

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON GUNHILD
CLOSE AND MARMORA ROAD, CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **27th November 2018**

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

Electoral division(s): **Queen Edith's
Romsey**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To determine objections regarding the implementation of
local highway improvement schemes on Gunhild Close
and Marmora Road, Cambridge as set out below.**

Recommendation: **a) Implement the restrictions as advertised
b) Inform the objectors accordingly**

<i>Officer contact:</i>	
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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 Gunhild Close in Queen Edith's and Marmora Road in Romsey, the locations of which can be viewed in Appendix 1.
- 1.2 In the case of Marmora Road no waiting at any time has been proposed around its junctions with neighbouring streets to reinforce section 243 of Highway-code ('Do Not park opposite or within 10 metres of a junction') and to improve visibility for all road users.
- 1.3 With Gunhild Close, no waiting at any time has been proposed around its junction with Gunhild Way to improve visibility, along its entire eastern side to limit parking to one side of the road to protect the various dropped kerb accesses and around the turning head to allow use as such.
- 1.4 Plans showing the extents of the proposed restrictions on Gunhild Close and Marmora Road can be found in Appendices 2 and 3 respectively.
- 1.5 Waiting restrictions were proposed for a number of other locations, however, these did not attract objections and or the objections received were able to be satisfied without the need to report them to this Committee.

2. MAIN ISSUES

- 2.1 The 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 19th September 2018. The statutory consultation period ran from the 19th September 2018 to the 12th October 2018.
- 2.3 In respect of the Gunhild Close proposal, the statutory consultation resulted in 2 objections, which have been summarised in the table in Appendix 4. The officer responses to the objections are also given in the table.
- 2.4 In respect of the Marmora Close proposal, the statutory consultation resulted in 1 objection, which have been summarised in the table in Appendix 5. The officer responses to the objection is also given in the table.

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 LHI scheme

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 City Councillors, the Police and the 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 Councillors, Cllr Amanda Taylor and Cllr Noel Kavanagh, and the City Councillors, Cllr Colin McGerty, Cllr Jennifer Croft, Cllr George Pippas, Cllr Dave Baigent, Cllr Sophie Barnett & Cllr Anna Smith, were consulted.

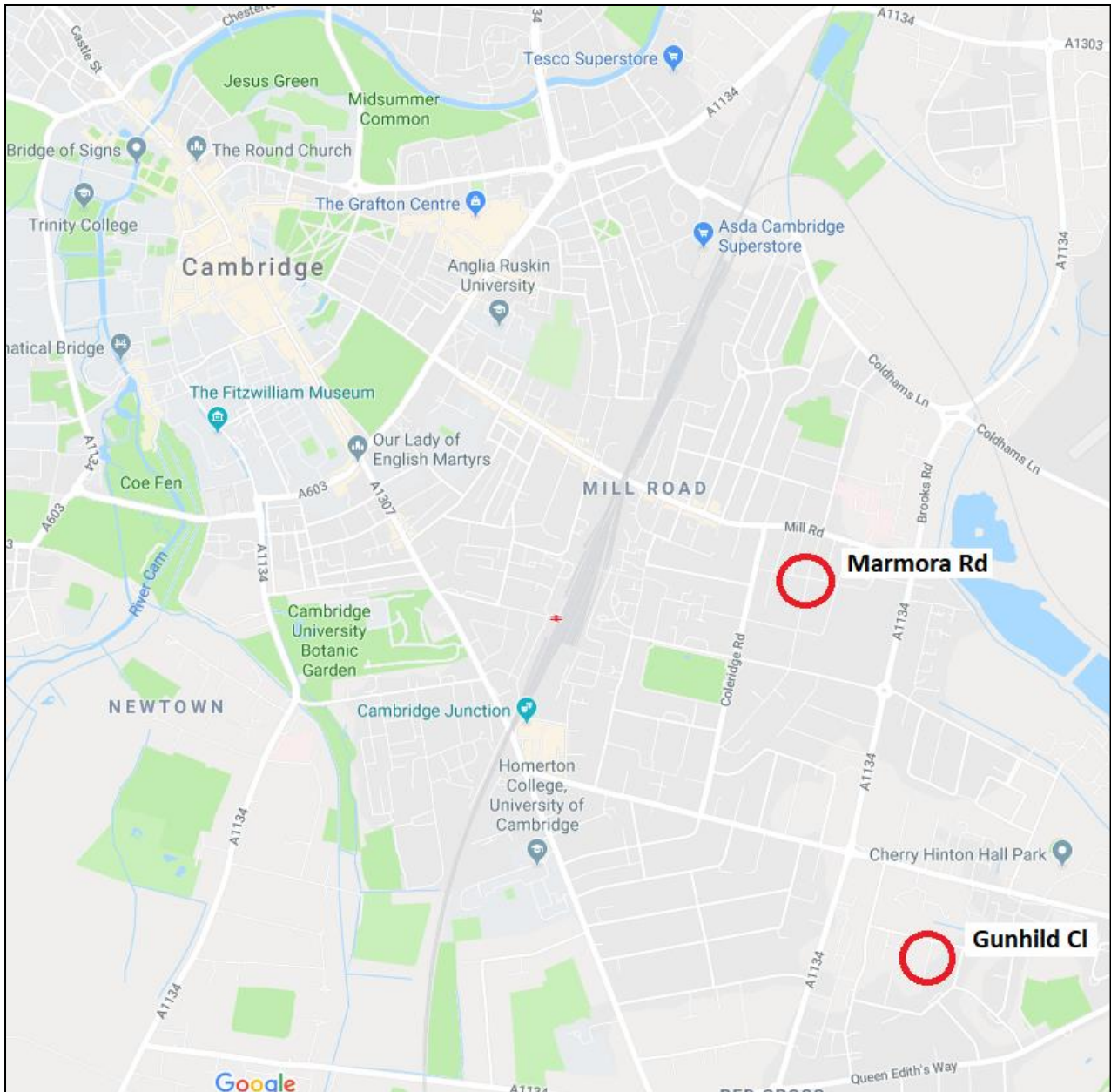
4.7 Public Health Implications

There are no significant implications within this category.

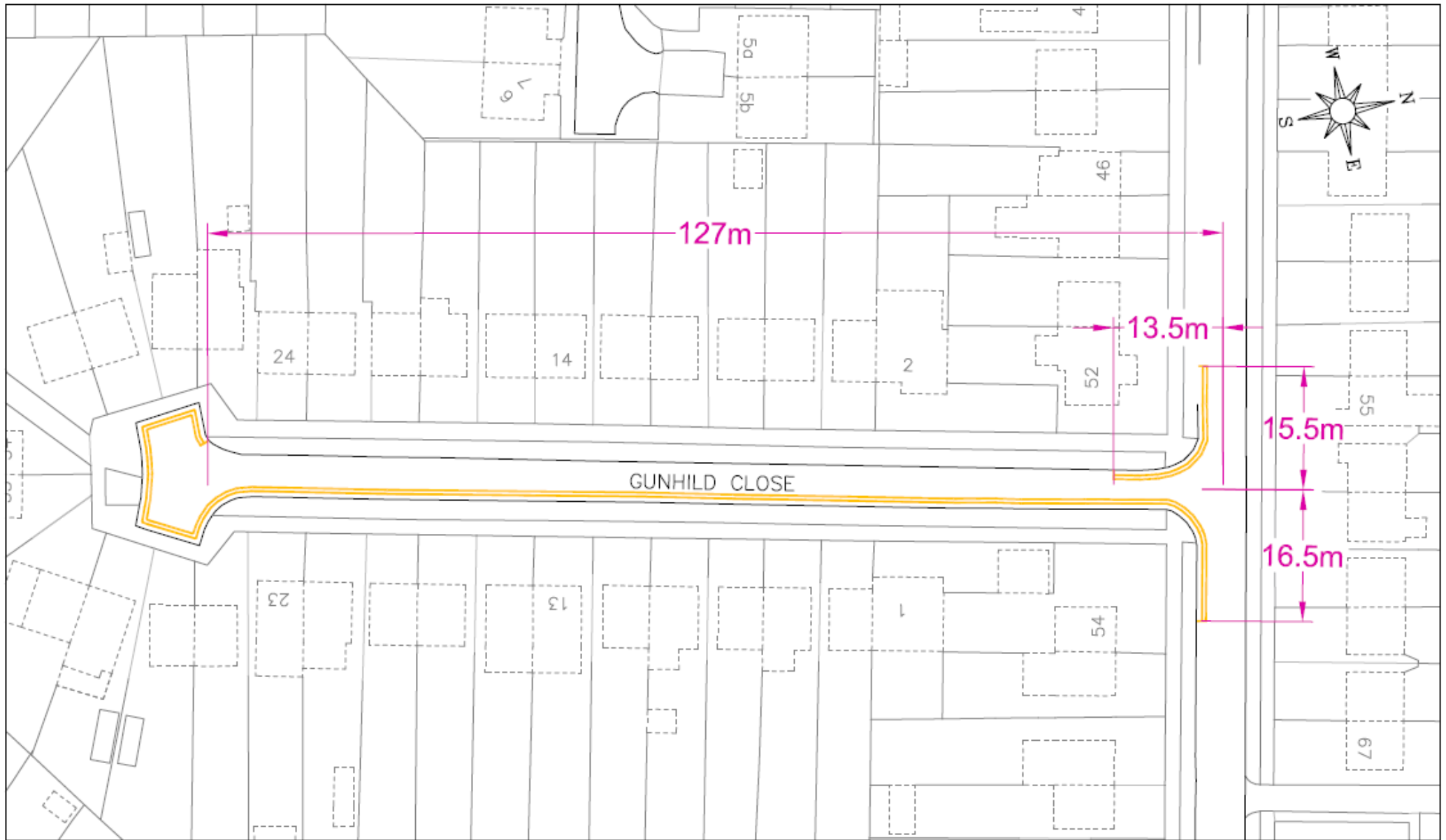
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes
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: Joanna Shilton
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: Stuart Keeble

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

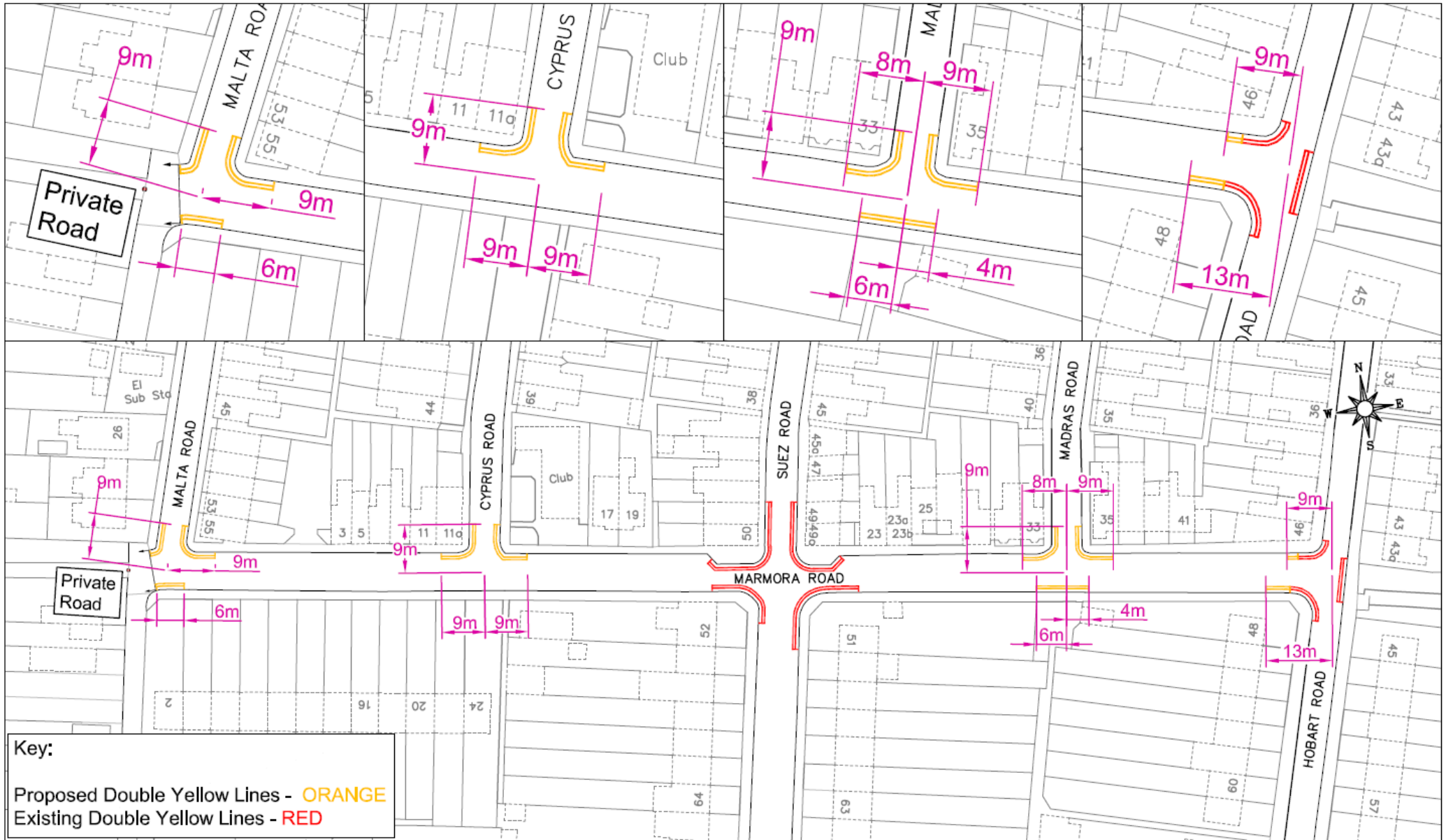
Appendix 1 – Locations of Gunhild Close and Marmora Road



Appendix 2 – Proposed restrictions in Gunhild Close



Appendix 3 – Proposed restrictions in Marmora Road



Appendix 4 – Objections and comments received regarding Gunhild Close

No.	Summary of Objection / Comments	Officer Response
1	<p>I think this proposal is neither welcome nor wanted. We are a family with a driveway and one car – we don't mind people parking along the street as most people are sensible and leave enough room and access for larger vehicles on a daily basis.</p> <p>Many residents along the close are elderly and require visits from carers on a regular basis, they too need to park as and when.</p> <p>The lines being introduced will increase the problems, especially at the end of the close where many cars will be forced to move up the close to park along the western side.</p> <p>People are not just going to sell their cars or park elsewhere, this will just encourage parking on the grass verges and ruin the green surfaces alongside the footpaths.</p> <p>I imagine the future impact will turn more front gardens into driveways, which is both unecological and will prevent the run off of water.</p>	<p>Gunhild Close is not wide enough to accommodate parking on both sides of the road.</p> <p>The restriction will not reduce the number of available parking places rather it will simply reorganise the parking to one side of the street. The aim is that the double yellow lines (DYLs) will maintain more consistent visibility splays at the various dropped kerb accesses and will reduce the risk of vehicles parking on the verge or footway.</p> <p>Vehicles should not park in turning heads as it limits its usability. Moreover, the vehicles that currently park in the turning head are often parked across dropped kerb accesses or on the verge or footway.</p>
2	<p>General support for the double yellow lines, however , they would like double yellow lines installed on the northern side of Gunhild Way opposite the junction (as proposed at the informal consultation stage).</p> <p>“The removal of the lines opposite the Close will make it very dangerous to turn out of our Close with vehicles coming from the left having to veer into the middle of the road in order to avoid parked up cars. Our understanding is that it is against the highway code to park opposite a junction. Parked cars there also make it difficult for large vehicles to enter and exit the Close, resulting in churned up verges on the corners.”</p>	<p>The double yellow lines were removed as result of objections received during the informal consultation.</p> <p>The highway code states “Do Not park opposite or within 10 metres of a junction”.</p> <p>Though vehicles travelling eastbound will have to move into the middle of the road to pass parked vehicles, this is no different than what drivers currently experience.</p> <p>The addition of the DYLs around the junction will improve visibility at the junction and has been deemed sufficient to promote safety without removing too many on-street parking places.</p>

Appendix 5 – Objections and comments received regarding Marmora Road

No.	Summary of Objection / Comments	Officer Response
1	<p>Residents park near the corners of roads because there are not sufficient parking spaces. Further reducing the parking spaces is only going to exacerbate this problem. This area has many building projects, both extensions and large new developments, so parking spaces are set to become more limited in future. It is not in the resident's best interests for parking spaces to be removed.</p> <p>I understand that bin lorries need access but the length of the yellow lines proposed is excessive. Half the length or less would be sufficient to ensure the bin lorries could pass with ease and would save some parking spaces. Large articulated trucks should not be driving down small residential streets. I suggest a restriction on such vehicles entering streets which cannot accommodate them is a more sensible solution.</p> <p>To summarise, the solution to inappropriate parking due to limited parking spaces on a street is not to remove over twenty parking spaces.</p> <p>Please note that the houses are narrow, the side roads are many, the surrounding area is densely populated and drives separated by just under a cars length mean that Marmora Rd residents already have disproportionately few parking spaces.</p> <p>My suggestion is to halve the lengths of the proposed yellow lines. Residents parking would be a costly and inconvenient solution for council and residents.</p>	<p>The proposals are in place to improve motorist and cycle safety at the junctions of Marmora Road as it is a heavily used cycle route.</p> <p>The DYLS have already been reduced to the absolute minimum effective distance to maintain as many on-street parking places, while still improving visibility at the junctions.</p> <p>On-street parking is managed and tolerated where considered safe. It is not incumbent on the Council to provide parking on the street.</p>