

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO INSTALL DOUBLE YELLOW LINES ON WADLOES ROAD

To: Cambridge City Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director, Place & Economy Directorate

Electoral division(s): Abbey

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

Purpose: To determine objections received in response to the publication of proposals to install double yellow lines at on Wadloes Road

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> | |
|--------------------------------|------------------------------------|--------------------------------|------------------------------------|
| Name: | Sonia Hansen | Names: | Councillor Richard Robertson |
| Post: | Traffic Manager | Post: | Chair |
| Email: | Sonia.Hansen@cambridgeshire.gov.uk | Email: | richard.robertson@cambridge.gov.uk |
| Tel: | 0345 045 5212 | Tel: | 07746 117791 |

1. BACKGROUND

- 1.1 Wadloes Road is located in the eastern part of Cambridge and joins onto Newmarket Road via a roundabout. Due to Newmarket Road being a heavily used arterial route into the City and the close proximity of popular fast food outlets and the football club, Wadloes Road experiences severe congestion at peak times and during the football season.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install a short extension to an existing section of double yellow lines on the road, on its western side opposite the entrance to McDonalds.
- 1.3 The aim of the scheme is to alleviate congestion and improve safety by prohibiting vehicles from parking in unsafe areas as shown in Appendix 1.

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 2 objections which has been summarised in the table in 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.

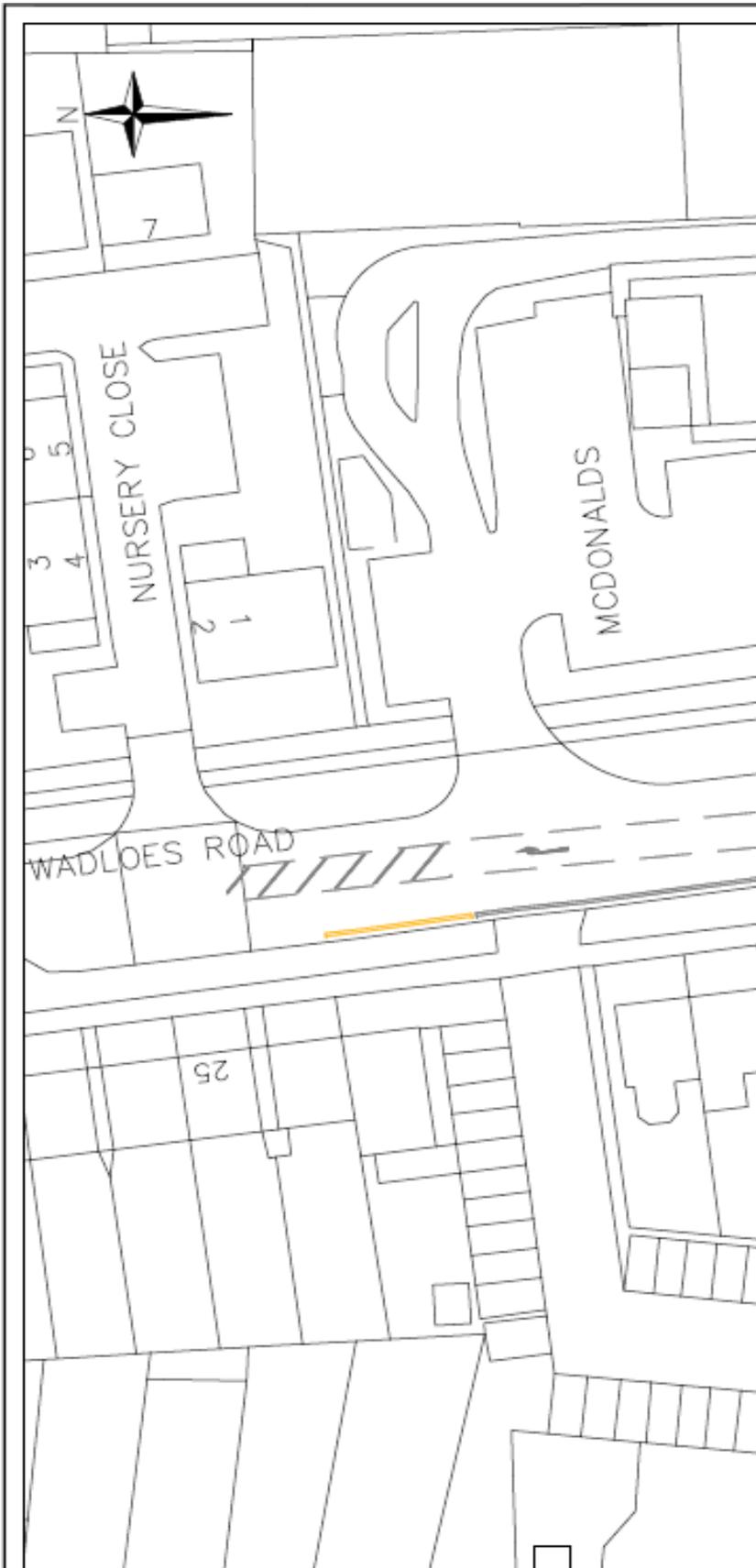
4.7 Public Health Implications

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 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. Double yellow lines to be a distance of 12m, an extension to the existing double yellow lines.
3. All lining to be in accordance with TSRGD 2016
4. Double yellow lines to be 75mm

Key:

Proposed double yellow lines -

Existing lining -

Revision Block: _____

Rev A - 2m extension to DYLS - 30/04/19 - JT

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|--|---|--|---|---------------------------------|
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| | <p>Title Proposed Parking Restrictions Double Yellow Lines</p> | | <p>Scale NTS</p> | <p>Date JT 25/04/19</p> |



Appendix 2

| | <u>Objection</u> | <u>Officer's Comment</u> |
|-----------------|--|--|
| <u>1</u> | <p>Vehicles already flout parking restrictions, parking on the existing yellow lines. The issue of parking is exacerbated when Cambridge United play at home.</p> <p>The chevron area between the disabled space and the crossing used to be a space, is it is not impeding vision due to the parking being set back from the crossing itself. Could the chevrons be removed to give back a space to residents?</p> <p>Can you advise me of any measures you could put in place for residents? (Especially myself with my disability as a hindering factor).</p> <p>The current layout of the roundabout and the traffic waiting to turn into McDonalds exacerbates the lack of parking for us and makes access difficult.</p> | <p>Whilst parking enforcement resources are limited, every effort is made to conduct enforcement operations in Cambridge regularly. Wadloes Road is no exception.</p> <p>The zig-zag markings along the approaches to the crossing are a legal requirement to ensure sufficient visibility for both motorists and pedestrians. The removal of the zig-zag markings to allow space for additional parked vehicles would render the crossing unlawful and increase the likelihood of danger occurring at the crossing which is an unacceptable risk for the Authority.</p> <p>The proposal is for a short section of double yellow lines, there are no further proposals for parking changes and no additional budget for such measures.</p> <p>If you have a disability you may wish to apply for a blue badge which would allow you to park in a marked disabled persons parking place. Subsequently, you could request to be assessed for a disabled persons parking place to be installed near to your property should you not have access to an off-street parking place.</p> <p>Noted.</p> |
| <u>2</u> | <p>Its very congested already because of McDonalds and Cambridge United home games. The layout of the roundabout doesn't help.</p> <p>I would be disadvantaged further with the removal of parking outside my property.</p> | <p>Noted.</p> <p>There is no inherent right to park outside one's property on the highway network. Parking is</p> |

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| | | tolerated and managed where appropriate. By removing parking at this location congestion can be prevented by allowing vehicles to pass instead of having to wait behind vehicles attempting to make the right turn into McDonalds. |
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