

**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH NEW ROAD, IMPINGTON**

*To:* Head of Local Infrastructure & Street Management  
and the Local Members representing electoral  
division below.

*Meeting Date:* 29<sup>th</sup> March 2016  
*From:* Executive Director: Economy, Transport &  
Environment

*Electoral  
division(s):* Histon&Impington

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

*Purpose:* To determine objection to the installation of No  
Waiting At Any Time restrictions in New Road,  
Impington.

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

<b><i>Officer contact:</i></b>
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## **1. BACKGROUND**

- 1.1** The Parish of Histon&Impington is located to the north of Cambridge City (Appendix 1).The B1049 provides a direct route in to Cambridge City and to the interchange with the A14.New Road is accessed off of the B1049.
- 1.2** The Parish Council secured funding through a bid to the Area Corridor Fundfor the provision of measures to improve bus movements along New Road. The Parish Council considers significant parking on New Road impacts on bus movements along it. The parking is generated by football matches at Histon FC, events at the village college and the sports ground.
- Parking also occurs on the adjacent wide verge which means that drivers are over running the footway where there are no dropped kerbs and causing damage to the verge and potentially endangering pedestrians.
- 1.3** Officer discussions with Parish Council representatives and Councillor Jenkinsresulted in the development of the proposals shown in Appendix 2.

## **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 Cambridge News on the 2<sup>nd</sup> September 2015. The statutory consultation period ran from 2<sup>nd</sup> September 2015 until the 25<sup>th</sup> September 2015.
- 2.3** The statutory consultation resulted in one objection which has been summarised in the table in Appendix 2. The officer responses to the objection are also given in the table.
- 2.4** On the basis of this analysis, it is recommended that the waiting 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 Area Corridor Funding.

### **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.

Residents of properties along the length of New Road where the proposed waiting restrictions are to be implemented were consulted for their views.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the offices of South Cambridgeshire District Council and reception area of Shire Hall.

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

The local County Councillor, Councillor Jenkins supports the scheme, Councillor Mason has not expressed a view.

### **4.6 Public Health Implications**

There are no significant implications within this category.

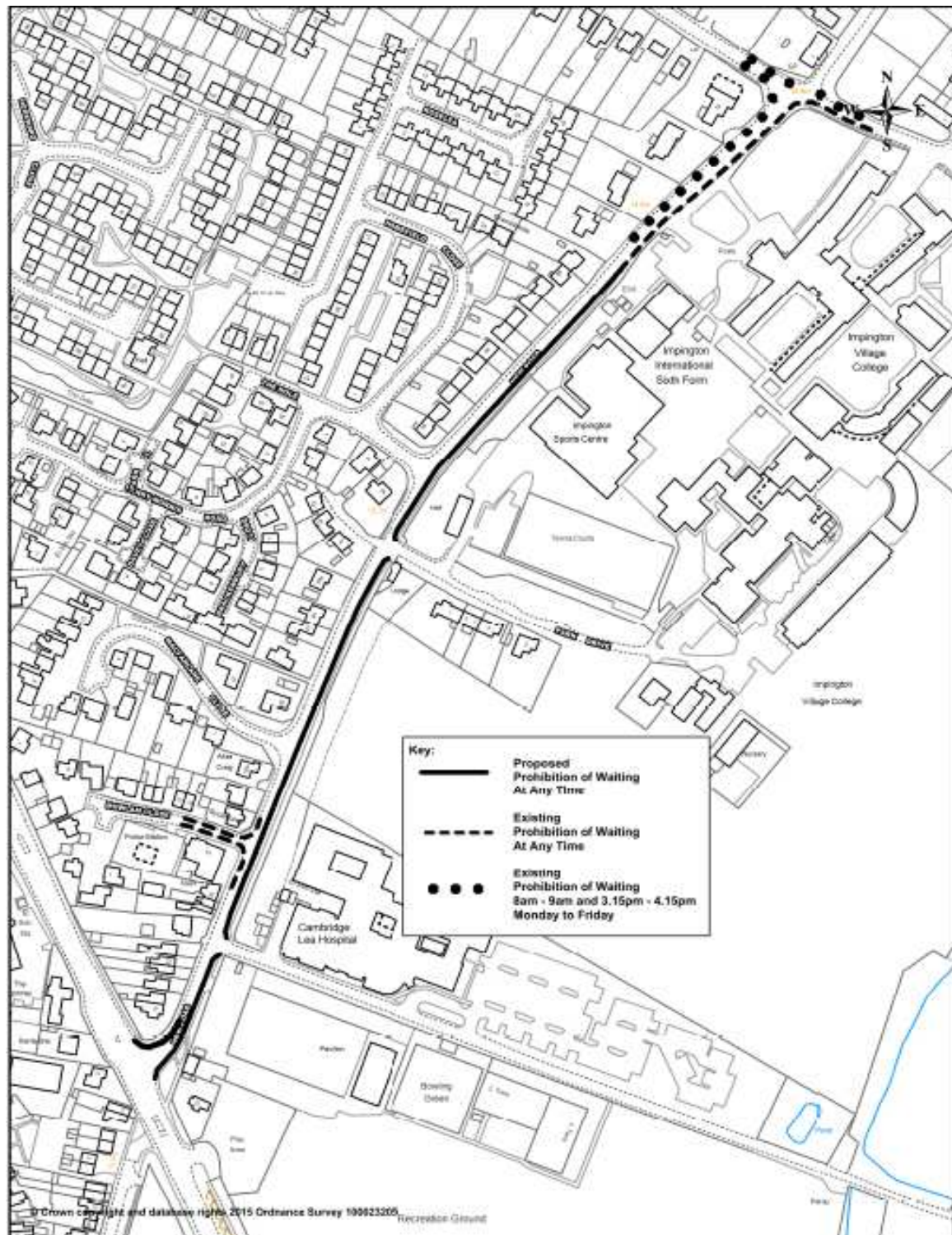
<b>Source Documents</b>	<b>Location</b>
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

## Appendix 1 – Location Overview





## Appendix 2 – Proposed Parking Restriction



**Appendix 3**

<b>No.</b>	<b>RESPONSE RECEIVED</b>	<b>OFFICER RESPONSE</b>
1.	<p>The proposal is for the restriction to apply down the IVC / hospital side of the road. This will inevitably lead to an increase in the number of vehicles parked on the other side of the road, where the overwhelming majority of driveways and access ways are. As observed on days when events take place, this significantly impedes sight lines for residents exiting driveways, and poses a significant safety hazard.</p> <p>The stated primary reason supplied in the consultation letter was to improve through travel along the road for buses, however, no details about delays incurred or evidence has been supplied. Further, this assertion does not coincide with daily experience of traffic on the road as a local resident - whereby it is clear that groups of vehicles parked on alternating sides of the road leads to more consistent traffic flow than when all down one side. This is at present especially apparent opposite the police station, where a relatively extended stretch of yellow lines down one side of the road pushes all parking to the opposite side. Passing this long a row is a very slow process in the face of oncoming traffic. It is notable that buses traverse the road in both directions, and thus any gain in one direction would be more than offset by an</p>	<p>The Parish Council was advised that parking may be displaced to other areas and that they would need to monitor this and possibly consider the implementation of additional parking restrictions in the area in the future.</p> <p>The objector's comments are noted. The bus companies were not requested to provide evidence of delays incurred when travelling this route. The support for the restrictions was based on the on site observations of Parish Council representatives.</p> <p>The Parish Council also considered that the proposed restrictions would assist with the management of match day parking for Histon football club, by discouraging drivers from illegally mounting and over running the footway and parking on the verge as the restriction imposed by the double yellow lines applies to the full extent of the public highway.</p> <p>As stated previously there is a possibility that parking will be displaced to other areas and that the Parish Council may need to monitor this and possibly consider the implementation of additional parking restrictions in the area in the future.</p>

### **Appendix 3**

	<p>impedance in the opposite.</p> <p>Implementing no stopping at any times will encourage rat run traffic in the morning peak when school children are travelling to IVC - this route is already used as a cut through to get from the A10 to the Histon Road junction of the A14. If one side of the road is kept completely clear then vehicles travelling in that direction will move at higher speeds. Worse than this, related to the point above, vehicles travelling in the opposite direction will be incentivised to drive rapidly in order to pass parked cars ahead of oncoming traffic. This poses an increased risk to pedestrians crossing, cyclists, and other motorists.</p> <p>The motivations put forward by the Parish Council have bizarrely centred around the condition of the verge; the only notable aspect of which is that it is immediately outside the Parish Council office. Vehicles parked on the verge at present, however, have no adverse impact on the road as a whole, and indeed can only have a greater one once displaced.</p> <p>The scheme has been extended to encompass the corner and area near and outside my property, however, the line on the map does not clearly relate to landmarks on the ground. As such, I do not know what change is proposed across my driveway and outside my house.</p>	<p>The restrictions are not no stopping at any time, they are a prohibition of waiting at any time and the usual exemptions would be included to allow for boarding and alighting, as well as loading and unloading.</p> <p>It is difficult to predict if traffic flow will increase during the morning peak. However given the location of the police station along this road it would be anticipated that most drivers would comply with the speed limit and drive with due care and attention.</p> <p>The action of driving over the footway where there is not a dropped kerbis an offence under The Highways Ac. It potentially endangers those using the footway and may result in damage to it as it is not designed to withstand over running vehicles.</p> <p>Vehicles parking on the verge may cause damage to it and can also transfer mud on to the footway which can be a slip hazard for pedestrians.</p> <p>Officers would have been willing to mark on site the extent of the proposed restrictions if requested to do so.</p>
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