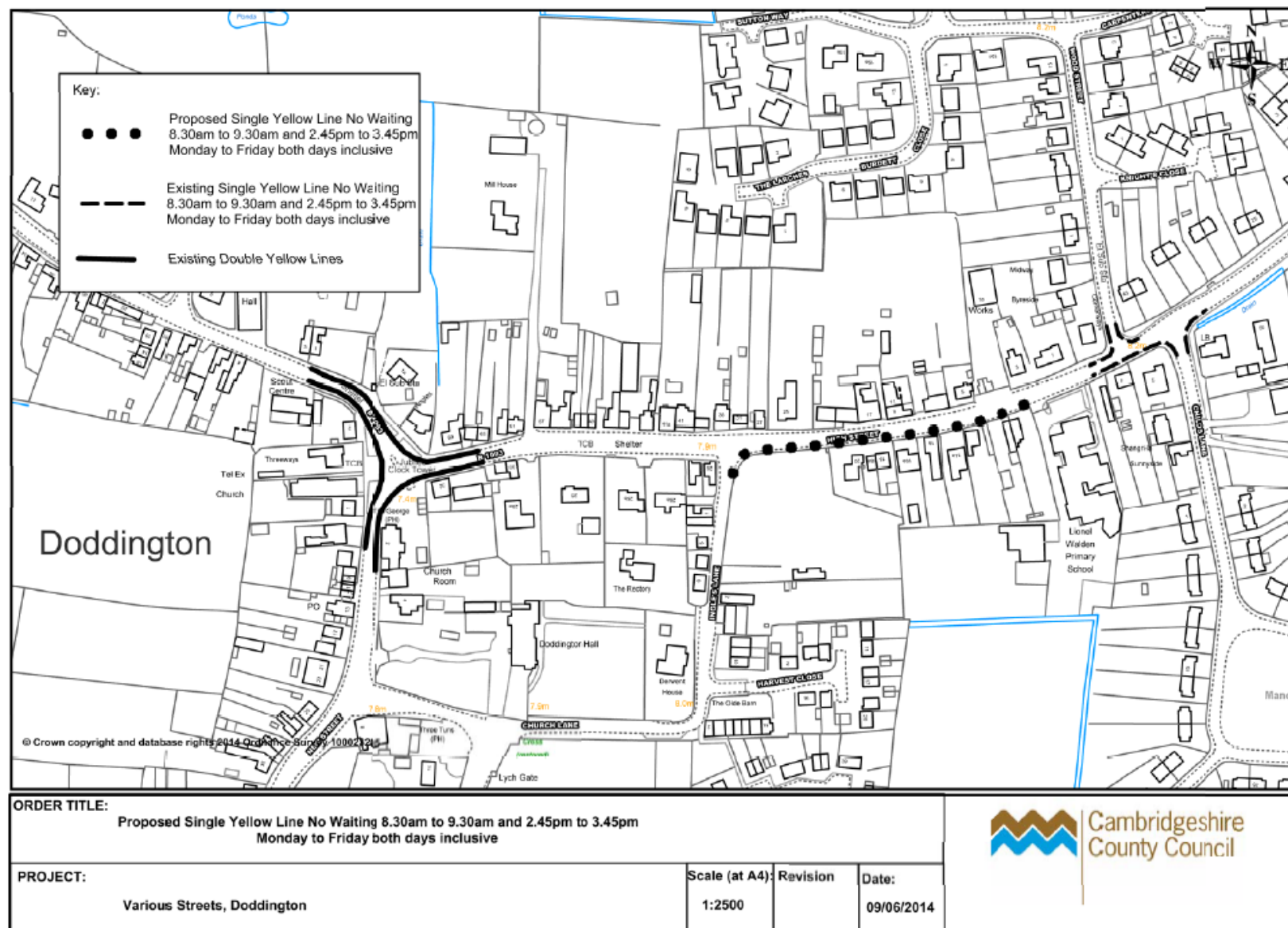
The Local Highway Improvement Initiative empowers communities to take forward highway improvements through contributing to the cost of locally important highway improvements. The local member has been involved throughout the development of this project and fully supports the proposal.

#### **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 Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

## Appendix 1 – PLAN OF PROPOSAL



**Appendix 2 – RESPONSES RECEIVED**

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>Objection on the grounds of:</p> <ul style="list-style-type: none"><li>- parking restrictions on the school side of the road will result in children having to cross the road.</li><li>- restrictions will displace parking to nearby side roads</li><li>- restrictions will result in higher vehicle speeds due to a clear path being created.</li><li>- restrictions do not need to be for a whole hour.</li></ul>	<p>If vehicles were to park outside the school, this would result in children crossing in between parked vehicles which is not recommended for safety reasons.</p> <p>In addition, visibility for children crossing close to the school would be reduced.</p> <p>The measures do not prevent vehicles from allowing children to alight outside the school.</p> <p>Parking on nearby side roads is safer than parking outside or opposite the school where children cross.</p> <p>Given the nature of the area at school time, with the abundance of signs and lines warning vehicles to slow down, officers are confident that vehicle speeds will not increase.</p> <p>This was the length of time discussed and agreed with the Parish Council.</p>
2.	<p>Comments received:</p> <ul style="list-style-type: none"><li>- commendable that the Council is tackling the issue of congestion on the High Street.</li><li>- suggestion that the single yellow line would work better on the opposite side of the road.</li><li>- suggestion to introduce a vehicle weight restriction on the High Street.</li><li>- comment that the proposal will improve traffic flow and create a safer environment for those accessing the school.</li><li>- acknowledgement that the proposal will make parking more difficult for those who drive, but support for parking away from the school and walking, especially in support of Walk to School Week.</li></ul>	<p>Support for proposal acknowledged.</p> <p>Re: suggestions – see response in 1) above.</p> <p>We acknowledge that the introduction of a weight limit may assist in reducing congestion, however, access to the area would still require to be maintained.</p>