

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON BIRCH CLOSE AND ON TIVERTON WAY, CAMBRIDGE

To: **Cambridge City Joint Area Committee**

Meeting Date: **30th January 2018**

From: **Executive Director, Place and Economy**

Electoral division(s): **King's Hedges and Cherry Hinton (County)
West Chesterton and Coleridge (City)**

Forward Plan ref: **n/a** *Key decision:* **No**

Purpose: **To determine objections received in response to the publication of waiting restrictions in Birch Close and Tiverton Way, Cambridge**

Recommendation: **a) Implement the restrictions in Birch Close as originally published.
b) Implement the amended restrictions in Tiverton Way.
c) Inform the objectors of the decision.**

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1. BACKGROUND

- 1.1** The Council has published proposals to introduce waiting restrictions at various locations in Cambridge under the Local Highways Improvement (LHI) scheme. This report relates to proposals in Birch Close in King's Hedges and Tiverton Way in Cherry Hinton. In both cases No Waiting at any time (double yellow lines) are proposed over relatively short lengths of road to tackle localised issues. Drawings showing the extents of the proposed restrictions can be found in Appendices 2 and 3. The proposals have been requested by local residents and are supported by local Councillors.
- 1.2** Waiting restriction proposals at a number of other locations were published at the same time, but these did not attract any objections, so can be implemented without the need to report them to this Committee.

2. TRAFFIC REGULATION ORDER (TRO) PROCESS

- 2.1** The TRO procedure is a statutory 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 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.
- 2.2** The TRO was advertised in the Cambridge News on 4th September 2017 and the statutory consultation period ran until 29th September 2017.
- 2.3** In respect of the Birch Close proposal, the statutory consultation resulted in the receipt of 26 written representations, mostly objecting to the proposal. These have been summarised in the table in Appendix 4 and the officer responses to the objections are also given in the table. The main point raised by many of the objectors is that the proposed 33 metre length of double yellow lines is excessive and many suggest that 18 metres would be sufficient. In an attempt to resolve the matter, without the need to report it to this Committee, officers offered to reduce the length of the yellow lines to the requested 18 metres. This was mostly accepted, but one of the objectors asked for his original objection to stand as he is opposed to any restrictions and he also raised several other concerns. Hence, the requirement to report the matter to this Committee. Officers are recommending that the originally published proposal be implemented as that would fully address the on-street parking issues that occur.
- 2.4** In respect of the Tiverton Way proposal, the consultation attracted one written representation. This was from a resident who said that the proposed double yellow lines did not extend far enough and did not match what had previously been agreed with Cllr Kavanagh. Officers accepted that this was an oversight and that the double yellow lines should have covered a longer length of Tiverton Way. Regulations allow the Council to modify a published proposal providing we inform persons likely to be affected, give them an opportunity to make representations and duly consider any representations received. Officers wrote to residents likely to be affected by the longer length of double yellow line and this resulted in the receipt of two objections. The representations received and officer responses have been summarised in Appendix 5. Officers recommend that the modified, i.e. longer length of double yellow lines, be implemented.

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 Highway Improvements process.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this category.

4.3 Statutory, Legal and Risk Implications

The statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this category.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services. 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 reception area of Shire Hall.

4.6 Localism and Local Member Involvement

Relevant Councillors engaged with residents at an early stage, prior to the publication of statutory notices, and were given the opportunity to comment as part of the statutory process. No adverse comments were received.

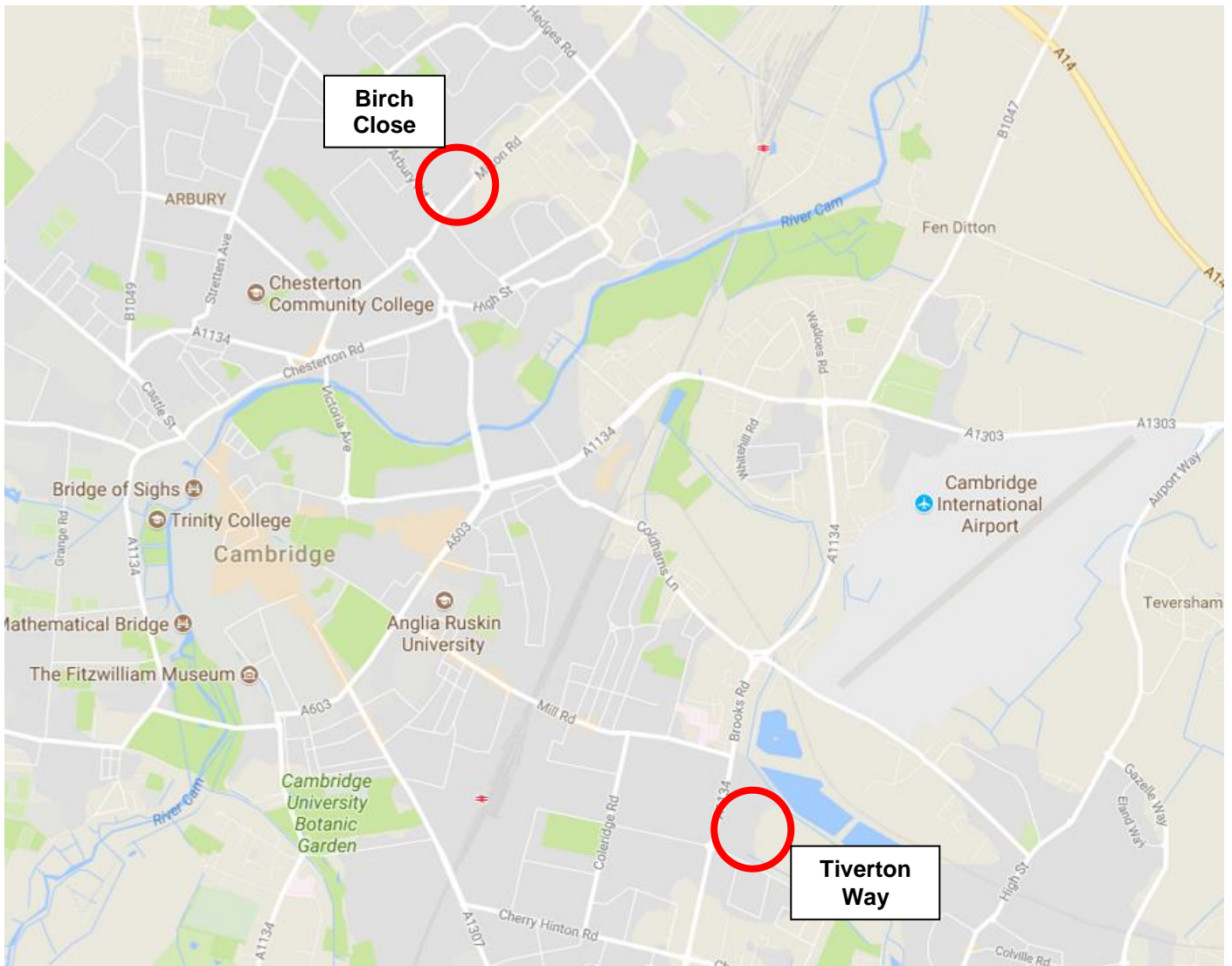
4.7 Public Health Implications

There are no significant implications for this category.

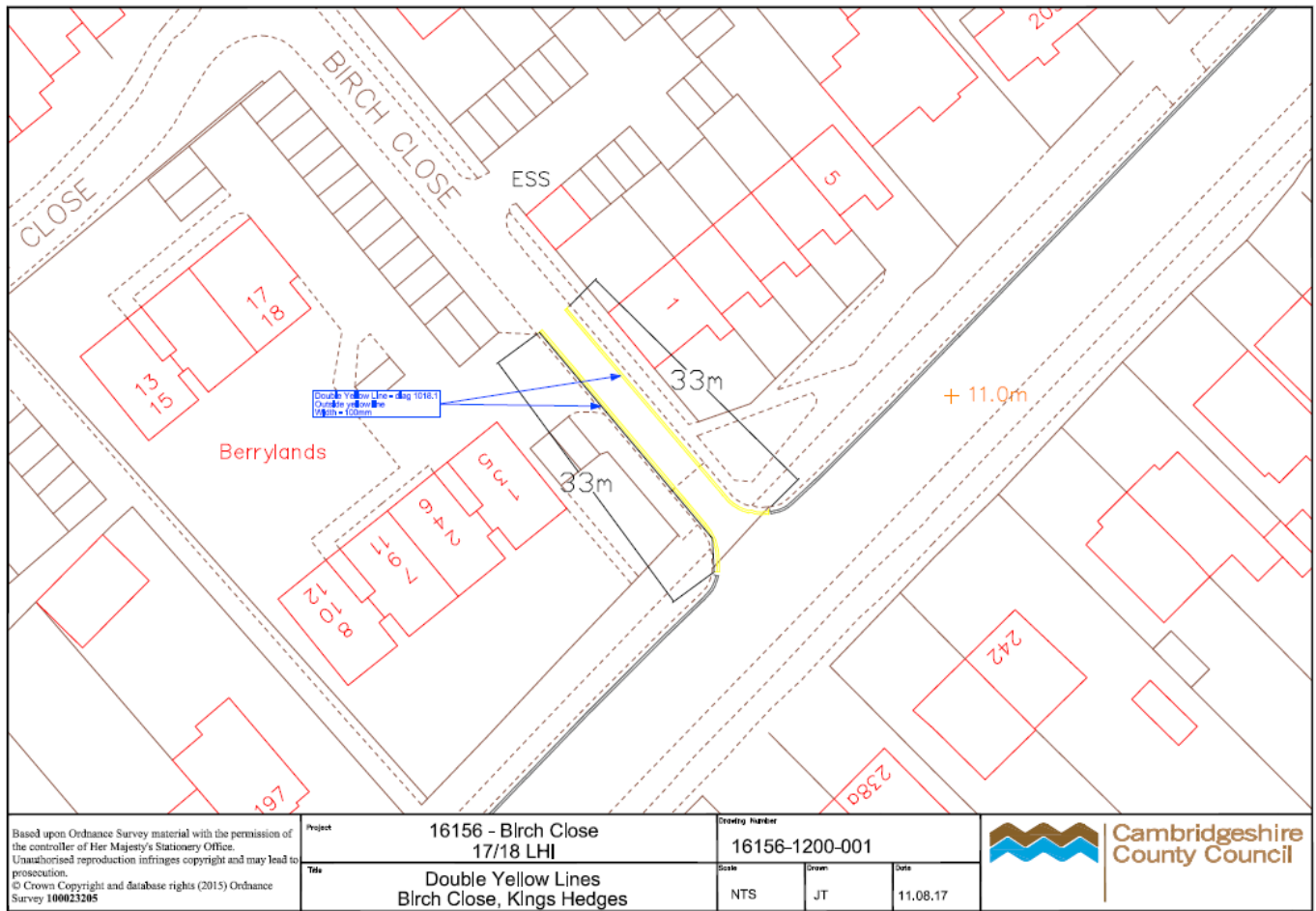
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	n/a Name of Financial Officer: n/a
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	No response Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Joanna Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Objections and other written representations (redacted) Draft Traffic Regulation Order	Vantage House, Washingley Road, Huntingdon PE29 6SR

Appendix 1 – Locations of Birch Close and Tiverton Way



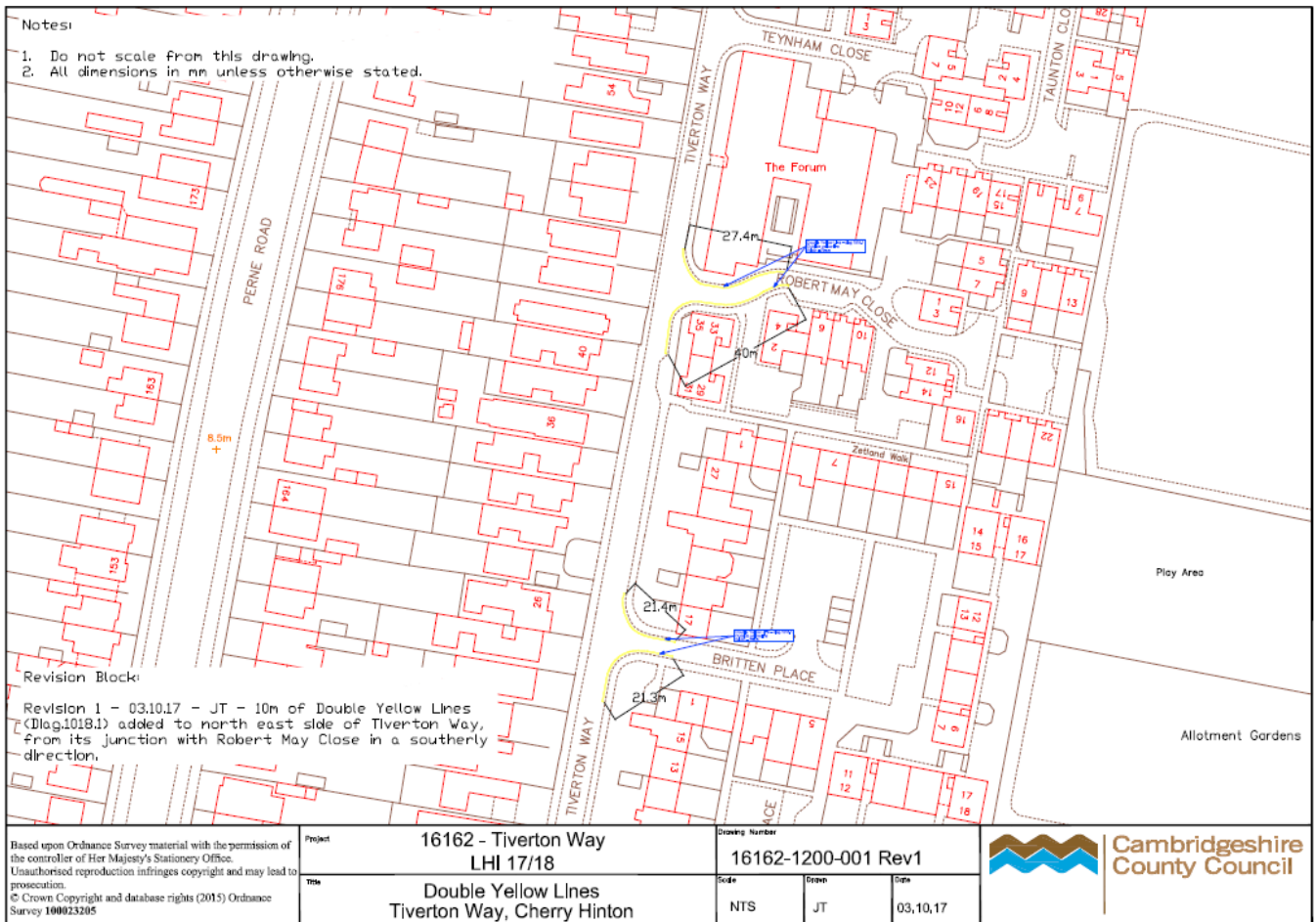
Appendix 2 – Proposed Restrictions in Birch Close



View looking into Birch Close from Milton Road. Note the line of parked cars on the north-east side. The proposed 33m length of double yellow lines would cover the access to Berrylands visible on the south-west side, but an 18m length would not.



Appendix 3 – Proposed Amended Length of Restrictions in Tiverton Way



View when travelling south on Tiverton Way towards the road narrowing, with the Robert May Close junction on the left. The disputed length of restriction is between the junction and narrowing beyond it.



Appendix 4 – Objections and Representations on Birch Close Proposal

No.	Summary of Objection/ Representation	Officer Response
1	<p>General support for double yellow lines at the Birch Close/Milton Road junction, but the proposed 33 metre length should be reduced to 18 metres as it is unnecessarily long. The reduced length would be adequate to keep the junction clear of parked cars, but still retain valuable on-street parking (This issue was raised in 14 responses)</p>	<p>A significant number of respondents agree that parking needs to be restricted in the immediate area of the junction. The 33 metre length would ensure that the whole junction, including the rear access to Berrylands, would remain clear of parked vehicles. This would result in the loss of 4 to 5 legitimate parking spaces. The suggested 18 metre length represents a “do minimum” solution, resulting in the loss of only 1 or 2 legitimate parking spaces. However, it could mean that there would still be some conflict between opposing traffic on the Birch Close approach to the junction.</p>
2	<p>Opposed to any parking restrictions in Birch Close, particularly on the north side. Parking is self-regulating and has the benefit of lowering traffic speeds. Birch Close is a minor residential cul-de-sac, carries little traffic, so restrictions are not justified. (This issue was raised in 2 responses)</p>	<p>Birch Close is only wide enough to accommodate parking on one side, so implementing double yellow lines on one side only would achieve very little. The imposition of restrictions on the south side would mean that parking could still take place right up to the junction on the north side, so would not satisfy the aim of keeping the junction clear of parked vehicles.</p>
3	<p>Opposed to parking restrictions on the south side and the lines should be reduced to 15 or 18 metres on the north side. (This issue was raised in 5 responses)</p>	<p>As with point 2, there is little to be gained by implementing double yellow lines on one side only. Having 15 to 18 metres of yellow line on the north side only would not help as cars could still be parked on the south side right up to the junction.</p>
4	<p>The proposed double yellow lines are excessive and will have a negative impact. (This issue was raised in 5 responses)</p>	<p>It is noted that there is a shortage of on-street parking in the area. However, the proposal is being promoted in the interest of road safety and will only cover the junction, resulting in the loss of relatively few spaces.</p>
5	<p>The renewal of road markings and lowering/thinning of the hedge at the Birch Close/Milton Road junction would assist with making it safer. (This issue was raised in 7 responses)</p>	<p>The condition of the road markings has been reported to the local highway officer and the hedge to the City Council who is responsible for its maintenance.</p>

Appendix 5 – Objections and Representations on Tiverton Way Proposal

No.	Summary of Objection/ Representation	Officer Response
1	In response to the <u>original</u> proposal, one local resident responded by stating that the double yellow lines should extend from Robert May Close right up to the road narrowing to stop cars parking on that length of road, which creates a blind spot for drivers emerging from Robert May Close.	It is accepted that the longer length of double yellow line was agreed by Cllr Kavanagh and this was not reflected in the published proposal. Officers support the extended length of double yellow line. Hence the reason to lengthen the double yellow lines and consult those affected.
2	In response to the <u>modified</u> proposal, two residents of the same address are opposed to extending the double yellow lines. They already find it difficult to park near their property due to the volume of parking in the area. They try to park off-street, but often have no alternative but to park on the road. The proposal would remove valuable parking space.	The extended double yellow lines will remove only one parking space. A vehicle parked in Tiverton Way between Robert May Close and the road narrowing obscures visibility for emerging drivers. It also means that drivers are forced onto the opposite side of the road, potentially resulting in conflict with opposing traffic. The longer length of double yellow lines also creates a safe area for drivers needing to wait for opposing traffic to clear before proceeding past the narrowing.