

Report title: Norwood Road, March – Consider Objections to Proposed Traffic Calming and No Waiting

To: Delegated Decision Meeting

Meeting Date: 27th May 2022

From: Executive Director, Place and Economy

Electoral division(s): March North and Waldersey

Key decision: No

Forward Plan ref: n/a

Outcome: To consider objections received in response to the publication of a proposal to install traffic calming measures and selective lengths of no waiting at any time in Norwood Road, March.

Recommendation: a) Install the traffic calming measures as published.
b) Introduce the no waiting at any time as published.
c) Inform the objectors of the outcome.

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1. Background

- 1.1 The scheme is part of the March Transport Study, which aims to understand the transport issues faced by residents and businesses of the town. Within the Study, several quick win schemes have been developed and one of those is to introduce traffic calming along Norwood Road.
- 1.2 A preliminary scheme was designed and a local consultation exercise was carried out in February 2021 to obtain residents' feedback on the proposals. Comments received resulted in some amendments to the original design.

2. Main Issues

- 2.1 The current proposal is to provide the following:-
- Four sets of speed cushions at a point 32m west of Elm Road; at a point 185m west of Elm Road; at a point 30m west of Silver Street; and at a point 25m south of Maple Grove. Each set of speed cushions to consist of two individual cushions 2.0m long x 1.65m wide x 75mm high.
 - Priority narrowing with separated cycle bypass lane on the south side of road (traffic travelling westwards required to give way) at a point 100m west of Elm Road (*includes double yellow lines on north side*).
 - Two priority narrowings with separated cycle bypass lane on the north side of the road and single speed cushion (size as above) on remaining traffic lane (traffic travelling eastwards required to give way) at a point 240m west of Elm Road (*includes double yellow lines on north side*) and at a point 17m west of Norwood Crescent (*includes double yellow lines on south side*).
 - Priority narrowing with separated cycle bypass lane on the north side of road (traffic travelling eastwards required to give way) at a point 48m east of Hundred Road (*includes double yellow lines on south side*).
 - Priority narrowing with kerb build-outs on both sides of the road (traffic travelling north-eastwards required to give way) at a point 102m north-east of Russell Avenue.
 - Priority narrowing with kerb build-outs on both sides of the road (traffic travelling south-westwards required to give way) at a point 75m south-west of Russell Avenue.
- 2.2 At four of the priority narrowing locations referred to above it is proposed to introduce no waiting at any time (double yellow lines) alongside the traffic calming features to keep those lengths of road clear of parked vehicles. This is to ensure the safe operation of the priority narrowings and to maintain traffic flow.
- 2.3 When promoting most types of traffic calming measures there is a statutory requirement for the Council to publish a notice to inform interested parties of the plans. There is a similar requirement when proposing on-street parking restrictions. This process invites the public to formally object to or comment on the proposed TRO in writing within a minimum twenty-one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals. All households in the vicinity

of the proposed traffic calming measures and parking restrictions were individually consulted by letter.

- 2.4 The required notice was advertised in the Fenland Citizen on 30th March 2022 and the statutory consultation period ran until 22nd April 2022.
- 2.5 A total of 16 written representations have been received from the 265 households that received a letter, with all objecting to one or more individual locations and more general issues. In summary, this includes:-
- Public Transport team at CPCA concerning bus stop locations.
 - Comments about Location A proposals (1 response).
 - Comments about Location C proposals (2 responses).
 - Comments about Location E proposals (2 responses).
 - Comments about Location H proposals (1 response).
 - Comments about Location J proposals (5 responses).
 - Comments about speed cushions generally (2 responses).
 - Comments about parking issues generally (2 responses).

The main issues raised have been summarised in the table in Appendix 4 with the officer responses to the objections also given in the table.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
There are no significant implications for this priority.
- 3.2 A good quality of life for everyone
There are no significant implications for this priority.
- 3.3 Helping our children learn, develop and live life to the full
There are no significant implications for this priority.
- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
The following bullet points set out details of significant implications identified by officers:
- The installation of traffic calming measures is intended to reduce the speed of traffic, thereby creating a safer environment for residents of Norwood Road and all road users.
 - At some locations, the proposed measures will make it easier and safer for pedestrians to cross Norwood Road by narrowing the width of road that they need to cross and providing dropped kerbs.
- 3.5 Protecting and caring for those who need us
There are no significant implications for this priority

4. Significant Implications

- 4.1 Resource Implications
The following bullet points set out details of significant implications identified by officers:

- Funding has been secured through the March Transport Study that was procured by the Cambridgeshire and Peterborough Combined Authority

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications.

The following bullet points set out details of significant implications identified by officers:

- All relevant rules and procedures have and will be followed.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory process relating to the requirement to publish the proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory consultees have been engaged, including County and City Councillors, Police and other emergency services.
- Local residents were individually consulted by letter.
- Notices were placed in the local press and further details were available to view online or by request.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Relevant County and City Councillors were given the opportunity to comment as part of the statutory process.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: n/a

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

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: In general, lower traffic speeds result in fewer emissions, but vehicles accelerating/decelerating for individual traffic calming features would offset that, so the overall impact is neutral.

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

Positive/neutral/negative Status: Neutral

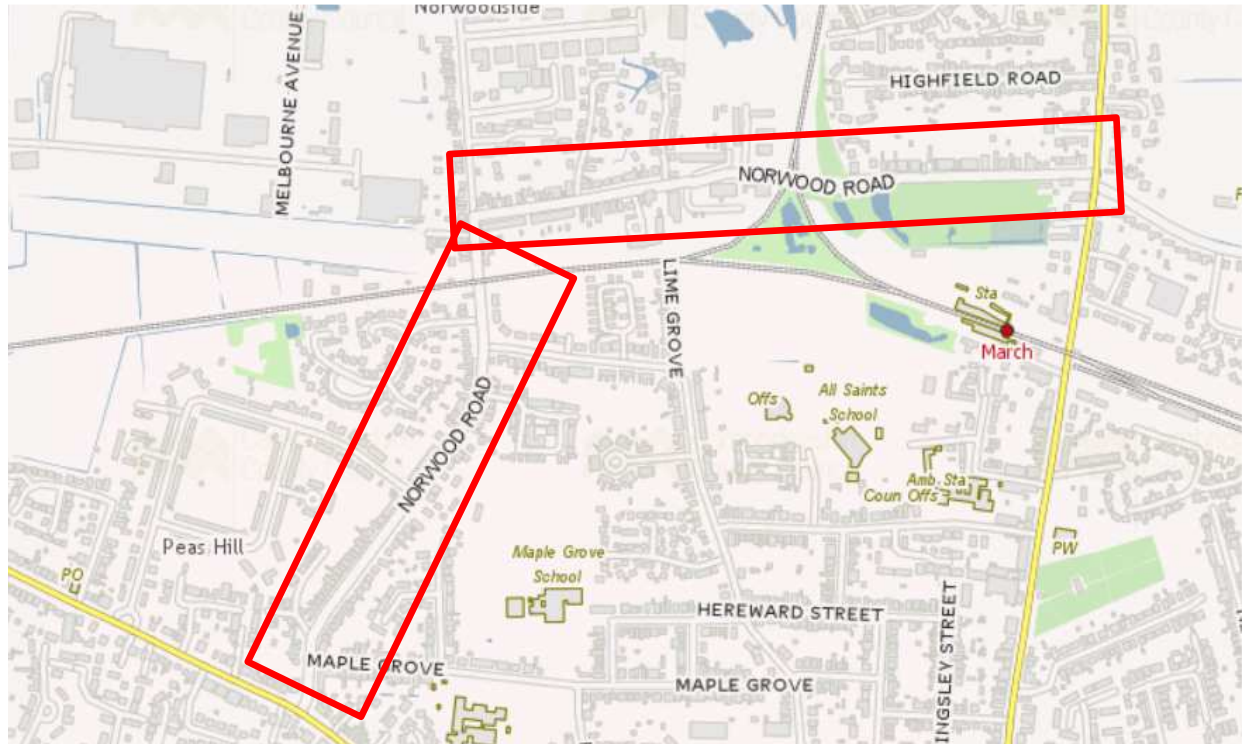
Explanation: n/a

5. Source documents guidance

5.1 Source documents

A document containing all representations submitted is available to view on our [Delegated Decisions - Openness Regulations page](#) and then by selecting this meeting date.

Appendix 1 Location of Norwood Road, March



Appendix 2 Proposed Parking Scheme Public Notice

Public Notice

Notice of Intention to Install Traffic Calming Measures in Norwood Road, March

Cambridgeshire County Council proposes to install the following traffic calming measures in Norwood Road:-

Four sets of speed cushions at a point 32m west of Elm Road; at a point 185m west of Elm Road; at a point 30m west of Silver Street; and at a point 25m south of Maple Grove. Each set of speed cushions to consist of two individual cushions 2.0m long x 1.65m wide x 75mm high.

Priority narrowing with separated cycle bypass lane on the south side of road (traffic travelling westwards required to give way) at a point 100m west of Elm Road.

Two priority narrowings with separated cycle bypass lane on the north side of the road and single speed cushion (size as above) on remaining traffic lane (traffic travelling eastwards required to give way) at a point 240m west of Elm Road and at a point 17m west of Norwood Crescent.

Priority narrowing with separated cycle bypass lane on the north side of road (traffic travelling eastwards required to give way) at a point 48m east of Hundred Road.

Priority narrowing with kerb build-outs on both sides of the road (traffic travelling north-eastwards required to give way) at a point 102m north-east of Russell Avenue.

Priority narrowing with kerb build-outs on both sides of the road (traffic travelling south-westwards required to give way) at a point 75m south-west of Russell Avenue.

These proposals are intended to reduce the speed traffic in Norwood Road and improve safety for all road users.

Cambridgeshire County Council (Norwood Road, March) (Prohibition of Waiting) Order 202-

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984.

The effect of this Order will be to introduce No Waiting at any time (double yellow lines) on the following lengths of road in Norwood Road:-

North side from a point 3m east of the boundary of property nos.1 and 3 Norwood Road in a westerly direction to a point 4m west of the boundary of property nos.9 and 11 Norwood Road.

North side from a point in line with the east flank wall of property no.55 Norwood Road in a westerly direction to a point 1m east of the boundary of property nos.57 and 59 Norwood Road.

South side from its junction with Norwood Crescent in a westerly direction to a point 1m west of the west flank wall of property no. 30 Norwood Road.

South side from a point 3m east of the boundary of property nos.72 and 74 in a westerly direction to a point in line with the boundary of property nos.82 and 84 Norwood Road.

These waiting restrictions are related to the traffic calming measures identified above and are to ensure that lengths of road adjacent to them remain clear of parked vehicles.

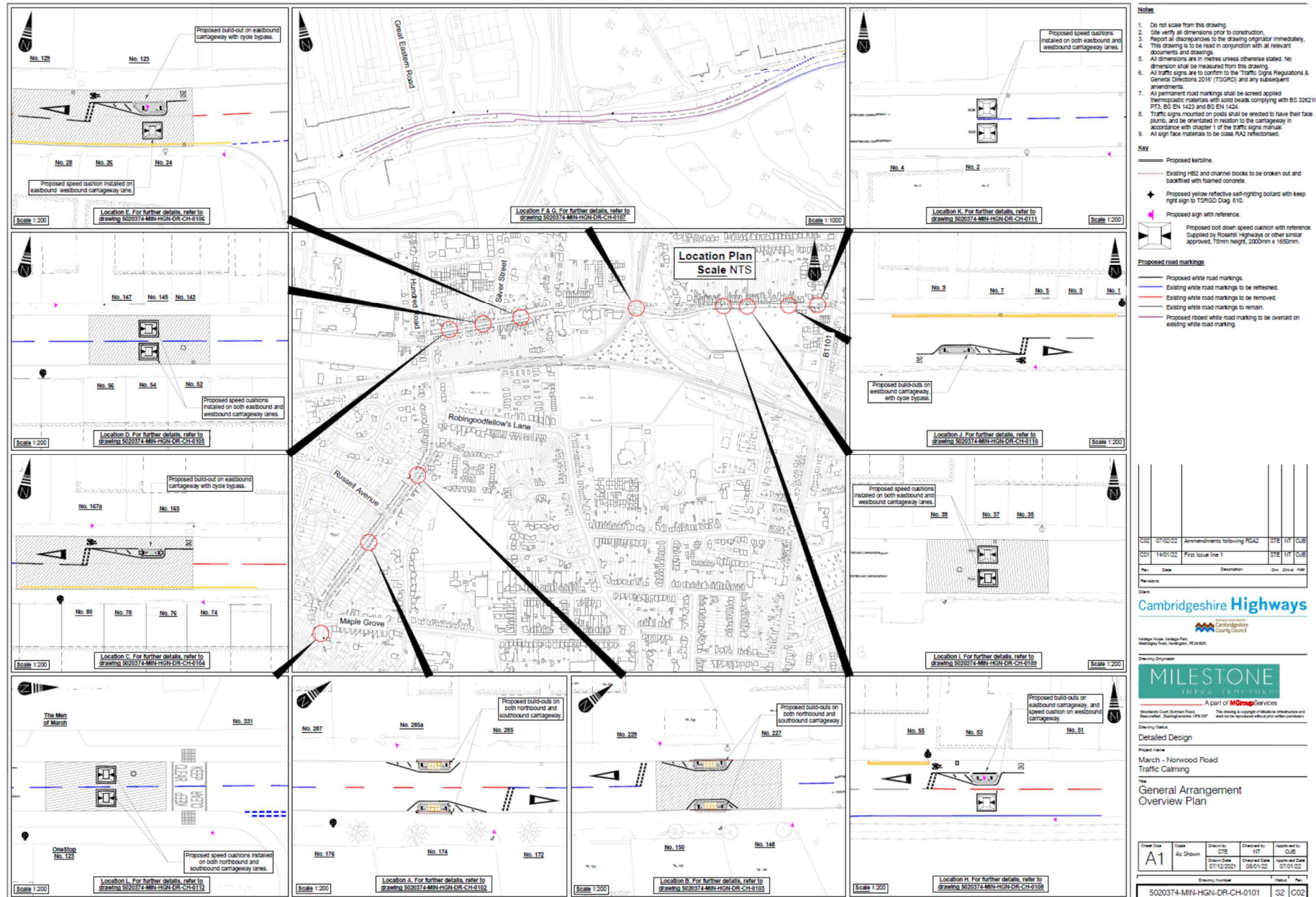
For further details of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0793. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 22nd April 2022 quoting reference PR0793. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

30th March 2022

Appendix 3 Scheme Overview Drawing



Appendix 4 Summary of Objections and Other Concerns Raised, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
1	Opposition to the loss of on-street parking and related issues, such as shortage of available parking for homes with no off-street parking, inconvenience, finding other places to park, local tensions over parking availability, etc. (mentioned 12 times).	The proposed double yellow lines have been kept to a minimum to ensure the safe operation of the priority narrowing features, whilst recognising the local demand for on-street parking. The yellow lines will ensure that sufficient manoeuvring space is available for through-traffic. It is acknowledged that the proposed yellow lines will reduce parking capacity at several locations where the level of on-street parking is high, primarily due to adjacent properties having little or no off-street parking.
2	Concerns that the built-outs will stop residents getting onto their driveways, will create difficult and/or potentially hazardous manoeuvres and would force drivers to stop on yellow lines whilst waiting for opposing traffic to clear (mentioned 8 times).	The scheme design included a swept path analysis to ensure that residents are able to physically access their driveways. In view of the comments now received, a further check has been made, which confirmed that drivers are able to access/egress private driveways. It is acknowledged that the position of some of the islands would result in some drivers having to adjust the way in which they manoeuvre cars onto/off their driveways. Drivers stopping on yellow lines for short periods of time when carrying out manoeuvres to access driveways, to load/unload or to pick-up/set-down passengers are all acceptable and would not be in contravention of the waiting restrictions.
3	Suggestions that other speed reducing measures would be better, such as speed cameras, simple road humps, staggered parking, etc. (mentioned 6 times).	Various forms of traffic calming features could have been deployed, but a judgement is made on what is best suited to the characteristics of the road in question. A mix of traffic calming types has been deployed to reduce speeds and improve crossing opportunities for pedestrians. Road humps or similar do not usually have any significant impact on parking, but when installed in high numbers are often not supported by residents. Speed cameras are generally provided on roads with a history of speed-related injury collisions, which thankfully does not exist in Norwood Road.
4	Environmental factors, such as increased noise and fumes caused by vehicles stowing down/speeding up and queuing at narrowings (mentioned 4 times).	In general, reduced traffic speeds should result in lower levels of noise and fumes. However, it is accepted that vehicles slowing and accelerating for individual traffic calming features tends to increase noise levels. Hence, overall, the scheme is expected to have a neutral environmental impact. The proposals are primarily

		intended to result in lower speeds that in turn will create a safer environment.
5	Various other issues, such as road safety concerns, loss of property value, car damage, collisions with traffic calming features.	The proposed traffic calming scheme employs measures that have been tried and tested over a significant period of time and in different roads. The designs comply with relevant statutory regulations and associated guidance. Also, as with all schemes of this kind, it has been the subject of a multi-stage road safety audit. Hence, the Council is satisfied that the scheme design is safe and appropriate for Norwood Road. There is no evidence that traffic calming has a significant impact on property values. Some potential buyers might be concerned, but others would welcome lower traffic speeds.
6	The passengers transport team's concerns about vehicular conflict and other issues with bus stops near locations A and L.	<p>Location A. The two bus stops (one either side of the road) are considered to be sufficiently far away from the traffic calming feature that drivers should not have a problem dealing with the narrowing and a stationary bus. In other words, there is enough distance between the bus stops and the road narrowing that drivers would be able to tackle them separately.</p> <p>The bus stop at location L is located on the west side opposite Maple Grove, so drivers are likely to commence an overtaking manoeuvre where the speed cushions would be positioned. It is considered very unlikely that this would present a significant issue for drivers bearing in mind that they will be travelling relatively slowly due to the speed cushions. Approaching drivers should have sufficient time/space to line up their vehicle to tackle the speed cushions in the usual way, i.e. straddle an individual cushion.</p>