

SOUTH CAMBRIDGESHIRE TRAFFIC MANAGEMENT SCHEMES

To: Cabinet

Date: 17th April 2012

From: Executive Director: Economy, Transport and Environment Services

Electoral division(s): Fulbourn, Great Shelford, Melbourn

Forward Plan ref: 2012 / 016 **Key Decision:** Yes

Purpose: To determine representations received on various traffic management schemes in South Cambridgeshire.

Recommendation: Cabinet is recommended to:

1. Note the objections and representations;
2. Approve the proposed schemes as advertised, subject to an amendment to the Station Road, Meldreth proposals as shown on Plan 3; and
3. Inform the objectors accordingly.

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

- 1.1 Officers have been working with Foxton, Great Shelford, Meldreth and Teversham Parish Councils on proposals to address local safety and parking issues. The proposals have been subject to local consultation within the communities and, with the support of the local members, public notices have been formally advertised.

FOXTON

2. BACKGROUND

- 2.1 Station Road, Foxton meets the A10 close to a level crossing on the Cambridge-London mainline railway. Foxton station has no dedicated parking and commuters who drive to the station park on-street. Commuter parking generally only occurs from Monday to Friday. Typically, 8 - 10 vehicles are parked along Station Road, predominately on the east side of the carriageway, a further two vehicles in the lay-by outside numbers 63 and 65 and 1- 3 vehicles in Hall Close.
- 2.2 Some residents of Station Road have expressed concern that commuter parking along the road impedes the flow of vehicles turning into the road from the A10. Particular concern is centred on traffic turning left from the A10 into Station Road as these vehicles are often forced, by the on street parking, to give way to vehicles travelling out of the village towards the A10. As a result, queuing traffic can extend back across the level crossing.
- 2.3 There are no recorded injury accidents on the A10 in the vicinity of the Station Road junction and level crossing that can be attributed to queuing traffic caused by parking in Station Road. There are no recorded accidents on Station Road that have resulted in personal injury.

3. PROPOSALS

- 3.1 Following discussions with the Parish Council, parking restriction proposals were agreed, as shown on **Plan 1**, that were subsequently endorsed by the local county councillor and those residents of Station Road who attended a Parish Council meeting. The proposals were formally advertised and circulated to all the residential properties in Station Road and Hall Close.

The proposed restrictions will continue to allow some on street parking to accommodate the needs of commuters, local residents and visitors whilst reducing the risk of traffic queuing back onto the A10 and improving vehicular access to and from the village.

4. OBJECTIONS AND COMMENTS

- 4.1 A 103 signature petition calling for more extensive restrictions has been received; 39 residents of Station Road have signed the petition. 12 supportive responses and 2 making general comments have also been received. **Appendix A** summarises the feedback.
- 4.2 There is a level of support for the proposals but also concerns that they do not go far enough. However, it is important that any restrictions should address traffic problems whilst taking into account local parking demand and a balance needs to be struck. The proposed restrictions will address the concerns over access and

queuing onto the A10 whilst still providing parking opportunities for commuters and local residents and visitors. More extensive restrictions will only force parking further into the centre of the village where it will conflict with other parking demands. The Parish Council and the local County Councillor continue to support the advertised proposals.

MELDRETH

5. BACKGROUND

- 5.1 Discussions have been held with the local county councillor and the Parish Council to consider ways of addressing local concerns, over vehicles parked on Station Road in close proximity to the station car park access road which restricts visibility for drivers exiting the car park. Alongside this, consideration was also being given to enhancing the bus stop close to the car park access through the provision of a bus stop flag and clearway marking.

6. PROPOSALS

- 6.1 It was agreed that prohibiting waiting around the station access would improve visibility. It was also noted that the County Council's Passenger Transport Services had consulted with stakeholders on a suitable location for providing a bus stop pole with flag sign and agreed a location outside number 8 Station Road. The bus stop clearway road marking would be effective Monday to Saturday 9am to 6pm.
- 6.2 Officers provided initial parking proposals to enable the Parish Council to undertake local consultation which resulted in strong support for extending the proposed restrictions and for providing access protection markings across two private accesses. The modified proposals were subsequently formally advertised with details provided to properties in the vicinity. **Plan 2** shows the advertised proposals.

7. OBJECTIONS AND COMMENTS

- 7.1 Four objections were received, one with 8 signatures. Generally, the objectors felt that the restrictions were too onerous and that they should be relaxed. **APPENDIX B** summarises the objections.
- 7.2 As commuter parking only causes difficulties during the working day, it would be reasonable to relax the proposed restrictions on the east side of Station Road, outside properties numbered 16 to 28 to prohibit waiting between 9am to 5pm, Monday to Friday; the Parish Council and local member support this relaxation which is shown on **Plan 3**.

TEVERSHAM

8. BACKGROUND

- 8.1 Teversham Parish Council has worked with officers to address concerns over congestion and visibility concerns at a zebra crossing near the school on Church Road. Following a site meeting with representatives from the school, Parish Council and the police, parking proposals were agreed.

9. PROPOSALS

- 9.1 It is proposed to restrict parking at the junction of Lady Jermy Way and Church Road and on a short length on Church Street to improve visibility at the zebra crossing as shown on **Plan 4**.
- 9.2 Conscious of the potential to displace parking, the Parish Council has gained agreement from Marshalls, the Conservative Club and a restaurant, to allow cars to park on their properties at school drop off and pick up times; the school will promote this option to parents. These alternative arrangements will mitigate the impact of the loss of on-street parking from the introduction of the proposed parking restrictions.

10. OBJECTIONS AND COMMENTS

- 10.1 Four objections have been received which are summarised in **Appendix C**. Three from parents of school children and one from the school itself.
- 10.2 The Parish Council worked closely with the school when developing the proposals, with the aim of meeting the needs and requirements of all road users. Given the School's involvement in developing the proposed restriction, the Parish Council has expressed disappointment that the school has formally objected to the proposals. It is considered that the agreements that the Parish Council has secured for off-street parking is sufficient to mitigate against the loss of on-street parking.

GREAT SHELFORD

11. BACKGROUND

- 11.1 £50,000 has been made available through a Section 106 planning agreement for a development at the former Abberley House site in Granham's Road, Great Shelford to provide road safety improvements at the junction. The measures at the other sites are being funded through the jointly funded minor improvements programme. There have been 4 reported injury accidents at the junction during the last 5 years. Right turn manoeuvres feature strongly in the analysis of the accident details.

12. PROPOSALS

- 12.1 The proposals have been developed through discussions with the Parish Council and residents of the area adjacent to the site have been consulted. The proposed extension of the speed limit has been formally advertised. One objection to the proposals has been received from a local resident. The road safety proposals include:
- an extension of the existing 30 mph speed limit on Cambridge Road to include the railway bridge and the Granham's Road junction
 - a raised table at the junction
 - improvements to the surfacing and crossing point

Plan 5 shows the proposals.

13. OBJECTIONS

- 13.1 The proposed extension of the speed limit has been formally advertised and the proposals published locally. One objection to the proposals has been received from a local resident. The grounds for objection are:

- that a raised table is not appropriate for an A-road and will cause inconvenience for cyclists and have little effect on reducing vehicle speeds and accidents at the junction
- lighting should be improved at the junction
- a right turn lane is needed for vehicles turning right into Granham's Road.

14. COMMENT

- 14.1 The purpose of the table is to highlight the presence of a junction and to act as a calming measure to reduce approach speeds although the ramps for the raised table will be constructed to avoid any adverse impact on the passage of cycles.
- 14.2 Whilst a right turn lane would help reduce delays to traffic held up by right turning vehicles on the main road and help reduce collisions involving right turns, there are significant engineering difficulties associated with the proximity of the junction to the railway bridge and underground fibre optic cables that mean that it could not be delivered within the available budget.
- 14.3 Extending the 30mph speed limit further along Cambridge Road towards Cambridge has been considered, although the S106 funding has been provided specifically to improve safety at the junction. A review of speed limits along the A1307 concluded that the existing 40mph speed limit along Cambridge road was appropriate based on the accident record and the recorded mean speed.
- 14.4 The Parish Council supports the proposed measures.

15. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

- 15.1 **Supporting and protecting vulnerable people when they need it most**
The measures in Teversham will improve accessibility and safety for school children, parents and guardians.
- 15.2 **Helping people live healthy and independent lives in their communities**
Developing the local economy for the benefit of all
There are no significant implications for these priorities.
- 15.3 **Ways of Working**

Officers have worked closely with parish councils and local members to meet local aspirations and to facilitate investment in local measures. The proposals aim to address local concerns over risk to safety and congestion.

16. SIGNIFICANT IMPLICATIONS

Resource and Performance Implications

- 16.1 There are no significant implications

Statutory, Risk and Legal Implications

- 16.2 The required statutory procedures have been followed.
- 16.3 A failure to address local parking issues has the potential to increase the risk of accidents; the proposed parking controls will mitigate this risk

Equality and Diversity Implications

- 16.4 Parking restrictions include a standard exemption for blue badge holders.

Engagement and Consultation

- 16.5 Parish Councils and local members have been fully engaged in the consultation process.

Source Documents

Letters and e-mails of objection

Draft traffic regulation orders and notices

Location

Highways Depot,
Station Road,
Whittlesford

SUMMARY OF OBJECTIONS: FOXTON

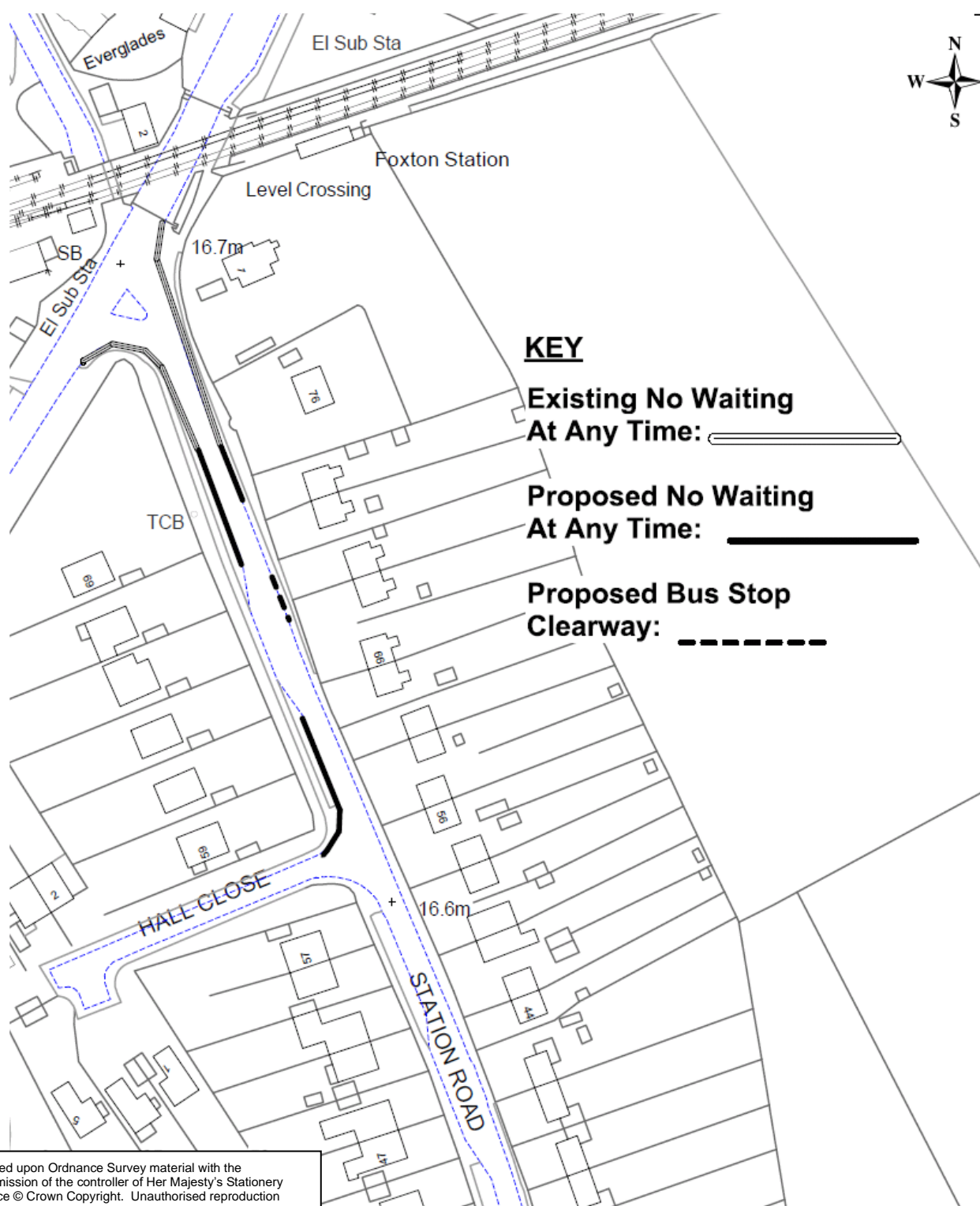
Reason for Objection	Officer Comment
Petition The petition states that the proposed restrictions do not go far enough for the following reasons: <ul style="list-style-type: none"> The situation has changed since the proposal was agreed (many more HGV movements and increases in other traffic movements) The proposals would in effect only remove 2 parked vehicles which would not clear the A10 rail crossing as required. The safety problems would not be addressed. 	<ul style="list-style-type: none"> No traffic data is available to support the perception of increased traffic. Although traffic counts have not been undertaken, officer observations have not identified perceivable changes in traffic flows. The proposals are designed to reflect the current traffic conditions and balance the desire to retain some on street parking in close proximity to the station, whilst improving accessibility There are no identified safety problems in the area that are reflected in the County Council's road traffic collision data Network Rail has stated that signalling systems will not permit a train to pass through the level crossing if queuing traffic is present.
On street parking is effective in reducing the speed of through traffic, making it safer for other road users.	On street parking, providing it is managed to avoid it becoming obstructive, will offer some control over vehicle speeds
The station is an asset to the community. If commuters are unable to park nearby passenger numbers may decline to a level that may jeopardise the future of the station.	Some responses that have stated that the station is regarded as an asset to the community and that preserving its future is important. The proposed restrictions should ease the passage of traffic travelling along Station Road in both directions but reflect the fact that some commuters travel to the station by car and the ability to park on street in close proximity to it is important if they are to be able to continue to use it.
Dedicated parking should be provided for blue badge holders.	The Parish Council will work with officers to establish parking requirements for blue badge holders
Additional restrictions should be implemented in Hall Close.	
Consideration should be given to residents' permit bays	Most properties have off-street parking and the low demand for residents' only parking scheme would make a scheme unsustainable
Waiting should be prohibited 0630-0930am on weekdays along the entire length of Station Road	This would be inconsistent with current parking policy and would make local station use less attractive
Monitoring of vehicle displacement should be undertaken following the implementation of the double yellow lines.	Officers and the parish council will continue to monitor the impact
I have no off street parking so do not want the proposals extended to prohibit waiting outside my property	The balance of restrictions proposed will provide parking opportunities for the residents without off-street parking
Parking will be pushed further down Station Road	Officers and the parish council will continue to monitor the impact

SUMMARY OF OBJECTIONS: MELDRETH

Reason for objection	Officer comments
On street parking is required outside some of the properties due to limited off street parking availability.	Many of the properties on the east side of Station Road have only one off street parking space. The residents value the convenience of being able to park a second vehicle on street and also rely on the on-street parking for visitors.
Residents' only parking should be provided	A residents' permit parking scheme may not be acceptable to all residents' particularly as they would need to purchase a permit. Most of the objectors are supportive of less onerous measures in the form of limited waiting.
Speeding is the issue not parking	The restrictions do not aim to address concerns regarding speeding this is a separate issue that the Parish Council, local member and officers will need to consider outside of these proposals.
The restrictions on the west side of Station Road should be extended to the war memorial to prevent displacement of parking and the visibility being restricted for drivers emerging from the cluster of houses located opposite number 10.	It is possible that some parking may be displaced on to the west side of Station Road and the effects of this would need to be monitored. The Parish Council were keen to prevent parking around the bend in Station Road on the approach to a give-way feature. First Capital Connect has recently reduced the station car park charge to £1.50 per day, £5 per week and £20 per month. There is the potential for the reduced fees to encourage greater patronage of the car park and reduce the demand for on street commuter parking.
A single yellow line rather than double yellow lines is requested by residents of Allerton Terrace as commuter parking causes problems only during the daytime of the working week. This should extend both sides of the Allerton Terrace driveway that provides access to off road parking.	As the commuter parking is causes difficulties during the working week it would be reasonable to relax the proposed restrictions on the east side of Station Road, outside properties numbered 16 to 28 to waiting prohibited 9am to 5pm, Monday to Friday. Such an amendment has the support of the parish council and local county member. The Parish Council consider that parking outside Allerton Terrace should be prohibited during the working day to improve visibility along the road and create a safer environment for all road users but particularly cyclists that use this length of road.
Parking should be prohibited between 11am and midday	This would be inconsistent with current parking policy and would make local station use less attractive

SUMMARY OF OBJECTIONS: TEVERSHAM

Reason for objection	Officer comments
I understand the current parking situation along Church Road in Teversham at the beginning and end of the school day is not ideal and causes a small amount of congestion. The problems are restricted to around 20 minutes, twice a day in term time only.	The congestion caused by parked vehicles forces vehicles to drive along the footway which poses a significant safety risk to children walking to the school.
There is nowhere else to park. What consideration have you given to the safety of children attending Teversham School, particularly regarding what might happen if a large number of school children are forced to walk or cycle home along Airport Way I would quite happily never park in Church Road again if there was an alternative.	Teversham Parish Council has secured permission for parents to park in three alternative locations close to the school.
Placing double yellow lines down the length of Church Road will increase the visibility of the pedestrian crossing but at the same time will greatly inconvenience the many parents who park responsibly on Church Road. As many of the children who attend the school come from out of catchment their parents will be forced to park elsewhere in Teversham potentially resulting in congestion in other parts of the village. Perhaps a more proportionate response would be to relocate the disabled bay, whose misuse currently causes a significant amount of problems, into the school car park and put double yellow lines from the corner of the crossing and then beyond the crossing as far as Lady Jermy Way.	The proposal will not prevent parents from driving to the school; the alternative parking arrangements secured by the parish ensure that there is adequate parking provision
Surely approximately 1 hour of congestion a day isn't too high a price to pay for the safety of our children.	See comments above.
Parking by parents in order to drop off their children has been a significant feature in Church Road for over 20 years. Over 60% of the children are from outside the catchment area, a situation we expect to increase with new government policy.	An objective of the parking restrictions is to improve visibility of the pedestrian crossing facility.
As Governors with responsibilities for the interests and the safety of the children, their parents and the staff of the school, we realise that children will continue to be brought by car to school, even if we would prefer them to walk and provision of acceptable parking for them for just two short periods during the day must be provided. The current arrangements have worked well for many years without serious accidents and we are not convinced that major changes to this provision will increase the safety of the children and the whole community.	The congestion caused by the current parking arrangements is detrimental to road safety as large vehicles have to mount the footpath in order to pass. The level of parking restrictions proposed still provides a significant amount of on-street parking whilst balancing aim of reducing congestion and potential safety issues.



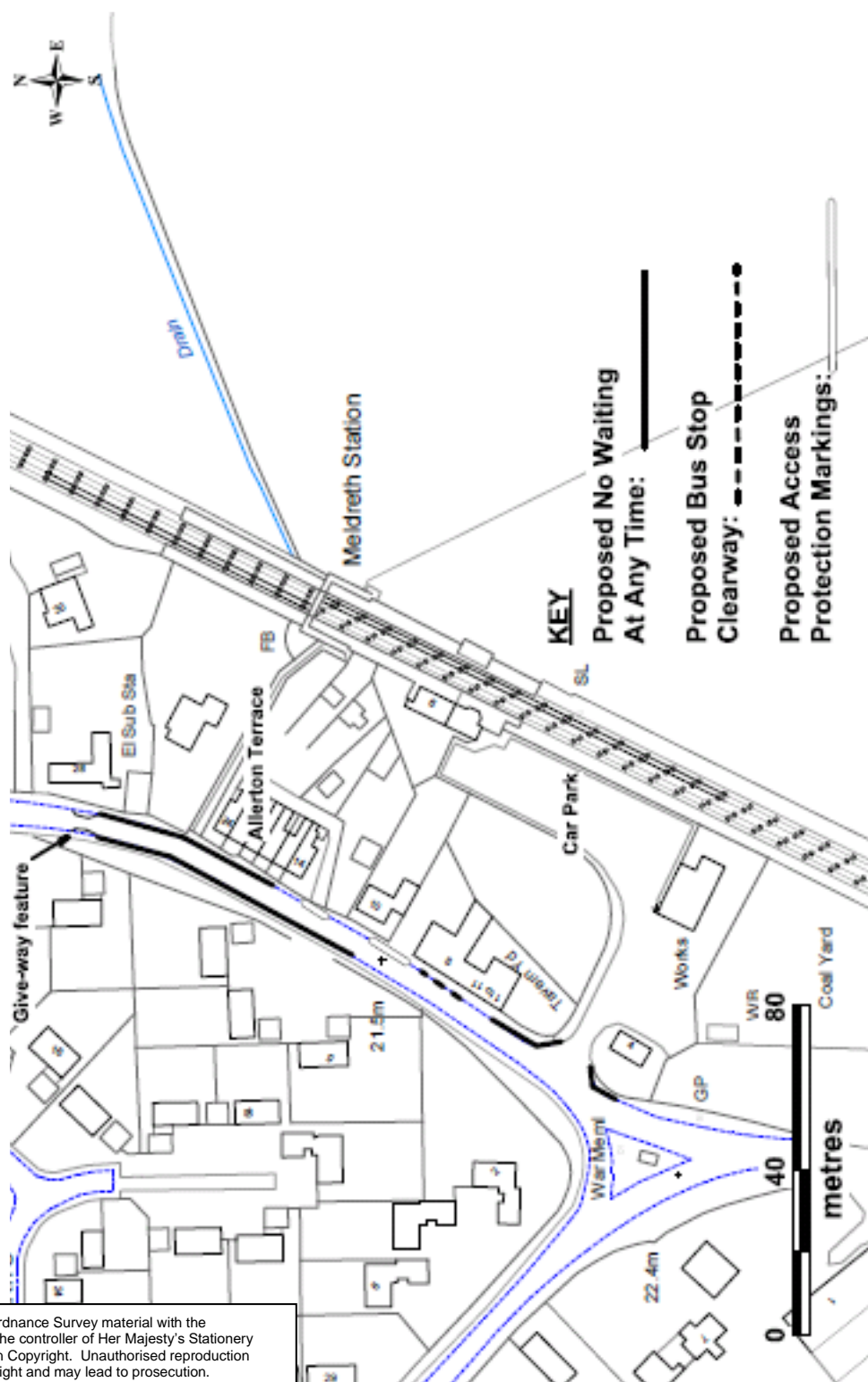
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SCHEME TITLE:
STATION ROAD, FOXTON,
PROPOSED WAITING RESTRICTIONS

SCALE: NTS



Cambridgeshire
County Council

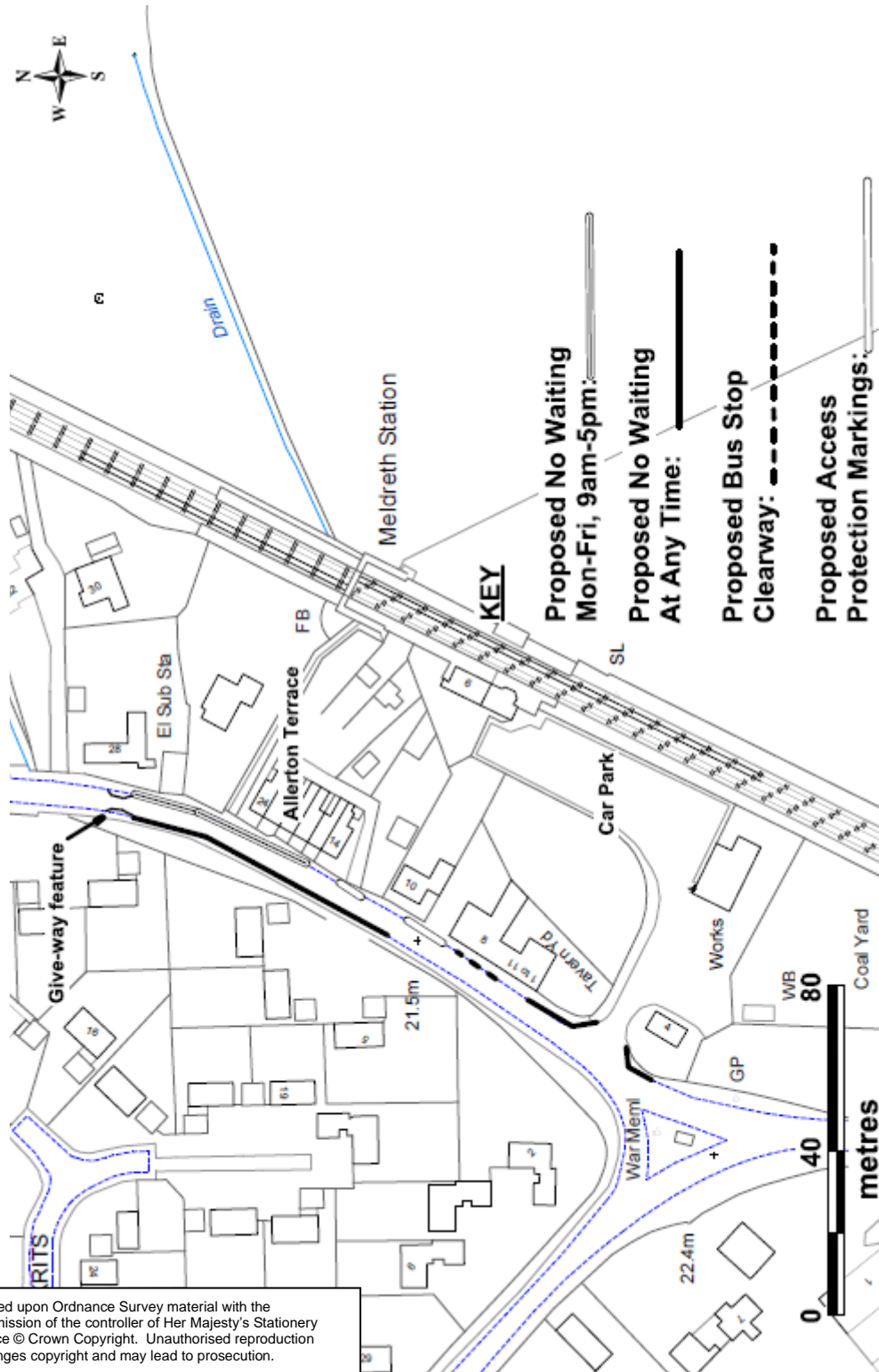


SCHEME TITLE:
STATION ROAD, MELDRETH,
ADVERTISED WAITING RESTRICTIONS

SCALE: NTS



Cambridgeshire
 County Council



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**SCHEME TITLE:
STATION ROAD, MELDRETH,
AMENDED WAITING RESTRICTIONS**

SCALE: NTS



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SCHEME TITLE:

**CHURCH LANE, TEVERSHAM,
PROPOSED WAITING RESTRICTIONS**

SCALE: NTS



SCHEME TITLE:
GRANHAM'S ROAD, GREAT SHELFORD
ACCIDENT REDUCTION SCHEME



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