

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
THE PROPOSED WAITING RESTRICTIONS ON CAMBRIDGE ROAD,  
GODMANCHESTER**

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

*Meeting Date:* 14<sup>th</sup> October 2019

*From:* Executive Director: Place & Economy

*Electoral division(s):* Godmanchester and Huntingdon South

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

*Purpose:* To determine objections to the proposed installation of no waiting at any time on Cambridge Road, Godmanchester.

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

<b><i>Officer contact:</i></b>	
Name:	Sonia Hansen
Post:	Traffic Manager
Email:	<a href="mailto:Sonia.Hansen@Cambridgeshire.gov.uk">Sonia.Hansen@Cambridgeshire.gov.uk</a>
Tel:	0345 045 5212

## **1. BACKGROUND**

- 1.1** Godmanchester is located to the south of Huntingdon and approximately 15 miles north-west of Cambridge (for location plan see Appendix 1). Cambridge Road (B1044) is a secondary distributor road running west to east/northeast through Godmanchester from its junction with Cambridge Street/Earning Street to its exit at the A14 and A1198.
- 1.2** The section of Cambridge Road subject to the proposed waiting restrictions is outside of the Co-Op store between its junction with Tudor Road and its junction with Meadow Way.
- 1.3** It has been proposed to install no waiting at any time on Cambridge Road on both sides of the carriageway from the termination of the existing double yellow lines 26 metres east north east of its junction with Tudor Road in an east north easterly direction for a distance of 58 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) by Godmanchester Town Council.
- 1.5** The proposal to install 58 metres of no waiting at any time restrictions have been proposed to address on street parking outside of the Co-Op Store which obscures visibility along Cambridge Road for vehicles emerging from the Co-Op car park. The proposed restrictions on the opposite side of the road have been proposed to discourage displacement parking which in turn could cause visibility issues and road safety issues from drivers opening doors into traffic.
- 1.6** A site photo showing 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 Hunts Post on the 17<sup>th</sup> of July 2019. The statutory consultation period ran from the 17<sup>th</sup> of July until the 7<sup>th</sup> August 2019.
- 2.3** The statutory consultation yielded two objections. All comments and the grounds upon which they were made have been summarised in the table in Appendix 4 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, Vantage House, Huntingdon and at the Offices of Huntingdonshire District Council and online on Cambridgeshire County Councils website.

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

The County Councillor, Cllr Graham Wilson and District Councillors, Cllr Sarah Conboy, and Cllr Michael Grice were consulted. No responses were received.

#### **4.6 Public Health Implications**

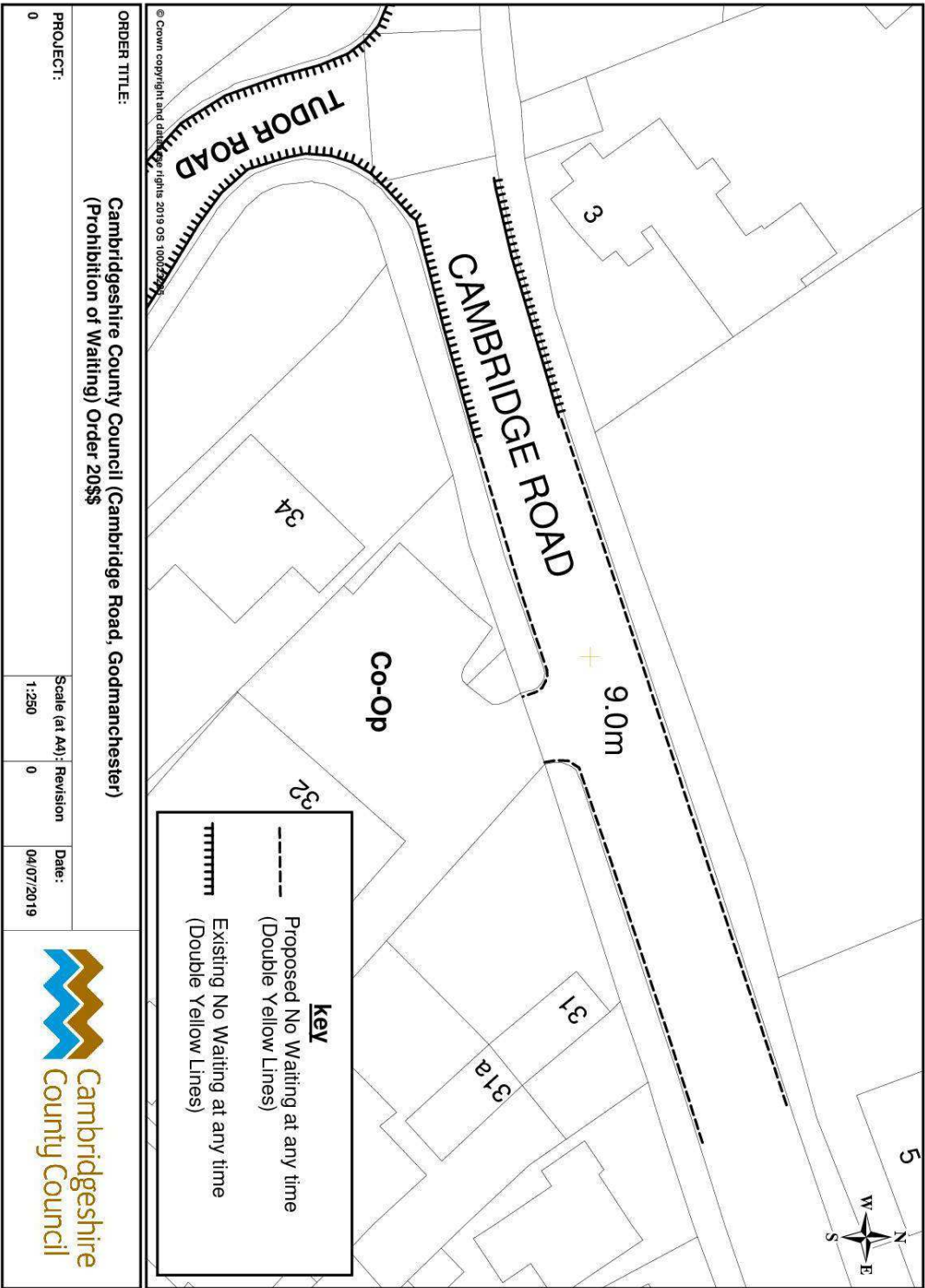
There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Emails of objection	Policy and Regulation Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

## Appendix 1 – Location Overview



**Appendix 2 – Proposed restrictions**





**Appendix 3: Site Photo of Cambridge Road outside Co-Op Store car park entrance**



Appendix 4		
Comments received		
	Objections	Officer Comments
1	<p>My objection concerns the proposed double yellow lines on the north side of Cambridge Road, Godmanchester.</p> <p>I am fully supportive of the proposal to install yellow lines on the south side of the road, where the Co-Op is located. Parking on that side of the road does indeed potentially cause 'danger to persons or other traffic using the road'. Double yellow lines there are a most welcome proposal.</p> <p>However, I see no reason to prohibit waiting on the north side of the road, and indeed I believe that there are powerful reasons not to impose a restriction there.</p> <p>My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. In the absence of a) any side roads at that point, b) the clear visibility along the full stretch of road, and c) the new double yellow lines on the opposite side, there is no reason to assume that there is any more of a hazard there than at any other point along that section of Cambridge Road. On this basis, the new yellow lines are unnecessary.</li> <li>2. The Co-Op store has a relatively restricted parking area so it is helpful for 'passing trade' customers to be able to pause briefly on the road while they pop in for some shopping.</li> <li>3. The Co-Op store has added very greatly to the quality of life and convenience to residents at the eastern end of Godmanchester, and any threat to the store's continued existence would be extremely detrimental - especially having in</li> </ol>	<p>Whilst I take on board your comments we have to consider what the potential affects will be of imposing parking restrictions on one side of the road as originally requested by the Town Council.</p> <p>There are two main reasons for proposing parking restrictions on the north side of Cambridge Road:</p> <ol style="list-style-type: none"> <li>1. Where parking is prohibited on one side of the road drivers will often then choose to park on the opposite side of the road if there are no parking restrictions in place. By restricting parking on the south side drivers travelling into Godmanchester may very well choose to park on the north side of the road which will position the driver's side of the vehicle against the kerb. If there are other vehicles parked on that side of the road the driver's visibility of oncoming traffic when pulling out into the outbound traffic will be restricted and increases the possibility of a road traffic collision.</li> <li>2. The residents and visitors to the property located opposite the Co-op already experience some level of difficulty when exiting their driveway due to customers parking on this side of the road. This parking has only started to occur since the shop came into existence. If inbound traffic starts to park on this side of the road too then the current situation is exacerbated and again increases the chance of a road traffic collision occurring.</li> </ol> <p>The above reasons have been explained to the Town Council and the local county councillor and they are supportive of parking restrictions on the north side of the road.</p> <p>The Co-op has 13 general parking spaces and 2 disabled persons parking bays, from my experience these are rarely all full so</p>



	<p>mind that some nearby houses are home to elderly and vulnerable people who are heavily dependent on the Co-Op for their daily shopping needs.</p> <p>4. I have lived locally for 25 years and can honestly state that I have never once been inconvenienced or put in danger by cars parking on the north side of the stretch of road in question. Therefore I believe that the yellow lines are unnecessary.</p> <p>5. To the best of my knowledge, double yellow lines on the north side of the road have not been requested by Godmanchester Town Council. If the Council does not believe them to be necessary I do not think that they should be installed. Local wishes should be respected unless there are very strong reasons to override them.</p>	<p>passing trade has the opportunity to park on site.</p>
2	<p>I am the Estates Manager for the Co-op store located on Cambridge Road which will be affected by the introduction of new yellow lines as noted in the in the attached plan.</p> <p>I would like to ask the Council to reconsider introducing these new yellow road markings as it is undoubtedly going to have a negative impact on the trading ability of the store.</p> <p>Drivers do use this area to nip in to the shop but since the store opened in 2007 we are not aware that any serious incidents that have been caused as a result of drivers parking in the area of the proposed yellow lines.</p>	<p>This TRO is being proposed following the submission of a Local Highways Improvement Initiative (LHI) application by Godmanchester Town Council to enhance visibility for vehicles exiting the Co-Op car park and to reduce the possibility of vehicular conflict.</p> <p>Your comments regarding the negative impact on the trading ability of the Co-Op store are noted however Cambridgeshire County Council as Highway Authority has to balance demand for on street parking with road safety considerations and the major concern for the County Council has to be the safe movement of traffic on the public highway. It is noted that the Co-Op store has a car park with 13 general parking spaces and 2 disabled persons parking bays, which from my experience are rarely all full so passing trade has the opportunity to park on site. As stated previously vehicles are not be prohibited from loading and unloading on double yellow lines or from stopping to drop off and pick up passengers.</p>