

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
ORCHARD PARK, CAMBRIDGE**

To: **Highways and Community Infrastructure Committee**

Meeting Date: **19th August 2014**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **Cottenham, Histon & Impington**

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

Purpose: **To determine objections received to the Traffic
Regulation Order (TRO) associated with Orchard
Park, Cambridge**

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

<i>Officer contact:</i>
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1. BACKGROUND

- 1.1** Orchard Park is located to the northern side of Cambridge alongside the A14, previously known as Arbury Park. It is a new mixed-use development with approximately 900 homes. The development has a 30mph speed limit (**Appendix 1**).
- 1.2** Double yellow lines on Circus Drive, Chariot Way, Chieftan Way and Graham Road, Orchard Park were requested by The Orchard Park Community Council to address growing concerns over unregulated and dangerous parking across the Orchard Park Development.
- 1.3** The proposal is being implemented by the Orchard Park Community Council through the County Council's third party funding process (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 Evening News on 19th March 2014. The statutory consultation period ran from 19th March 2014 – 11th April 2014.
- 2.3** The statutory consultation resulted in 29 objections and 4 comments of support. The Police had no objection to the proposal. No comments were received from the other Emergency Services.
- 2.4** One of the Local County Members, Councillor David Jenkins, supports the proposals. No response has been received from Local County Member, Councillor Mike Mason, or from the Local District Members.
- 2.5** The responses received and officer comments are detailed in Appendix 3. On the basis of this analysis, it is recommended that the Order is made to:
- Reduce the unacceptable parking around the bends and junctions.
 - In the interest of road safety.

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 Third Party Funding.

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 originated from the Orchard Park Community Council who consulted by way of letters to residents on 11th September 2013, giving 28 days to offer views and concerns. In addition they held a Public consultation meeting at the Community Centre on Saturday 5th October 2013 to which residents were invited.

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 County Council offices. In addition, notices are also available on the County Council's website.

4.5 Localism and Local Member Involvement

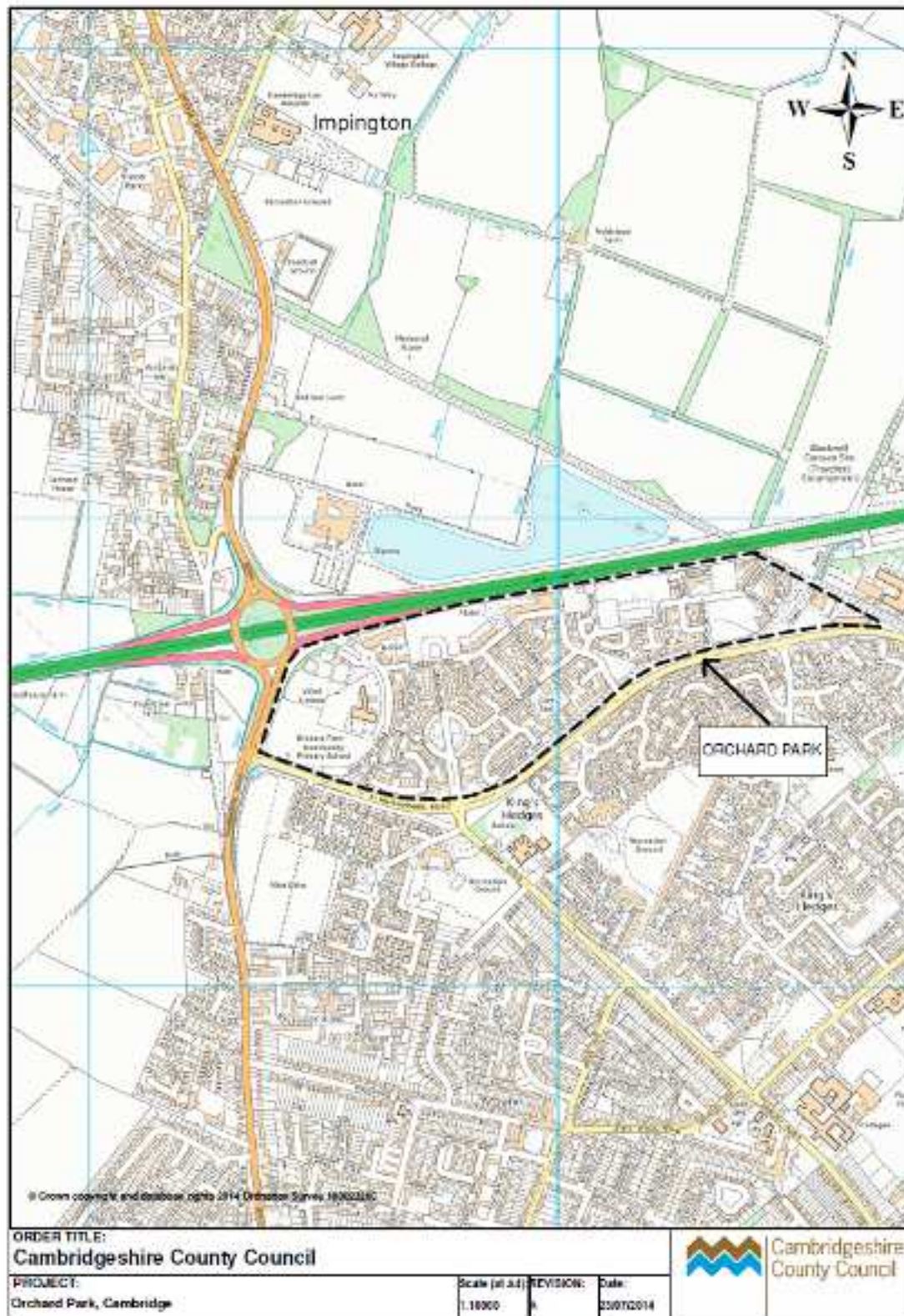
One of the local members, Councillor David Jenkins has confirmed his support for the proposal.

4.6 Public Health Implications

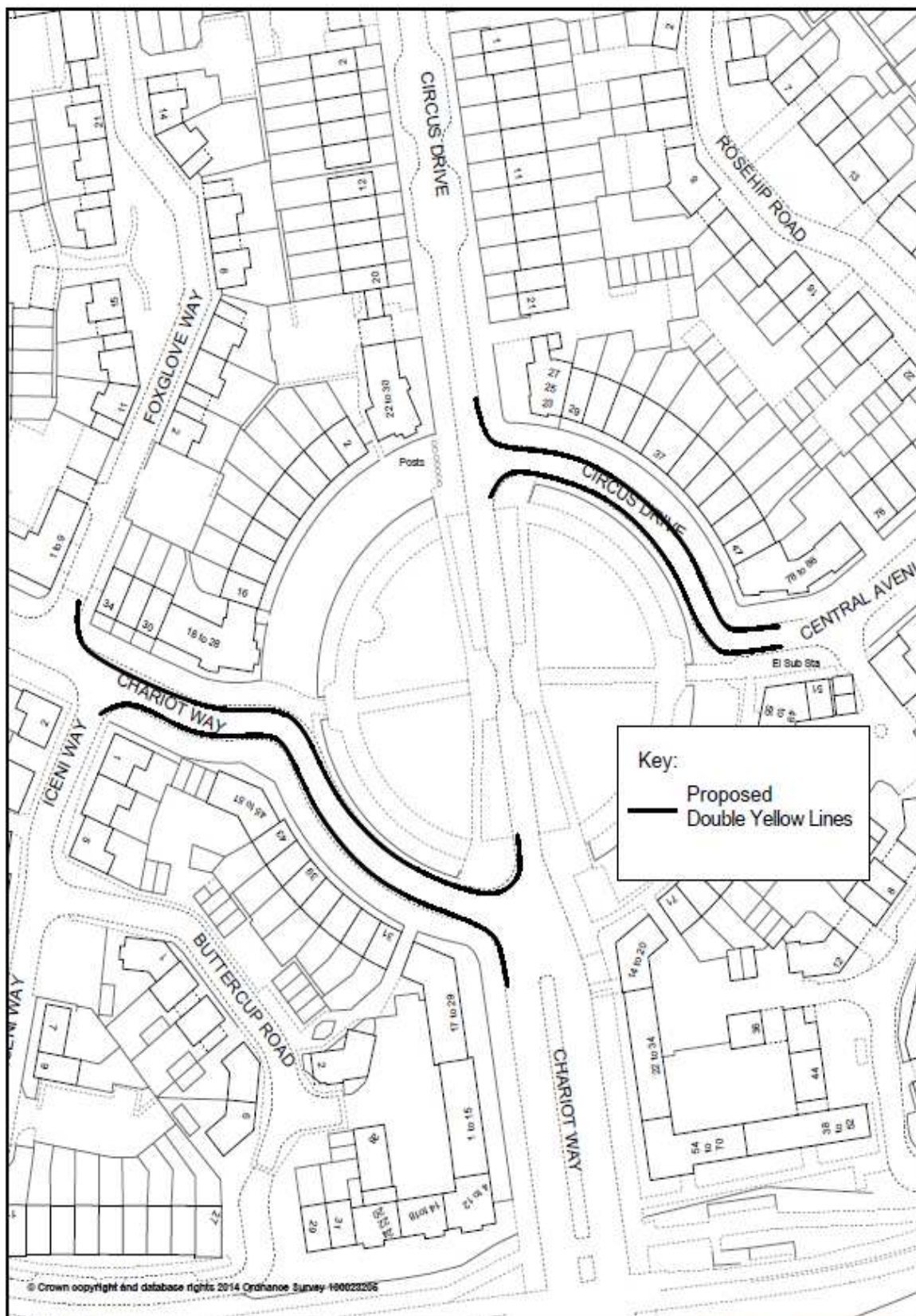
There are no significant implications within this category.

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

Appendix 1 LOCATION PLAN



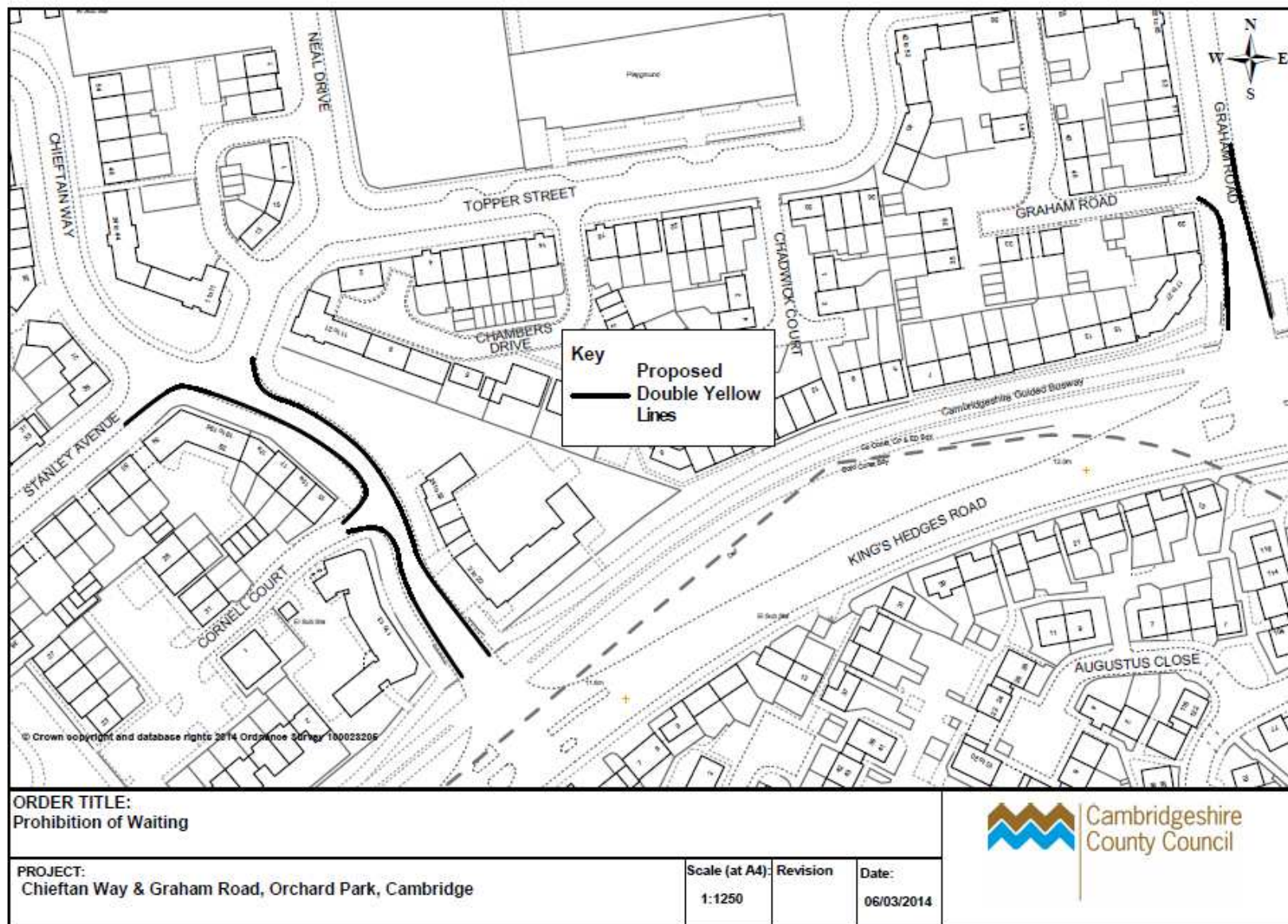
Appendix 2 – PROPOSED DOUBLE YELLOW LINES



ORDER TITLE: Cambridgeshire County Council			
PROJECT: Circus Drive & Chariot Way, Orchard Park, Cambridge		Scale (at A4): 1:967	REVISION: Rev1
		Date: 06/03/2014	



Cambridgeshire
County Council



<u>Appendix 3 – RESPONSES RECEIVED</u>	
SUMMARY OF RESPONSES RECEIVED (33 in total)	OFFICER RESPONSE
Double yellow lines will make the parking situation worse.	The double yellow lines are only proposed on bends and junctions where it is considered a safety issue.
Where will the displaced cars park?	Whilst it is likely that there will be some displacement of parking into adjacent streets, we are confident that the safety benefits of this proposal offset any nuisance caused by displaced parking.
Speed will increase.	As the double yellow lines are only proposed on bends and junctions officers are confident that vehicle speeds will not increase.
Pressure will be put on housing and rental values.	There is no automatic right to park on any road, but parking may be permitted or tolerated provided it does not cause a danger or obstruction.
A 3 storey town house with 5 bedrooms and only one off-road parking space is NOT sustainable and cannot fit in with any sensible town planning advice/policies.	<p>The development was designed allowing 1.5 cars per dwelling as per South Cambridgeshire District Council Development Control Policies Development Plan Document (July 2007).</p> <p>Many of these houses on Circus Drive have been converted to homes of multiple occupation and have up to 6 cars per household. Orchard Park Community Council fought tirelessly to prevent planning consent on the property for multiple occupancy and continue to work with South Cambridgeshire District Council.</p>
<p>Introduce a one way system around circus drive.</p> <p>A one way system would be workable and leave room for parking.</p> <p>Prohibit waiting on the bends and at the junctions and reduce the speed on the whole estate to 20miles per hour.</p>	Alternative options have been given consideration and are possibilities for the future however; these measures come with a substantial cost which the Community Council is not able to fund.

Insufficient public consultation.	Orchard Park Community Council consulted by way of letters to residents on 11 th September 2013, giving 28 days to offer views and concerns. In addition they held a public consultation meeting at the Community Centre on Saturday 5 th October 2013 to which residents were invited. The statutory consultation included the erection of notices in the affected streets, publication of a notice in the Cambridge Evening News on 19 th March 201and shown on the County Council website.
When you have children it is so helpful to at least be able to park temporarily outside the front door of your house.	Double yellow lines allow for loading and unloading of vehicles, including passengers.
Yellow lines are really needed especially for safety issues because car parking has become very dangerous in these areas.	Support noted
I think this is a much needed solution for the whole community, since the parking issues in those areas have reached levels of unacceptable inconvenience for residents as well as for the safety of drivers and pedestrians.	Support noted
You cannot see if anything is coming there is also no room to give way. I am in full support of the yellow lines proposed.	Support noted