

Report title: Traffic regulation Order objections associated with the proposed waiting restrictions in the vicinity of The Spinney Primary School, Hayster Drive, Cambridge.

To: Cambridgeshire County Council's acting Traffic Manager and the local member representing the electoral division below

Meeting Date: 23rd May 2023

From: Executive Director: Place & Sustainability

Electoral division(s): Cherry Hinton

Key decision: No

Forward Plan ref: N/A

Outcome: To determine the objections received regarding the proposed waiting restrictions outside The Spinney Primary School, as well as around various junctions in the surrounding area. Potential outcomes involve, the approval of the restrictions; as advertised or in a reduced capacity, or to refuse the installation (at least in its current configuration).

Recommendation: a) Approve the installation of the waiting restrictions, as advertised
b) Inform the objectors accordingly

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Member contacts:

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1. Background

- 1.1 Cherry Hinton occupies the southeastern sector of Cambridge City, approx. 3 miles southeast of the city centre. The Spinney Primary School, Hayster Drive is located to the southeast of the ward, relatively near the junction of the High Street and Coldham's Lane, to the south of the Ipswich - Ely line (Appendix 1).
- 1.2 The proposal (Appendix 2) is to install double yellow lines (prohibition of waiting at any time) on:
- The western side of Harcombe Road; from the layby located to the south of the school entrance, northwards, to the northern boundary of No. 17 Harcombe Road.
 - The eastern side of Harcombe Road; from the southern boundary of No. 19 Hayster Drive, northwards, to the northern boundary of No. 14 Harcombe Road, extending eastwards along both sides of Hayster Drive itself to the eastern boundary of No. 17 Hayster Drive.
 - Both sides of the road around the junction opposite No. 28 Hayster Drive (junction of Hayster Drive and Hayster Drive).
 - Both sides of the road and opposite the junction of Hayster Drive and Doggett Road, for approx. 10m in each direction, from the centre of the junction.
 - Both sides of the road and opposite the junction of Harcombe Road and Doggett Road, for approx. 10m in each direction, from the centre of the junction.
 - The eastern side of Doggett Road, at its junction with Conway Close, extending northwards, southwards and along both sides of Conway Close itself for distance of approx. 10m in each direction.
- 1.3 The intention of the proposal is to restrict parking around the various junctions, reinforcing rule 243 of the highway code (drivers should not park opposite or within 10 metres of a junction) – extended in some instances to account for and subsequently improve visibility for those exiting and entering the various driveways. In the case of outside the school, the lining has been extended to improve visibility of and for pedestrians, particularly children, whilst also ensuring parking does not impede visibility for drivers or impede traffic.
- 1.4 It should be noted that properties in this area have access to off-street parking facilities for at least one vehicle per household.

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 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 1st of March 2023 and the statutory consultation period ran from the 1st of March 2023 to the 22nd of March 2023.

- 2.3 The statutory consultation resulted in 12 representations, 10 of which objected to the proposals with the remaining 2 offering neutral responses – it should be noted that one of the objecting representations was received on behalf of 2 individuals. All representations, along with the officer responses, are detailed in the table in Appendix 3 – note, in the interest of data protection any identifiable information has been redacted.

3. Alignment with corporate priorities

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.
There are no significant implications for this priority.
- 3.2 Travel across the county is safer and more environmentally sustainable.
The following bullet points set out details of implications identified by officers:
- Improving visibility at the various junctions will improve visibility and thus safety for all road users, especially for pedestrians on their way to and from the nearby primary school.
- 3.3 Health inequalities are reduced.
There are no significant implications for this priority.
- 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.
There are no significant implications for this priority.
- 3.5 Helping people out of poverty and income inequality.
There are no significant implications for this priority.
- 3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.
There are no significant implications for this priority.
- 3.7 Children and young people have opportunities to thrive.
The following bullet points set out details of implications identified by officers:
- Improving visibility outside the primary school should allow pupils to learn how to cross the road in a safer, more controlled, environment.

4. Significant Implications

- 4.1 Resource Implications
The necessary resources have been secured through the LHI (Local Highways Improvement) scheme.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.
- 4.3 Statutory, Legal and Risk Implications
There are no significant implications within this category.

4.4 Equality and Diversity Implications

The following bullet points set out details of implications identified by officers:

- The restrictions can have a positive impact on vulnerable road users such as people with disability, along with older and younger people.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged, including the County and City 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 displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing online at

<http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

County councillor: Cllr Bryony Goodliffe and city councillors: Cllr Mark Ashton, Cllr Robert Dryden and Cllr Russ McPherson were consulted. The only comments received were from Cllr Goodliffe enquiring about whether the double yellow lines could be extended to satisfy representation No. 1 in the table in Appendix 3 – unfortunately the scheme's budget could not accommodate such a request.

4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- Improving visibility at junctions and outside the primary school should improve safety for all road users.

4.8 Climate Change and Environment Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

4.8.6 Implication 6: Air Pollution.

Neutral Status:

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral Status:

5. Source documents guidance

5.1 Source documents

Copies of the written representations (redacted) received during the consultation period. Copies of the consultation documents (public notice, plans, site notices and consultation letters – sent to residents statutory consultees).

5.2 Location

Available upon request from the Policy & Regulation team
(policyandregulation@cambridgeshire.gov.uk)