

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO INSTALL DOUBLE YELLOW LINES NEAR THE JUNCTION OF MARMORA ROAD AND HOBART ROAD

To: Cambridge City Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director, Place & Economy Directorate

Electoral division(s): Romsey

Forward Plan ref: *Key decision:* **No**

Purpose: **To determine objections received in response to the publication of proposals to install double yellow lines at the junction of Marmora and Hobart Road**

Recommendation: **The Committee is recommended to:**

- a) Implement the proposal as advertised; and**
- b) Inform the objectors accordingly.**

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

- 1.1 Marmora Road and Hobart Road are two residential streets located to the south of Mill Road and beyond the train line towards the east of Cambridge.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install double yellow lines around the junction of Marmora and Hobart Road as per the diagram in Appendix 1. The additional double yellow lines are proposed to improve the visibility at this junction and thus enhance safety for all road users

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 28th August 2019. The statutory consultation period ran from the 28th August 2019 to the 19th September 2019.
- 2.3 The statutory consultation resulted in 1 objection which has been summarised in the table in Appendix 2. The officer responses to the objection are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire's children**
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 Local Highways Improvements Initiative.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications for this priority.
- 4.3 **Statutory, Legal and Risk Implications**
There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services. Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County and District Councillors have been consulted and have offered no comments.

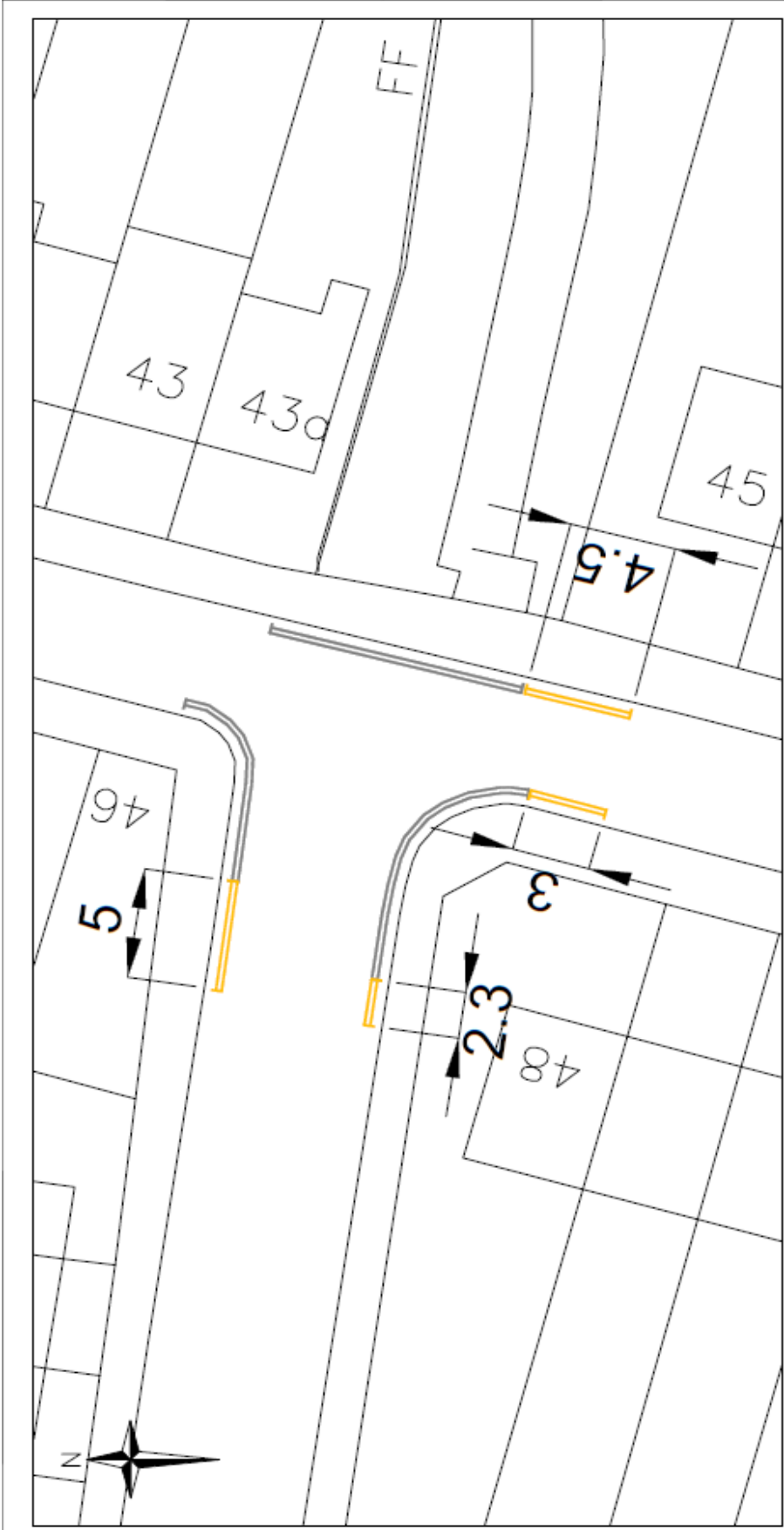
4.7 Public Health Implications

There are no significant implications for this priority

Source Documents	Location
Scheme Plans	Vantage House
Consultation Documents	Vantage Park
Consultation Responses	Washingley Road Huntingdon PE29 6SR

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 the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Appendix 1



Notes:

1. Do not scale from this drawing
2. All measurements in metres unless otherwise stated
3. Road markings to be in accordance with TSRGD 2016
4. Double yellow lines to be 75mm primrose

Key:

- Existing road markings
- Proposed double yellow lines

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Project Title
 30CPX02996
 Hobart Road, Cambridge LHI 19-20
 Hobart Road/Marmora Road
 Proposed Double Yellow Lines

Drawn Number
 30CPX02996-1200-001

Scale	Drawn	Date
1:250	JT	08/08/19



Appendix 2

	Objection	Officer's Comment
1	<p>I am writing to object to the proposal to restrict waiting in this and the adjacent location at the Hobart Road, Marmora Road junction. I imagine from the timing that the restrictions are being considered in order to make the hopefully greater pedestrian and cycle use of the Chisholm Trail safer as it crosses this junction. I completely agree that increasing their safety is essential on its own grounds, and to encourage use of the trail. However, I am objecting because I believe that there is a significant risk that the restrictions will actually worsen the safety as they will not address the primary risk.</p> <p>I offer below an alternative proposal, that would directly address the challenge here and at the Suez, Marmora junction also, and offer some additional advantages. To aid understanding, I divide Hobart Rd into two parts, that north of Marmora Rd is the 'Victorian Part', that south of Marmora is the 'Council Part' - sorry I don't know when it was built, just by whom. Presently the Hobart/Marmora Junction is risky to cross because of traffic travelling from Mill Rd to the Council Part of Hobart Rd, or vice versa. This is easily determined by watching traffic at that junction between 3-6pm for example. The reason is that residents of the Victorian Part of Hobart travel slowly from Mill Rd as they will be looking for parking spaces on Hobart Rd, or if necessary Marmora. Conversely those resident on the Hobart Rd Council Part travel very much faster as they in the main have frontage parking to which they are travelling with no need to stop at the first opportunity.</p> <p>My objection is therefore that by opening the visibility of the junction, it could increase the apparent safety of vulnerable road users, but the openness could also increase the speed of traffic through that junction due to the apparent greater visibility. I therefore do not believe that the proposed change will be sufficient. The alternative I propose is to remove the current 'rat run block' at the Suez/Hobart junction, and insert two new blocks, one at the north end of the Council Part of Hobart Rd as it reaches Marmora Rd where these restrictions are proposed and the same at the Suez/Marmora junction. In both cases these would stop the traffic before they reached Marmora Rd. I would then put a Give Way line at the South end of the Victorian part of Hobart Rd and give priority to cyclists coming off the cycleway and up Marmora.</p> <p>Advantages: This change will remove any crossing traffic from Marmora Rd, except from the very slow traffic that crosses from Malta to get down to Patacake Nursery. Turning</p>	<p>The proposal aims to improve the visibility around the junction of Hobart and Marmora Road. There is insufficient funding for any further improvements as may be suggested, which are, in any event, outside the scope of this project.</p>

traffic will still use the Marmora junctions with Hobart, Madras, Suez & Cyprus but this will be travelling much more slowly, and should be constrained by Give Way lines.

Disadvantages: the creating of two cul-de-sacs on the Council Part of Hobart and Suez. However, many properties have frontage parking so most turning will be easy. Hobart Road also has a circle part-way up its length that could be kept clear for in-road turning, and it could be possible to put a turning circle at the Marmora end by sharing the pavement in this area. The Council part of Suez Rd is even wider and again could accommodate a turning end. Any delivery driver would be able to reverse, and the Bin lorries could be given gated access perhaps, unless they too can reverse (their skill in doing so is amazing!). Additional advantages: 1. As presently configured, traffic from the wide Council parts of Suez and Hobart Roads is pushed down narrow Victorian Streets and onto a congested Mill Rd from where it can go East to Perne Road or West further along Mill Road to Coleridge Road. Adopting the above proposal would instead push this traffic down wide roads and out onto the wide and traffic-clamed Radegund Rd, from where it can proceed East or West onto the equally wide Perne and Coleridge Roads. 2. Residents of the roads close to the student accommodation are having very significant parking problems due to students bringing cars. I have been in correspondence with Planning Enforcement Officer (City Council) this year on the matter.

An informal vote on a residents' scheme for this area did not get support, but this is not a surprise because the area voting was very much larger than that affected by the student parking. Changing the configuration would allow a much smaller targeted residents scheme to be introduced to address this issue (the scheme would be unusual in not looking to target the 10-18.00 commuter group, but instead to keep student cars away by targeting perhaps 16.30-0800 so allowing residents in the evening, and the hospital and mosque during the day.

In summary, I absolutely support improving the safety of the Trail users as they cross onto and use Marmora Rd., but I believe that my proposal would have a much greater effect and be consistent with a genuine modal shift that we hope the Trail will give.