

Objections associated with the proposed removal of an existing parking bay and installation of double yellow lines on Hinton Way, Great Shelford

To: Delegated Decision Meeting

Meeting Date: 20th March 2026

From: Service Director, Greater Cambridge Partnership (GCP)

Electoral division(s): Sawston and Shelford

Key decision: No

Forward Plan ref: n/a

Executive Summary: To consider objections to the proposed removal of an existing parking bay on Hinton Way, Great Shelford and the installation of double yellow lines. The decision-makers are then being asked to decide whether to implement the removal of the parking bay and installation of the double yellow lines.

Recommendation: a) Approve the removal of the existing parking bay and installation of the double yellow lines.

b) Inform objectors of the outcome.

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1. This report relates to the Council's Ambition 2 – *Travel across the county is safer and more environmentally sustainable*. The proposed removal of the existing parking bay on Hinton Way and installation of double yellow lines will create a space for a bus stop that is being moved as part of works along the Sawston Greenway to create safer walking and cycling links between Sawston and Cambridge.

2. Background

- 2.1. The creation of an extensive 150km network of Greenways is part of a strategy to better connect facilities within local areas and enable wider distance commuting by active travel modes. This includes ease of active travel commutes into Cambridge City Centre from the surrounding villages and settlements within South Cambridgeshire. The implementation of the Greenways will reduce traffic congestion and contribute towards improved air quality and better public health. The significant programme also provides opportunities for countryside access and leisure. The Greenways form part of the agreed programme for the Greater Cambridge City Deal, as such these projects are governed by the Greater Cambridge Partnership (GCP) Executive Board through delegated powers of Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council.
- 2.2. Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier for all abilities. The development of these corridors focuses on the improvement of existing corridors and serve to create new corridors. The delivery of these routes provides a more connected and cohesive active travel network in Cambridge and South Cambridgeshire.
- 2.3. Traffic Regulation Orders (TROs) are required to legally enforce traffic measures on the Highway. The GCP Executive Board has agreed for each Greenway to take forward the required TROs to deliver the agreed designs. As part of the TRO process, a statutory objection period is held. In order to overcome the objections and deliver the project, a decision is required by a senior officer at the GCP and local ward members (councillor). This is a delegated decision via the Executive Board to the Service Director of the GCP.
- 2.4. In September 2022, the GCP Executive Board agreed to progress with sections of the Sawston Greenway that would be delivered early and are referred to as the 'Early Works' in this report. These sections include part of the route through Great Shelford and Stapleford and the section of the DNA Path, which links Great

Shelford to the Cambridge Biomedical Campus. In November 2024, the Executive Board agreed to an extension of the Early Works of the section of the Great Shelford/Stapleford route, which would see it extended from Church Street to London Road. Decision summaries for the Executive Board meetings can be found here: [Document.ashx](#) (September 2022) and [Document.ashx](#) (November 2024).

- 2.5. As part of the delivery, the Early Works has involved the advertisement and consultation of a Traffic Regulation Order (TRO) through the villages of Great Shelford and Stapleford.
- 2.6. The TRO on Hinton Way, Great Shelford, is proposed to create space for a bus stop that will need to be relocated as part of the works to create a prioritised narrowing and install a parallel crossing on Hinton Way. The bus stop will serve the Tiger 3 service.
- 2.7. The TRO for a 20mph speed limit on Granham's Road and the surrounding roads as well as a 40mph gateway on Granham's Road is proposed in order to slow traffic down around the crossing from the northern section of the DNA path to the southern section, adjacent to the level crossing on Granham's Road. No objections were received to the scheme so a decision is not required to uphold the TRO.

3. Main Issues

Outcome of TRO Consultation

- 3.1. The responses to the TROs are set out below alongside the key issues raised, which are included in Table 1.
 - **PR1181 Hinton Way (Great Shelford) - Removal of parking bay and installation of double yellow lines**
2 total responses 0 positive, 0 neutral, 2 objections
 - **PR1182 Great Shelford, Abberley Wood, De Freville Road, Granham's Close and parts of Granham's Road - 20mph speed limit, Granham's Road 40mph speed limit**
3 total responses 2 positive, 1 neutral, 0 objections

Table 1 – Hinton Way, Great Shelford TRO Objections

PR1181 Hinton Way, Great Shelford, removal of parking bay and installation of double yellow lines - Objections

Comments	Officer's response
Impact on Local Shop/Post Office: The shop is busy at peak times; its four parking spaces are often full. Removing roadside bays will increase competition for these spaces. Safety for Pedestrians: Roadside parking is safer during busy periods, especially after school when children visit the shop. Access for Large Vehicles: Farm vehicles and lorries use the bays as they cannot fit in the shop's spaces. Traffic Flow: The level crossing causes congestion. Occupied bays naturally slow traffic, aiding two-way flow. Driveway Access: Risk of increased blocking of the residents' drive if bays are removed. A recent incident involved a car left for over a month, requiring police and councillor intervention.	As part of the Sawston Greenway a priority narrowing will be put in place on Hinton Way that will provide a safer crossing area for pedestrians and cyclists. This means that the bus stop, which serves the Tiger 3 bus service, is required to be relocated. Parking provision is available directly outside the local shop consisting of five parking bays. A large access is also available to accommodate HGVs Delivery vehicles such as lorries are permitted to park for short periods of time (to allow loading only) on double yellow lines. Double yellow lines will mean that cars cannot stop and block the driveway.
Object strongly to the removal of these two parking bays and the installation of double yellow lines. Impact on Local Business: Bays mainly used by customers of Shelford Post Office/Convenience Store. Removing them could harm the shop financially and reduce convenience for residents. The only serious violation of the parking restriction was recently when a car remained parked there for roughly one month.	As part of the Sawston Greenway a priority narrowing will be put in place on Hinton Way that will provide a safer crossing area for pedestrians and cyclists. This means that the bus stop, which serves the Tiger 3 bus service, is required to be relocated. Parking provision is available directly outside the local shop consisting of five parking bays. A large access is also available to accommodate HGVs Delivery vehicles such as lorries are permitted to park for short periods of time

Future Parking Pressure: Planned housing development on Mingle Lane likely to increase restrictions and reduce parking further. Sees no valid reason for removal and strongly opposes the proposal.	(to allow loading only) on double yellow lines. The new development off Mingle Lane will be located quite a distance from Hinton Way – making it unlikely that road will be used for parking. However, if concern is that Hinton Way will be used for parking- which will cause issues for the Level Crossing, then the need for double yellow lines becomes more compelling.
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4. Conclusion and reasons for recommendations

- 4.1. It is acknowledged that there are objections to PR1181 which have been considered in Table 1 above.
- 4.2. Following consideration by officers, it is proposed that the TRO PR1181 on Hinton Way, Great Shelford is progressed on account that without the changes, it will not be possible to relocate a bus stop providing a vital service to the village. If the bus stop is not relocated, then it will not be possible to construct the priority narrowing on Hinton Way, reducing the overall safety of the Sawston Greenway project. It is recommended that the TRO is approved in full.
- 4.3. There were no objections to the proposed 20mph and 40 mph speed limits in Great Shelford so a decision is not required on the proposal.

5. Significant Implications

5.1. Finance Implications

This work is being funded from the Greater Cambridge City Deal.

5.2. Legal Implications

The statutory and legal processes relating to the processing of traffic regulation orders have been followed.

5.3. Risk Implications

There are no significant implications for this category.

5.4. Equality and Diversity Implications

It is considered that there are no significant adverse impacts on those with protected characteristics.

5.5. Climate Change and Environmental Implications

There are no significant implications for this category.