

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO INSTALL DOUBLE YELLOW LINES IN THE HURST PARK AVENUE AREA

To: **Cambridge City Joint Area Committee**

Meeting Date: **22nd October 2019**

From: **Executive Director, Place & Economy Directorate**

Electoral division(s): **Chesterton**

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

Purpose: **To determine objections received in response to the publication of proposals to install double yellow lines at junctions in the Hurst Park Avenue Area**

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

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

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

- 1.1 The Hurst Park Avenue area is located just off Milton Road in the Chesterton Ward. It is highly residential in nature and suffers from areas where motorists have parked inconsiderately, thus posing a hazard to other highway users.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install double yellow lines around junctions in the area as shown in Appendix 1.
- 1.3 These areas have been identified where motorists have parked in a way that causes danger and impedes access for traffic. The areas identified are the junctions of Hurst Park & Highfield Avenue, Hurst Park & Orchard Avenue, Highfield and Leys Avenues, Orchard and Leys Avenues, Leys Avenue and Leys Road and Leys Road and Mulberry Close.
- 1.4 Parking around the junction at these locations would be prevented by the installation of double yellow lines, thus re-enforcing the Highway Code and improving safety.

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 20 objections. Due to the number of representations I have summarised, thematically the representations received into the Appendix 2. The officer responses to the objections 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

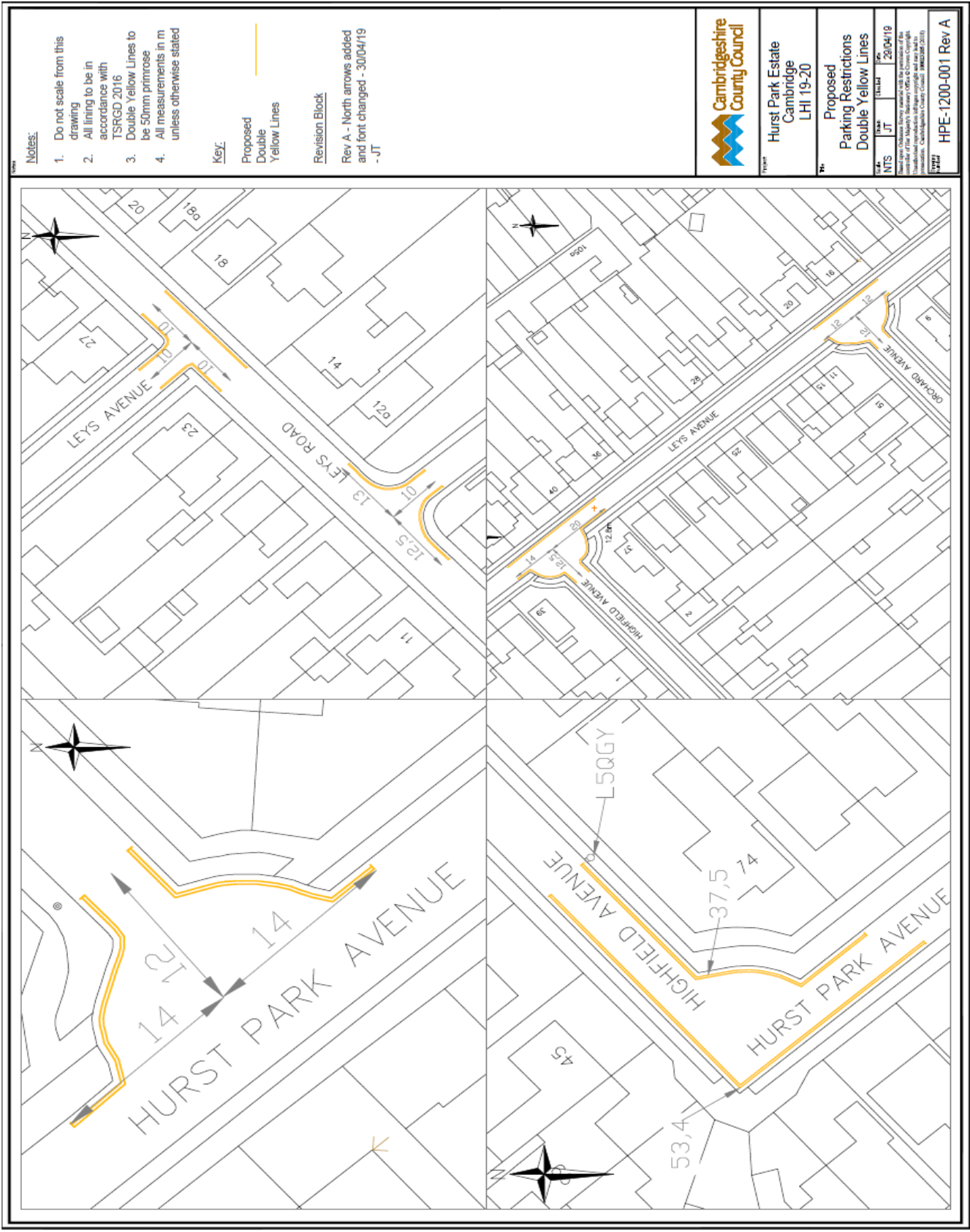
There are no significant implications for this priority

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	Yes

communication implications been cleared by Communications?	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



Appendix 2

	Objection	Officer's Comment
	The scheme will remove parking from an area where on-street parking is already limited.	The double yellow lines are being proposed around junctions where parking is causing a danger to other road users, it is also reinforcing the Highway Code which is a guide that states that motorists should not park near to junctions.
	The restrictions will prevent traffic from stopping, making deliveries impossible and removals firms will not be able to operate.	Double yellow lines prohibit vehicular waiting, loading, unloading and the making of deliveries is still permitted where the double yellow lines are present. Royal Mail services are not affected by the presence of double yellow lines.
	The proposal is a waste of money, there have been no accidents in the area. There has never been a problem in the area.	The Authority does not require an accident history to install double yellow lines. In this case the introduction of parking restrictions could prevent an accident occurring in the future.
	The proposals are unnecessary in some areas/go too far/ should be shortened.	An engineer has been on site and surveyed the area. Whilst the traffic speeds have been relatively slow, due to the presence of parked vehicles, traffic flow is impeded by the haphazard nature of the parking. In addition often vehicles have either had to drive down the centre of the road or go across to the wrong side of the carriageway to negotiate the junctions identified causing conflict with oncoming vehicular or cyclist traffic.
	We run a business on Arbury Road, the introduction of this scheme will negatively affect my business and my customers by taking away valuable car parking space.	The safety benefits of removing car parking at the junctions identified far outweigh the requirement for car parking. There are other, safer alternative places to park within the area, these junctions are not.
	This is unnecessary as there is a residents' parking scheme being consulted on for the area	The resident's parking scheme for this area will not likely be delivered in the immediate future. The budget set for this scheme is from the Authority's yearly LHI budget, and improvement can be made now and in any event should a residents' parking scheme be installed it is highly likely that some form of junction protection, very similar to what is being proposed would also be delivered.
	There is a problem of cyclists and driver speeding alike. Yellow lines will not help with that.	Noted. This proposal does not seek to address and rectify speeding issues.
	Your consultation process is troublingly ineffective. The map is incredibly slow to load.	Noted. It is difficult to ensure our web platform is 100% compatible with every device or browser. Documents are always available

		either electronically in .pdf format, online or can be viewed in a County Council office.
	Approval	
	We approve the banning of parking and waiting in the quarter-circular bays between Leys Avenue and Orchard Avenue, as proposed, as cars parked here restrict the views of traffic exiting Orchard Avenue.	Noted
	I agree that it is a good idea to have no parking around the corner but why extend it so far down Hurst Park Ave and along Highfield. I think it could be shortened	Noted
	<p>I am pleased that the council have agreed to provide double yellow lines on the Hurst Park Avenue estate junctions.</p> <p>I do not think the outer perimeter of the Highfield/HPA junction is really necessary and I am saddened that there is no move to extend the lines of the Leys Road Arbury Road junctions as visibility is very poor here turning into Arbury Road. High sided white transit vans regularly park as close to this junction as allowed and block the view.</p> <p>Otherwise I am in agreement with all the new provisions.</p>	Noted.
	Comments	
	<p>Why are there no proposed double yellow lines on Highworth Avenue.</p> <p>There are currently double lines at the entrance to Highworth and these are essential for safety for pedestrians at that crossing and for the residents near that junction.</p>	Highworth Avenue is outside the scope of the project and thus has no funding.