

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED WAITING RESTRICTIONS ON CHURCH END, CHERRY HINTON**

To: Cambridge Joint Area Committee
Meeting Date: 22nd October 2019
From: Executive Director Place & Economy Directorate
Electoral division(s): Cherry Hinton (County and City)
Forward Plan ref: N/A *Key decision:* No

Purpose: To determine objections received in response to the publication of proposed waiting restrictions on Church End, Cherry Hinton.

Recommendation: The Committee is recommended to:

- a) Implement the proposals in Church End as originally published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Sandra Crawford
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1. BACKGROUND

- 1.1 Church End is an unclassified road with a mixture of residential and business premises running from its junction with High Street, Cherry Hinton/Tevesham Drift at its southerly end to its exit at Rosemary Lane at its north easterly end. It is located in the Electoral Division of Cherry Hinton approximately 2.5 miles south east of Cambridge City centre. A location plan can be found at **Appendix 1**.
- 1.2 The section of Church End subject to the proposed waiting restriction is situated between Church End's junctions with March Lane and Neath Farm Court.
- 1.3 It has been proposed to install no waiting at any time on Church End on its north side from a point 14 metres north west of its junction with March Lane for a distance of 78 metres (including both sides of its northern spur for a distance of 8 metres) and on its south side from a point 28 metres north west of its junction with March Lane for a distance of 33 metres. A plan showing the extent of the proposed restrictions can be found at **Appendix 2**.
- 1.4 These proposals are being made following the submission of a Local Highways Improvement Initiative (LHI) to address local residents concern regarding speeding and volume of traffic on Church End. The proposed waiting restrictions have been proposed as part of wider traffic calming scheme which includes a priority feature (give way feature and traffic island) and speed cushion. A plan showing the scheme in its entirety can be found at **Appendix 3**.

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 23rd August 2019. The statutory consultation period ran from the 23rd August 2019 to the 13th September 2019.
- 2.3 The statutory consultation resulted in 7 representations, 2 objections and 5 statements of support. These have been summarised in the table in **Appendix 4**. The officer responses to the objections and statements of support 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 the Local Highways Improvements 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

The proposed scheme in its entirety will slow traffic and improve safety for road users in particular the elderly and children. Therefore this proposal will have positive equality impact on these protected groups. Officers have considered the equality impact (pregnancy and maternity) as raised in the second comment in the second Objection and explained there is no potential negative impact.

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

County Councillor Sandra Crawford and City Cllrs Mark Ashton, Robert Dryden and Russ Mc Pherson were consulted.

4.7 Public Health Implications

There are no significant implications for this priority.

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 the	Yes Name of Legal Officer: Fiona McMillan

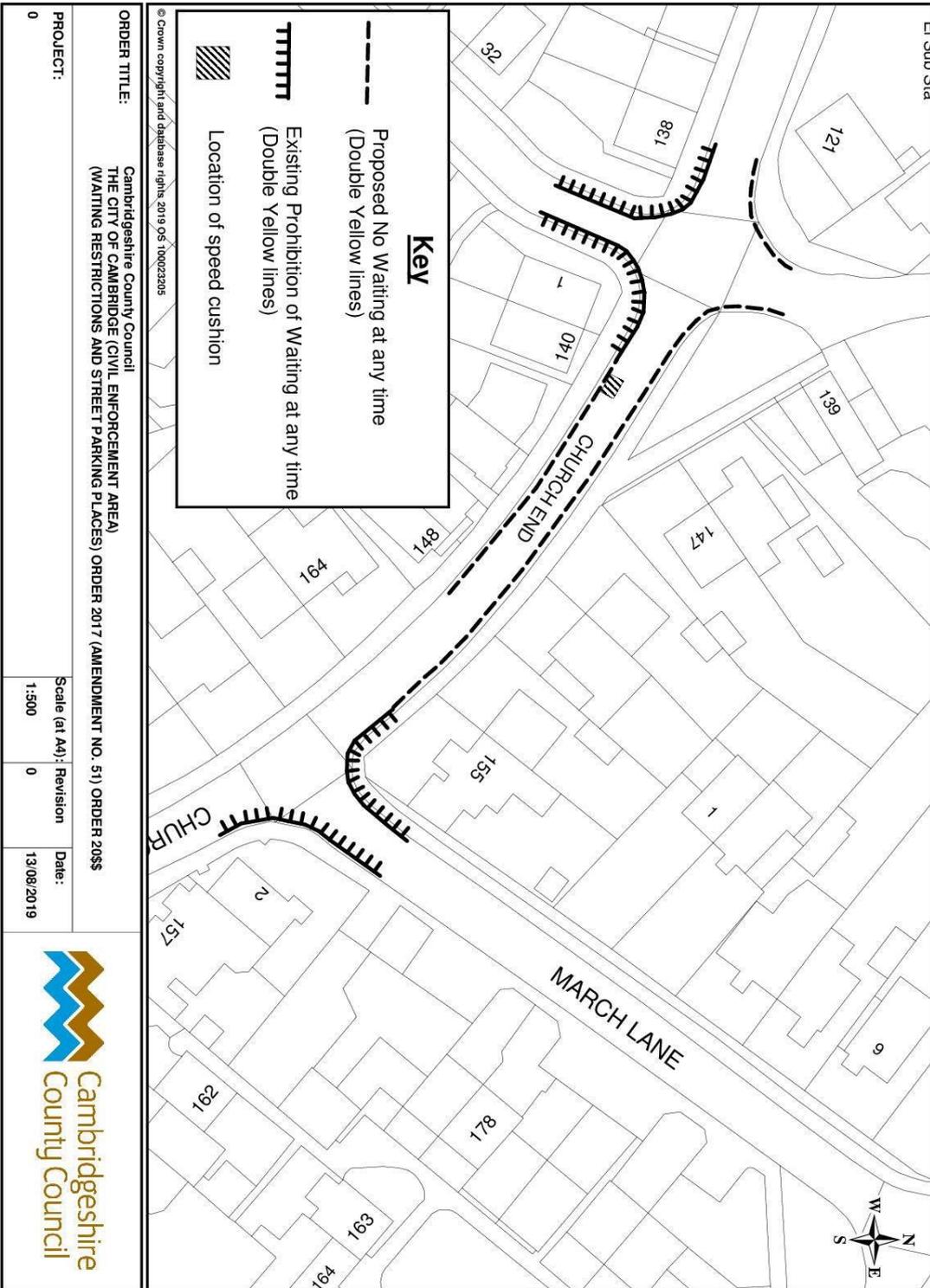
Council's Monitoring Officer or LGSS Law?	
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local 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: Tess Campbell

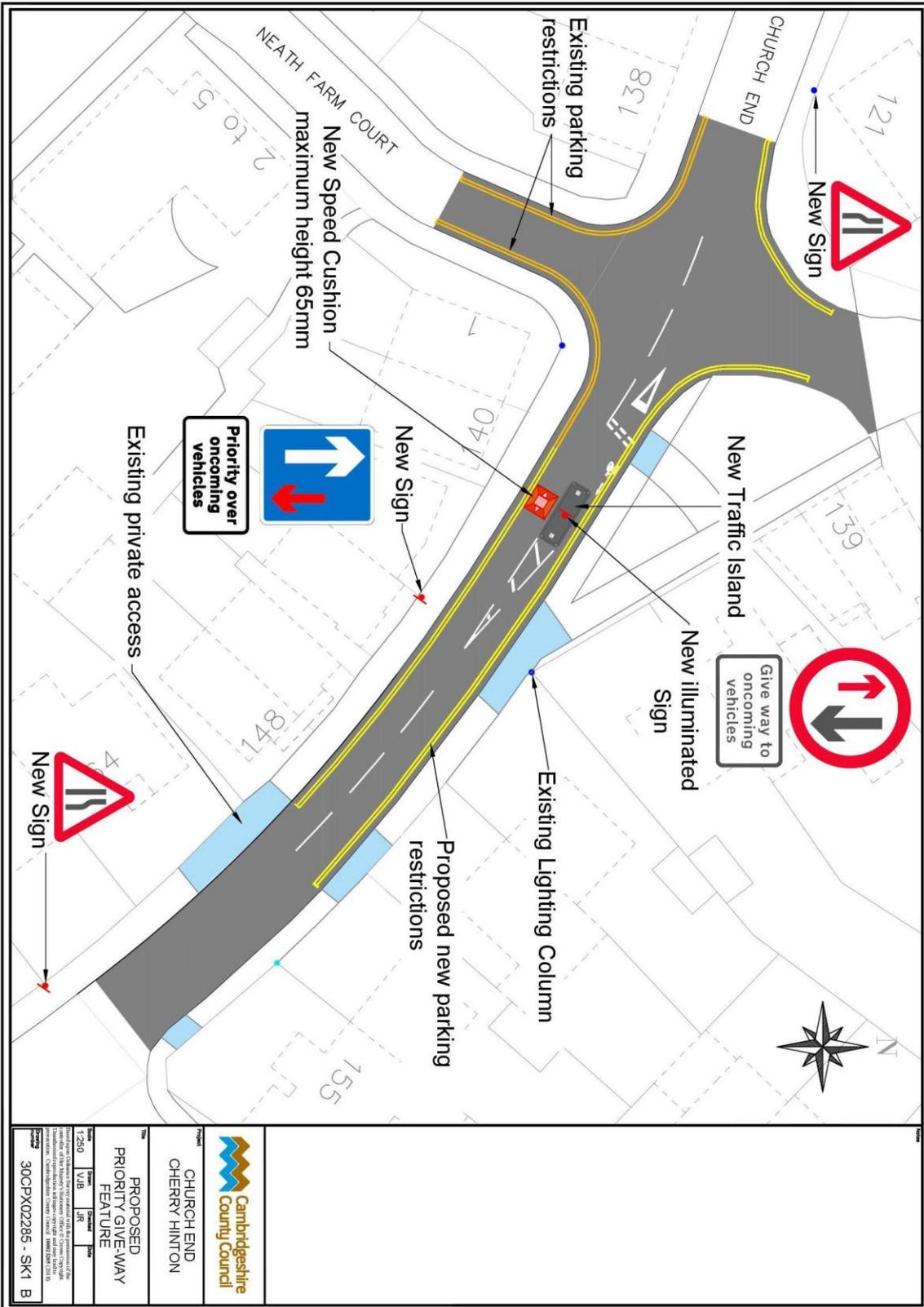
Source Documents	Location
Scheme Plans Consultation Documents Consultation Responses	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Cambridgeshire County Council



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No.	Consultation Responses	Officer's Comments
1	<p>Objection stating: We have witnessed a near-head-on collision between a speeding car and a hatchback opposite our house as well as the immediate aftermath of an accident where a speeding driver rammed parked cars and then overturned. Many drivers ignore the 20mph limit. They should be fined but I see no evidence of enforcement! Signage is also inadequate (tiny signs, some overgrown).</p> <p>Despite this, we have misgivings about the proposed scheme. In particular it seems unfair to introduce parking restrictions in the part of Church End where fewest houses have off-street parking. Most minor roads in Cambridge allow residents' parking, and drivers are expected to drive sensibly in those areas.</p> <p>We sometimes park a small car on the corner of the private road opposite Neath Farm Court in a spot indicated by the previous owners of our house in response to a query by my solicitor. I do not understand what reason the county council has for putting double yellow lines on that spot. If it doesn't cause a problem for our neighbours, with whom we have a good relationship, why should it bother the council? Please can you explain this and reconsider.</p> <p>I came home from work earlier than usual yesterday and saw the evening rush hour on Church End, which I normally miss. I was astonished at the volume of traffic, with cars queuing from both directions and mounting the pavement to pass one another.</p>	<p>Enforcement of speed limits would be a matter for the police, The 20 mph 'repeater' signs that are commonly seen attached to lighting columns used throughout a 20mph zone are used as per traffic signs regulations. If road signs are obscured by vegetation this can be reported to Cambridgeshire County Council via the online reporting portal.</p> <p>The majority of the properties in the vicinity of the proposed double yellow lines have access to off street parking either by having driveways or designated off streets parking spaces (as with Nos. 140-148 Church End). Cambridgeshire County Council as Highway Authority has to balance residents' parking needs with road safety considerations. Whilst we acknowledge that there may be some loss of off street parking because of the proposed parking restrictions that will inconvenience residents the major concern is the safe movement of traffic on the public highway.</p> <p>The Highway Code states that drivers should not park opposite or within 10 metres of a junction and therefore the proposed double yellow lines at the splay of the junction opposite Neath Farm Court will reinforce this and this section of this access road is within the boundary of the public highway.</p> <p>The proposed scheme for Church Lane is proposing a number of measures including a priority give way feature and traffic island on the eastbound side of the carriageway, a speed cushion on the westbound side of the carriageway and no waiting at any time (double yellow lines) on both side of the carriageway.</p>

	<p>I assume that the purpose of the proposed parking restrictions is primarily to improve traffic flow opposite our house. We fear this will change the residential character of our street and make it even more of a rat run than it already is.</p> <p>The improved sight lines around the corner may actually embolden drivers who would previously have slowed down because of parked vehicles to slam straight through the junction at off-peak times.</p>	<p>As you will see from the attached plan the proposed double yellow lines are needed as part of the priority give way feature and traffic island to ensure that both sides of the carriageway remains clear to ensure a free flow of traffic through the give way feature.</p> <p>The proposed waiting restrictions in collaboration with the proposed speed cushion, traffic island and priority give way feature is designed to slow traffic through this section of Church End and in connection with the wider traffic calming measures and 20mph speed limit should discourage 'rat running' and speeding.</p>
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<p>2</p>	<p>Objection stating: I am writing to object to the proposed changes to Church End, Cherry Hinton. Having lived in Church End for over 6 years, I have experienced many problems with not only parking but speeding outside my house. I do not believe that the proposed double yellows and speed bumps will solve the problem, in fact it will only move the problem further along Church End.</p> <p>I personally am about to get a second car as my second baby is due any day. My plan is park outside my front door. However, this will not be possible with the proposed double yellows meaning I have to struggle with a newborn from further down Church End.</p> <p>At the present time we are having a lot of problems with the garages on Church End parking along Church End, often on pavements or double parking. Recently there has been an increase in the number of Uber taxis and garage related cars around the Green of Neath Farm Court. Some of these are parked very badly making it difficult to enter and exit the car parks on NFC. This will only get worse if</p>	<p>These proposals are being made following the submission of a Local Highways Improvement Initiative (LHI) to address local residents concern regarding speeding and volume of traffic on this section of Church End. This scheme is proposing a number of measures including a give way feature and traffic island on the eastbound side of the carriageway, a speed cushion on the westbound side of the carriageway and no waiting at any time (double yellow lines) on both side of the carriageway. It is appreciated that the proposed waiting restrictions may cause some displacement of parking but the proposed double yellow lines are needed as part of the priority give way feature and traffic island to ensure that both sides of the carriageway remains clear to ensure a free flow of traffic through the give way feature. The length of double yellow lines is relatively short (78 metres on the northern side and 33 metres on the southern side) and the majority of properties on this section of Church End have off street parking facilities.</p> <p>It is my understanding that numbers 140 – 148 Church End have dedicated off street parking at the rear of the properties? Cambridgeshire County Council as Highway Authority has to balance residents' parking needs with road safety considerations. Whilst I sympathise that the propose Prohibition of Waiting will cause some loss of on street parking on the highway the purpose of the highway is for passing and re-passing. It is acknowledged that there may be some displacement of parking because of the proposed parking restrictions but the major concern is the safe movement of traffic on the public highway.</p> <p>I note the comments you have raised regarding inconsiderate parking by nearby businesses, parking enforcement and issues regarding dangerous parking in Cambridge should be raised with Cambridgeshire County Council's Parking Services Team.</p> <p>Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement process and</p>
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the double yellows are enforced. Please can the council talk to the Garages, the main culprit being Regency Autos, about them parking customer and staff cars along Church End and Neath Farm court. Also can you look into putting in residents only parking spaces along Church End and NFC.

Re. Speed bump. I object to the speed bump, firstly on the grounds that one speed bump is pointless. Speeding cars will grind to a noisy halt outside my children's bedroom windows and then speed up again. Being only one speed bump, this will do nothing to slow down the traffic from Rosemary Lane direction, in fact I believe it would only get worse.

Having park cars outside 140-148 Church End in itself acts as a speed bump and without those cars the speeding will only get worse. I regularly see cars doing 40-50 MPH along Church End. We have had a number of serious accidents caused by speeding.

The double yellows and speed bump will not help the residents of NFC (including

would need the support of local Councils and Councillors. Before a scheme is implemented an assessment is made to make sure that introducing a scheme is technically and financially feasible. Implementing parking restrictions requires the making of a legal order, which involves 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. Should any objections be received then a report would go before Members for decision. As resident Parking schemes are, by their nature, of a direct benefit to a small and localised group of residents, the general principle will apply that Residents' Parking Schemes are set up and run on a cost-recovery basis i.e. schemes are self-funding and not eligible for Local Highway Improvement contributions. Residents would need to meet the cost of the resident parking scheme through the purchase of resident parking permits. Permit parking schemes are primarily used in areas where most homes have little or no off-street parking and have no option but to park on-street.

As stated above the speed cushion is part of a number of measure including a priority give way feature and traffic island which in their entirety will slow traffic.

It is accepted that long lengths of yellow lines can result in an increase in traffic speeds, however, the relatively short lengths of yellow lines in conjunction with the speed cushion, traffic island and give way feature has been proposed on Church End to improve road safety by slowing traffic.

Addressed above; this scheme in its entirety will improve road safety and traffic flows.

140-148 Church End) exit the Court. There will be increasing problems turning right out of the Court at busy times. Made worse by the lack of double yellows outside the White houses (138). With no double yellows, there will still be issues with cars piling up after the speed bumps to get past the parked cars towards Rosemary Lane.

Several neighbours having emailed you about this proposal have been emailed back a second proposal which includes putting in a traffic island as well as a speed bump. I am a little confused why this has been sent out, when you have mailed out and attached to lamp posts the version with only a speed bump and double yellows. If the Council have changed their plans for the road, then it is important that all residents are made aware of the change to the proposal and given a fair say in the changes.

I would also like to ask why the residents on NFC have not been given the letter about this proposal. They have as much right to comment as those on Church End as they live off Church End and are part of the community.

A Traffic Regulation Order (TRO) is required to install the double yellow lines and as part of the statutory TRO process Cambridgeshire County Council as the Order making Authority is required to advertise a notice of the proposed TRO in the local press, post notice on site and consult with our statutory consultees and interested parties. Cambridgeshire County Council as Highway Authority is also required to consult with our statutory consultees and post notice on site when proposing to install speed cushions. Notice was therefore posted on site and consultation letters sent to nearby properties regarding the proposed Traffic Regulation Order for the double yellow lines and the proposed speed cushions. As consultation on the entirety of the scheme (including the proposed traffic island and give way feature) has been previously carried out by colleagues in Highways Projects a simplified plan was drawn up just to show those restrictions being consulted on for the TRO and Notice of Intent to install a speed cushion, there has not been a change of what is being proposed the scheme in its entirety includes a proposed traffic island and give way feature as well as double yellow lines and speed cushion. For your reference I attach a plan showing the proposed scheme in its entirety.

Letters were sent to all those properties directly affected by the proposed double yellow lines and speed cushion (i.e. those properties on Church End and Neath Farm Court in the vicinity of the proposed restrictions), notice was also posted on site, in the local press and on Cambridgeshire County Councils website. As stated above a larger scale consultation exercise was carried out for the entire scheme on Church End by

	<p>I know that something needs to be done to stop the speeding along Church End, however a better solution is needed. Can't you make it a resident's only access road? Also by restricting the garages' parking of customer cars this will remove a lot of problems. Parking wasn't that much of an issue before a Regency Autos moved here. You only need to visit the road on a Sunday to see the difference in parking and driving on the road.</p>	<p>colleagues in Highway Projects.</p> <p>To make Church End a 'resident's only access road' would require the public highway to be stopped up, It may then be feasible to have some form of access control system for residents. Usually public highways can be stopped up to allow for development to take place or where the highway is no longer needed for public use. Any application to stop up the highway would involve advertisement and consultation whereby objections can be lodged. It is also worth noting that if a road is stopped up the maintenance burden for the up keep of the road would become the responsibility of those parties using it for access.</p>
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3	<p>Statement of support: I am writing to express my support for the above TRO (PR0567) for improvements on Church End. Traffic and speeding are a regular nuisance on the street which is compounded by lack of visibility around the curve on the road. Making double yellow parking restrictions will improve visibility around this bend which has been the site of many accidents and narrow misses. I would also appreciate if steps could be taken to reduce speeding on this popular rat run during rush hours.</p>	<p>Your support for the proposed double yellow lines is noted.</p> <p>Just to confirm a traffic island and priority give way feature is also proposed but as this does not require a traffic regulation Order this wasn't included on my plan. I attach a plan showing the location and extent of the traffic island and give way feature.</p>
4	<p>Statement of support: We approve of this waiting restrictions outlined in your letter of 23rd August 2019 (ref: PRO567), this will greatly assist our egress from our drive giving us clear sightlines towards the church and Rosemary Lane, the only improvement may be to include another speed cushion opposite the one suggested (grid ref. TL54889) as in my experience where there is only one cushion motorists will drive over the other side of the road to avoid it.</p>	<p>Your support of the proposed waiting restrictions are noted.</p> <p>Just for clarification it is proposed that a traffic island and give way priority feature will be installed opposite the proposed speed cushion, this was not shown on my consultation plan as a traffic regulation Order is not required for the give way feature. I attach a plan showing the location and extent of the proposed traffic island and give way feature.</p>
5	<p>Statement of support: I completely support this proposal and look forward to its implementation</p>	<p>Noted.</p>
6	<p>Statement of support: For the record I would like make clear my complete support for your proposals and hope it can be carried out at the earliest opportunity.</p> <p>There have been two serious accidents in the immediate vicinity of these proposals together with numerous "road rage" incidents mostly during the evening rush hour as a result of cars parked along the frontage of numbers 140-48.</p> <p>These parked cars and vans prevent two moving vehicles passing in opposite directions and at the same time restrict visibility for vehicles travelling in a north westerly direction thereby making it impossible for them to see approaching vehicles before pulling out to pass the</p>	<p>Noted.</p>

	<p>parked cars and thereby frequently bringing vehicles travelling in opposite directions into conflict.</p>	
<p>7.</p>	<p>Statement in support: I wholly support the proposals and I am sure that if implemented these will improve the road safety in this area of Cherry Hinton.</p> <p>However, I do feel the proposals could be improved as follows:</p> <p>1. At present the proposed double yellow lines on the South side terminate outside No 148, I feel this will only encourage people to park further along Church End which is still on the crown of the bend and will therefore simply move the danger point in the road further along. I would like to see the double yellow lines extended to outside No 170 Church End which would align with the double lines on the North Side.</p> <p>2. I can understand why a Speed Cushion has been introduced at the side of the New Traffic Island but I think this could be disposed of if the Traffic Island is strategically located in the highway to ensure that moving traffic has to slow down to pass it. I have to say the speed cushions in Rosemary Lane have had no effect on the traffic speed and a cushion only 65mm high will also have no effect.</p> <p>In conclusion I would confirm that I am wholly in support of the proposals but would ask you to consider points 1 & 2 above.</p>	<p>Noted.</p> <p>Any additional waiting restriction would require amending the TRO and further consultation.</p> <p>The proposed position of the traffic island allows sufficient space in the carriageway for cyclists to pass between the kerb and the traffic island and allows sufficient room for all types of vehicles to pass on the right hand side. The width of the cushions means that the majority of vehicles, including heavier ones, will straddle the edge of the cushions to some degree. This will impact on the speed they are travelling at. All vehicles will also have to align themselves with the cushions prior to negotiating them. This will result in vehicles having to reduce their speed as they approach. The traffic island, priority give way feature and speed cushion is designed to slow traffic</p> <p>The greater the height of the cushion, the louder the noise when negotiating it, and the more vibration caused. The 65mm height cushion will to reduce the impact of both of these occurrences on residents living.</p>