

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
VARIOUS ROADS, ST NEOTS**

To: **Head of Highways and the Local Member(s)
representing electoral division below.**

Meeting Date: **11th of August 2017**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **Local Members representing St Neots Eynesbury**

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

Purpose: **To determine objections to the installation of a
prohibition of waiting at any time TRO on Various
Roads, St Neots**

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

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1. BACKGROUND

- 1.1** St Neots is a town located approximately 17 miles west of Cambridge City (Appendix 1). Howitt's Lane and Howitt's Gardens are located in the East of St Neots in Eynesbury (Appendix 2).
- 1.2** Howitt's Gardens is a system of residential streets where not all houses have access to off street parking. Howitt's Lane experiences parking problems due to the nearby Hospital, which has limited parking facilities. Parking on both sides of the road can result in a one way traffic flow and can affect visibility as the road meanders.
- 1.3** These restrictions are part of a larger scheme to restrict parking around junctions in particular, across the town to improve safety and traffic flow.
- 1.4** Cllr Giles, Cllr Taylor and St Neots Town Council have proposed the installation of double yellow lines to restrict parking around the turning head at Howitt's Garden's junction with Beacon Close (Appendix 3), around the junction by Elm House on Howitt's Lane (Appendix 4) and on the inside of the bend on Howitt's Lane as it leads to its junction with Berkley Street (B1043) (Appendix 5).

2. TRO PROCESS

- 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 Hunts Post on the 29th of March 2017. The statutory consultation period ran from the 29th of March until the 19th of April 2017.
- 2.3** The statutory consultation resulted in five objections which have been summarised in the table in Appendix 6. Two of the responses came from Howitt's Gardens / Beacon Close and the rest from Howitt's Lane. The officer responses to the objections are also given in the table.
- 2.4** These restrictions help to promote safety by reinforcing the highway-code and allow the expeditious movement of traffic. On the basis of this analysis, it is recommended that the restriction is implemented as advertised.

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 third party funding from St Neots Town Council.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged including County and District Councilors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the offices of St Neots Town Council and the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

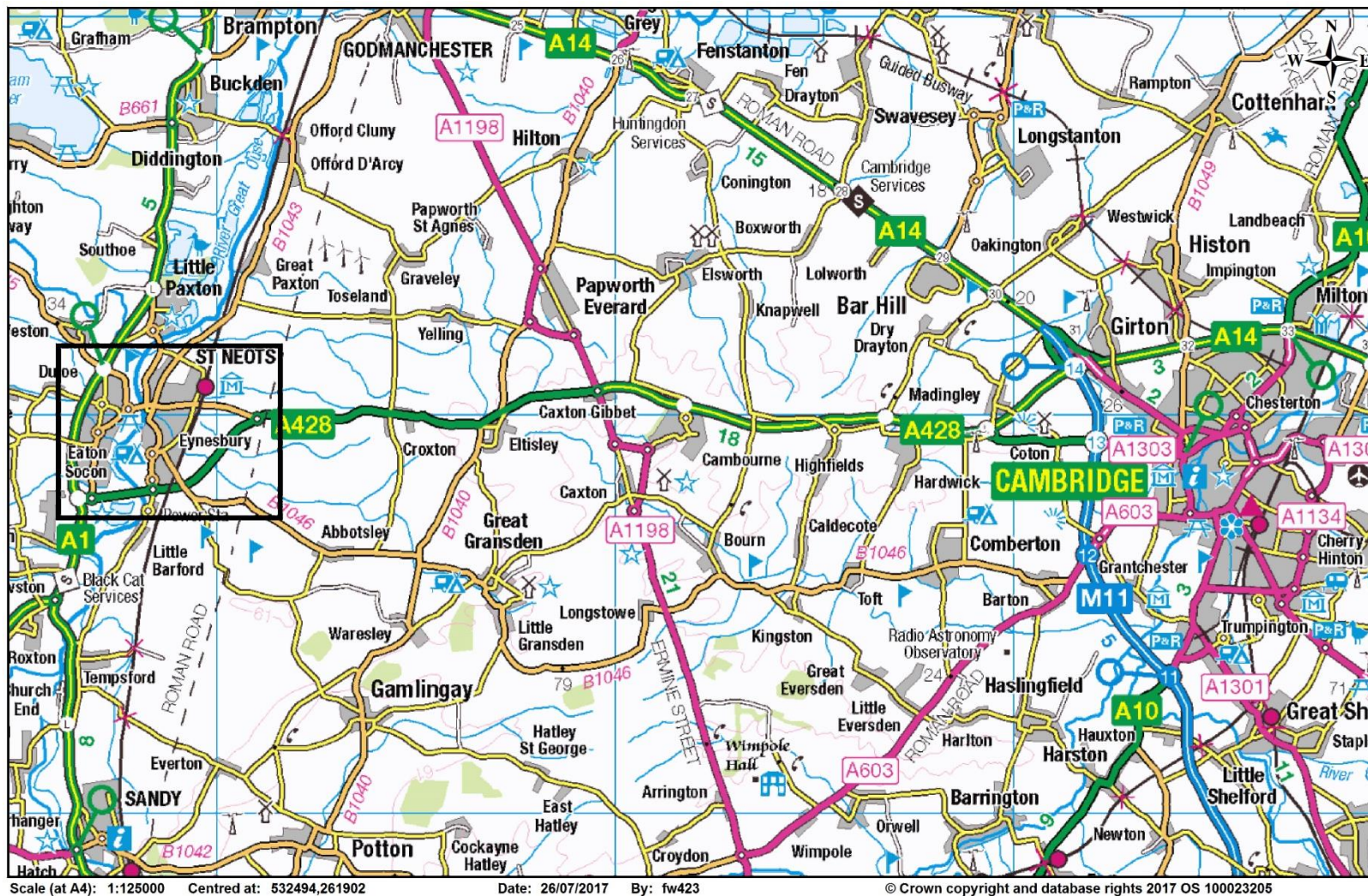
The former County Councillors, Cllr. Chapman & Cllr. Harty have been consulted regarding the scheme. No responses were received. The County Councillor, Cllr. Giles was also consulted. No responses were received.

4.6 Public Health Implications

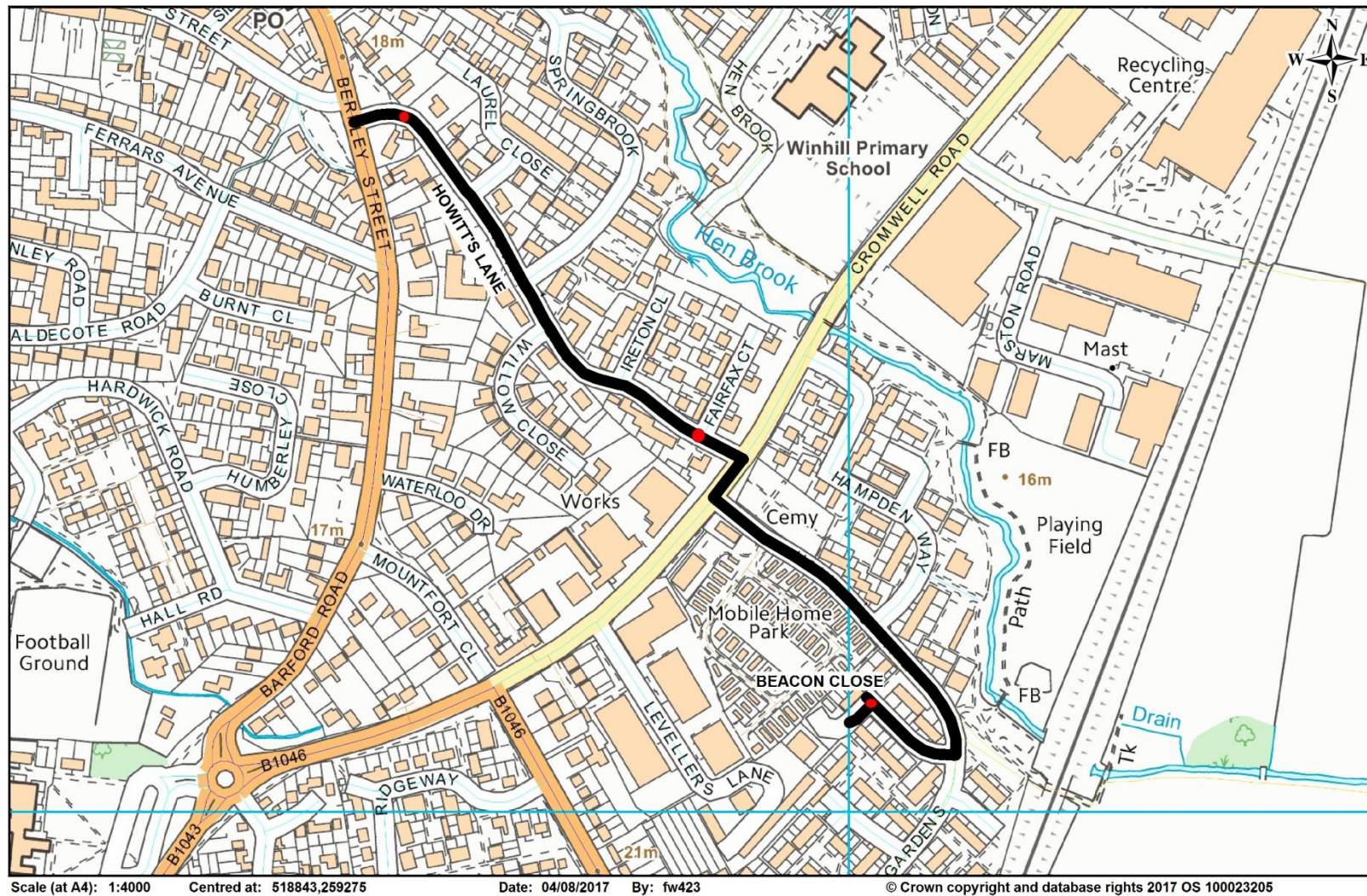
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

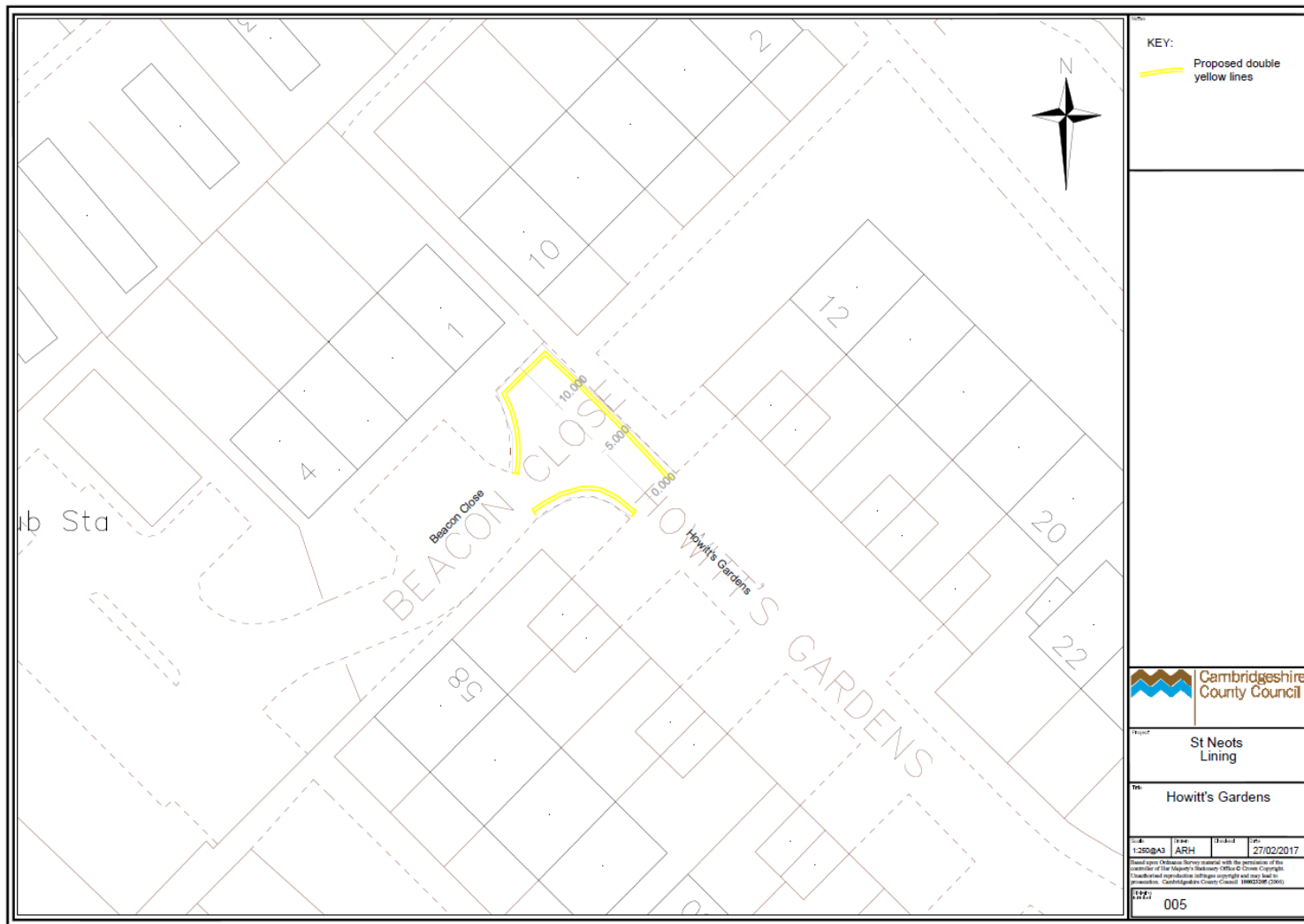
Appendix 1 – Location of St Neots relative to Cambridge



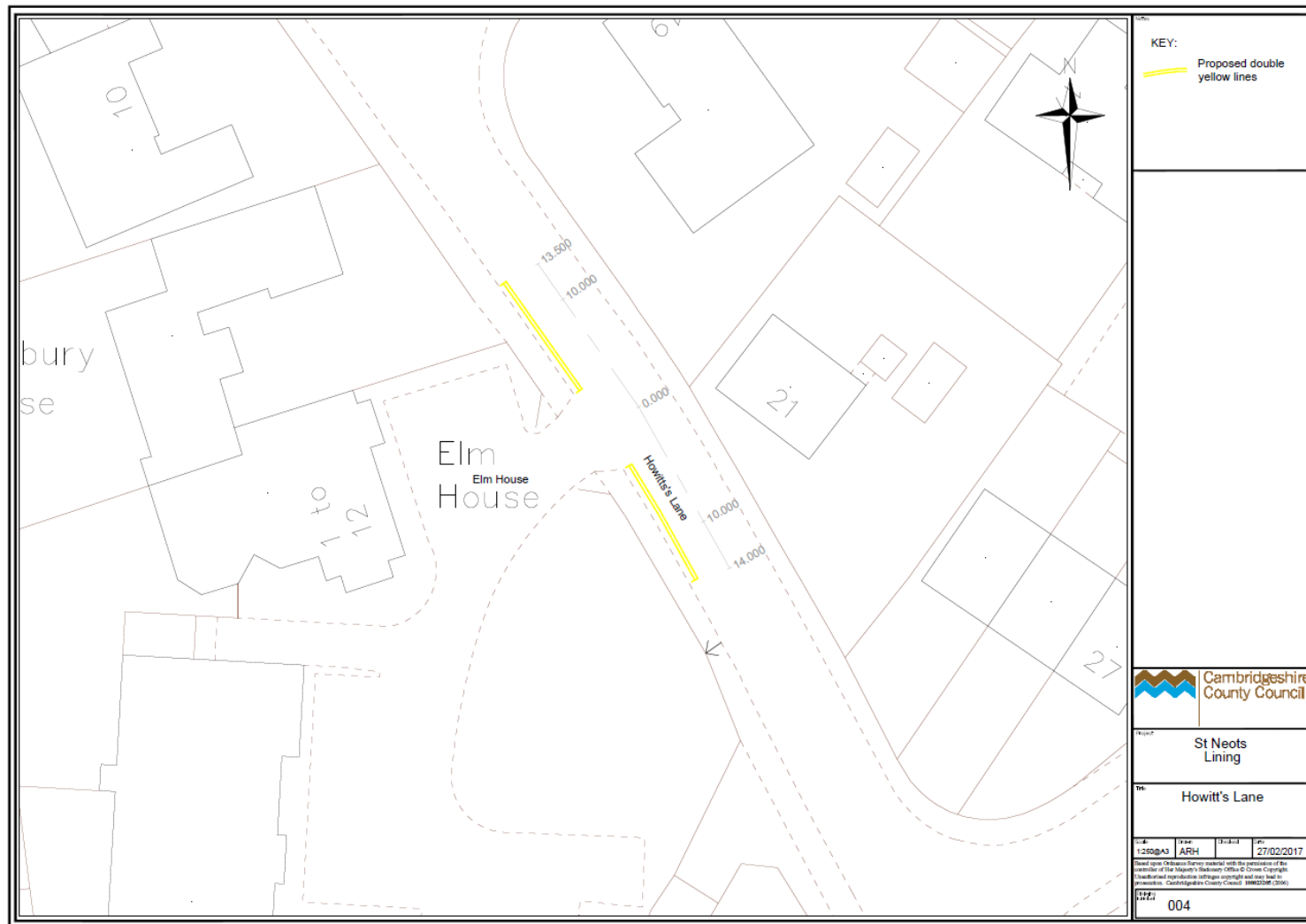
Appendix 2 – Location of Restrictions in Eynesbury, St Neots



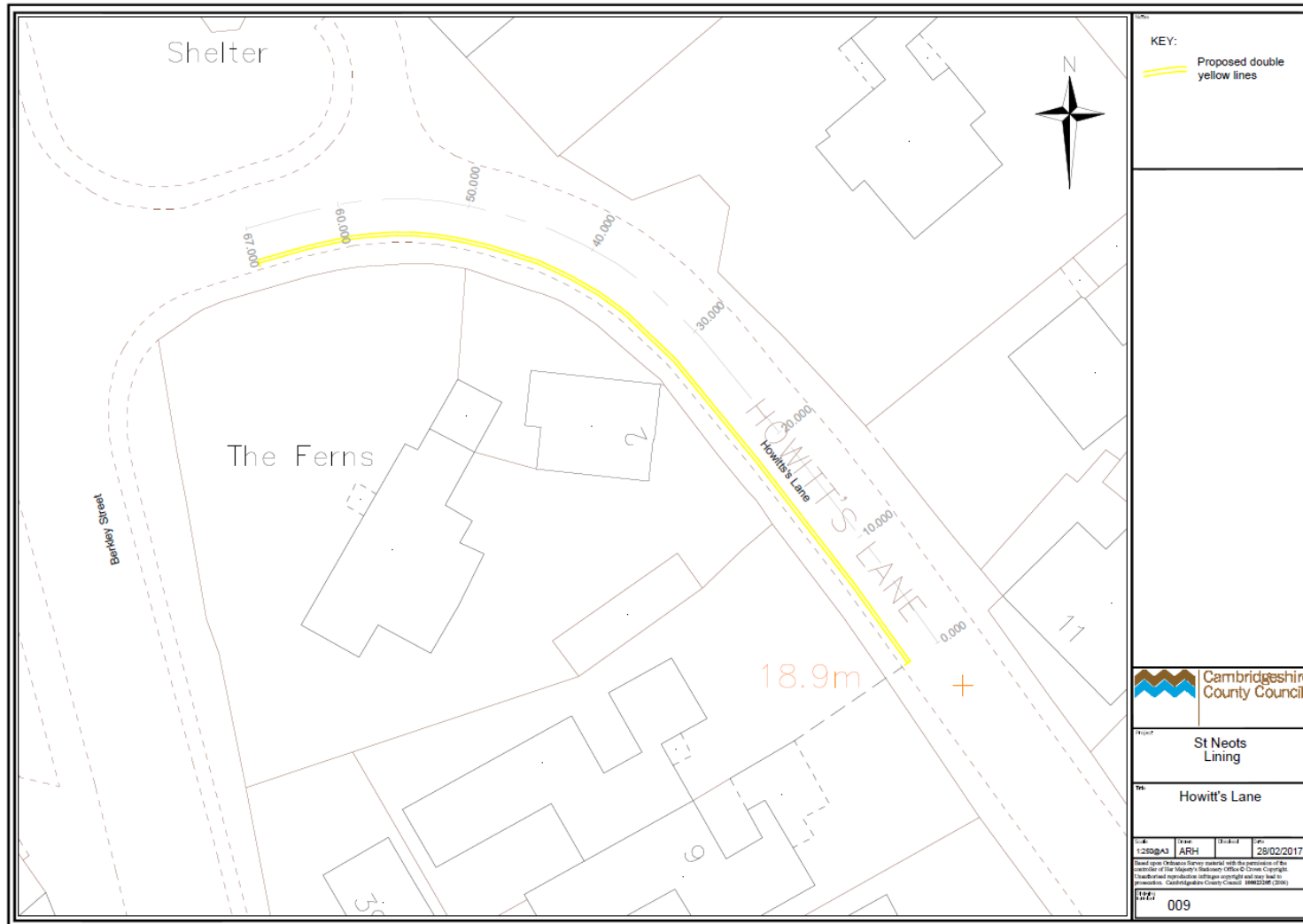
Appendix 3 – Proposed Restrictions on Howitt's Gardens



Appendix 4 – Proposed Restrictions on Howitt's Lane by Elm House



Appendix 5 – Proposed Restrictions on Howitt's Lane near Berkley Street (B1043)



Appendix 6

No	Objection	Officer's Comments
1	<p><i>Howitt's Lane</i></p> <p>This is to deal with the St Neots Hospital staff and (visitors) who park on Howitt's Lane.</p> <p>Your proposals will move the problem to the nearest side streets, Willow Close, Springbrook and Laurels Close.</p> <p>As a resident of Willow Close I strongly object.</p> <p>The correct solution would be to require the Hospital to make adequate provision for car parking within their own grounds. If they fail to achieve this then any future development of the site should be blocked on the grounds of increasing neighbourhood blight.</p> <p>This is a quiet residential area which already has enough vehicle issues without this proposal.</p>	<p>The issue is parking around junctions and parking in such a manner as to restrict two way traffic flow, which will be addressed with the proposed double yellow lines.</p> <p>The restriction to the South is to afford better visibility for vehicles entering and exiting the parking facilities at the location and reinforces the highway code whereby drivers should not park within 10 metres of a junction.</p> <p>The restriction to the north is to stop parking on both sides of the road, which can restrict two way traffic flow. It is safer to restrict parking on the inside of a bend as this situation affords better visibility to road users.</p> <p>The proposed changes will displace a minimal amount of vehicles.</p> <p>We cannot comment on private car parking provided by the hospital or future planning applications.</p>
2	<p><i>Howitt's Lane</i></p> <p>As a resident living on Howitt's Lane, I have never seen any parking at the location of the proposed parking restrictions.</p> <p>Parking in this street is in the main on the opposite side of the road, outside nos 9 and 11 and does cause problems for traffic entering Howitt's Lane from the Berkley Street end as its unseen by traffic till they have entered the sharp bend.</p> <p>Parking on the side of the proposed lined side is practically non-existent.</p> <p>Any parking restrictions will only move traffic to a more dangerous location.</p> <p>To best of my knowledge no traffic issues have arisen, I find it strange that restrictions are to be imposed on a residential road when at the end we have Berkley Street a main road into St Neots with dozens of cars parked outside the Hare and</p>	<p>This restriction is an attempt to stop parking that restricts two way traffic flow. Parking on the inside of a bend reduces visibility for drivers travelling along the road and thus it is much safer to restrict parking on this side. Although parking on this area has not been seen by yourself it has been reported by others, hence the restrictions.</p> <p>This scheme is being funded by 3rd party contribution, which is therefore limited by available budget and scope. Further restrictions may be possible in the future but it is not the aim of this project.</p>

	Hounds pub restricting traffic on this road at the traffic calming chicane type bollards and up to a mini roundabout.	
3	<p><i>Howitt's Lane</i></p> <p>A couple of comments on the proposed double yellow lines on Howitt's lane.</p> <p>The 28m length of yellow lines at the entrance to the hospital. No objection -Lines are needed to allow a passing place around parked cars and reserve turning access for delivery lorries to the hospital.</p> <p>The 67m length of yellow lines at the northern end of Howitt's lane. Please register my formal objection.</p> <ul style="list-style-type: none"> - The proposed length of lines seem excessive, cars are rarely if ever seen parking on this stretch up to the sharp bend at the end of Howitt's lane. - The northern end of the yellow lines will be visible from the village green spoiling the view at ceremonies around the flagpole. - The cottage No 2 on the bend will be prevented from having visitor parking outside their house. <p>Suggestions</p> <ul style="list-style-type: none"> - Can the parking prohibition be restricted to weekday working hours 6-6 (single yellow lines), Congestion is minimal outside of those times. This will allow residents occasional parking for visitors, usually at weekends and evenings. - Save money by eliminating the 67m yellow lines or at best reduce to 10m just outside No 4 Howitt's lane, I walk past the area most days and have only seen a parking problem once in the last 3 years caused by careless parking.(cars opposite each other) this caused inconvenience to those at No 4. 	<p>The restrictions are sought to improve visibility on the bend and to eliminate the situation arising where parking on both sides of the road restricts two way traffic flow.</p> <p>In terms of double yellow lines spoiling the view at ceremonies on the village green, single yellow lines would not solve this issue. Single yellow lines must be accompanied by additional signage outlining the times the restriction is active, which would spoil the view further and increase project costs.</p> <p>The amount of restrictions proposed represent a minimal amount required to combat parking in hazardous locations. It is right to prevent parking in areas that may not appear to be a problem but where there is significant perception of danger.</p>

4	<p><i>Howitt's Gardens</i></p> <p>Firstly I would like to say that in the whole time I have lived on Howitt's Gardens I have never seen anyone use this space to turn a vehicle around as it is at the end of the street where no one needs to drive. There is no dropped kerb so by law it is not needed to be kept clear for access. It is not obstructing anyone's way either.</p>	<p>By restricting the parking in the turning head it will allow any large vehicles, such as refuse collection or delivery vehicles, the opportunity to turn around and reduce the distance they need to reverse. It also means they do not need to reverse out onto the busier road (Howitt's Lane).</p>
5	<p><i>Howitt's Gardens</i></p> <p>I am a resident of Howitt's Gardens and I'm rather concerned to see that we have a possibility of losing the right to be able to park or wait at the end of our street. This is rather worrying to me and I would like to object to this as my son has mobility problems and on numerous occasions I've needed to park there for extended periods of time so we can safely get him and his wheelchair straight onto the path safely. It states on your sign that it's under the road traffic regulation act 1984, which as I'm sure you know provides powers to regulate or restrict traffic on UK roads, in the interest of safety... Can I ask what is dangerous about parking in that area that could cause concern for safety especially if the car is parked which means it is a stationary vehicle? There is no crossing, nearby schools and no car can physically exceed 10mph as cars are parked along the road. Furthermore as the Highway Code states in a built up area you cannot exceed the 30mph speed limit so again I cannot see how this law is being justified? There is no drop curbs or need for access. There hasn't been a single accident with car nor person for this to be justified.</p>	<p>By restricting the parking in the turning head it will allow any large vehicles, such as refuse collection or delivery vehicles, the opportunity to turn around and reduce the distance they need to reverse. It also means they do not need to reverse out onto the busier road (Howitt's Lane).</p> <p>Blue badge holders are entitled to park on double yellow line restrictions for a period of 3 hours at a time (provided they are not causing an obstruction). Alternatively an application can be submitted for a disabled bay to be installed nearby.</p> <p>The Highways Authority can implement parking restrictions on the grounds of perceived danger or risk. It is the duty of the Highways Authority to ensure the expeditious movement of traffic is maintained, which will be provided by implementing this scheme.</p>