

Report title: Traffic regulation Order objections associated with the proposed waiting restrictions on Field Road, Prince's Street and Star Lane, Ramsey

To: Cambridgeshire County Council's Traffic Manager and the local member representing the electoral division below.

Meeting Date: 21/03/2024

From: Executive Director: Place & Sustainability

Electoral division(s): Ramsey and Bury

Key decision: No

Forward Plan ref: N/A

Outcome: To determine the received objections regarding the proposed waiting restrictions around the junction of Field Road and Prince's Street and the junction of Field Road and Star Lane in Ramsey.
Potential outcomes involve; approval of the restrictions as advertised; approval of the restrictions with the addition of an advisory disabled bay; approval of the restrictions in a reduced capacity; the rejection of the scheme, in its current configuration.

Recommendation: a) Approve the installation of the waiting restrictions, as advertised, along with an advisory disabled bay.
b) Inform the objectors accordingly.

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1. Background

- 1.1 The market town of Ramsey is located in the northeast of Huntingdonshire, approx. 8.5 miles north-northeast of Huntingdon town centre and 10 miles southeast of Peterborough City Centre (Appendix 1). The town is situated between the A1(M) and A141 so it's subject to traffic travelling between the two roads and or travelling to and or from the likes of Peterborough, Huntingdon, and the many surrounding settlements.
- 1.2 The proposal (Appendix 2) is to install double yellow lines (prohibition of waiting at any time) around the junction of Field Road and Prince's Street and the junction of Field Road and Star Lane. Specifically:
- Both sides of Field Road between points 13 metres southwest and 17 metres northeast of its junction with Prince's Street, extending 16 metres north-westwards along both sides of Princes Street itself.
 - Both sides of Field Road between points 14.5 metres southwest and 15.5 metres northeast of its junction with Star Lane, extending 16 metres north-westwards along both sides of Star Lane itself.

All three roads (Field Road, Prince's Street and Star Lane) are residential in nature featuring predominantly semi-detached properties, however, whilst a number of properties have access to off-street parking facilities, on-street parking is heavily utilised.

- 1.3 The lining has been proposed at the request of the town council to address the perceived safety concern of visibility at the respective junctions, and to ensure that larger vehicles (refuse lorries, fire brigade and delivery lorries) can access the side roads without mounting the kerb and crossing the footway. Considering on-street parking on Field Road restricts vehicular flows to one-way working, the proposed lining would also provide passing places.
- 1.4 Vehicle tracking analysis (Appendix 3 – Green line signifies the extent of the vehicle's body during the manoeuvre and the red line signifies the vehicle's wheel track) simulates how a standard refuse vehicle currently accesses Prince's Street and Star Lane. Specifically, it shows how, with vehicles parked opposite the respective junctions, it must cross the footway to gain access. It could be argued that reversing into the side roads could afford greater manoeuvrability, however, guidance suggests that long reversing manoeuvres (such as along the entirety of the side streets) should be avoided wherever possible. Note, such parking tendencies likely have a greater effect on larger vehicles, such as HGVs and fire engines.
- 1.5 Having received complaints about road, the town council ran an online survey for residents regarding a possible on-way system in the summer of 2021. After a feasibility study was carried out, it was deemed that a one-way system was not forthcoming (on account that it would likely only move the problem to another area of Ramsey), however, several of the responders to the survey mentioned the use of double yellow lines – hence this proposal.
- 1.6 Note, although residential in nature, many motorists utilise Field Road to bypass the main thoroughfare through Ramsey (B1040 – High Street & Great Whyte). This, coupled with conditions created through on-street parking, has meant that speeding along the road is a concern.

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 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 22nd of November 2023 and the statutory consultation period ran from the 22nd of November 2023 to the 13th of December 2023.
- 2.3. The statutory consultation resulted in 8 representations, 4 of which outright objected to the proposals, 1 objected unless a disabled parking space could be installed outside their property (which unfortunately cannot be satisfied), 2 offered neutral (verging on objecting) representations and 1 offered a supportive response. The salient points of the received representations are outlined in the table in Appendix 4, as are the officer responses.

The scheme's budget is sufficient to support the install of an advisory disabled parking bay outside of the proposed double yellow lines, however, the resident rejected the offer and therefore objects to the proposal.

3. Alignment with ambitions

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.
There are no significant implications for this ambition.

- 3.2 Travel across the county is safer and more environmentally sustainable.
The report sets out the implications for this ambition in 1.3.

- 3.3 Health inequalities are reduced.
The proposed lining will impact a disabled resident's ability to park directly outside their property, however, it should be noted that there is no guarantee that they can park in this manner in the current setting – currently unrestricted parking.

The installation of an advisory disabled bay outside of the proposed double yellow lines was offered to the resident, though this was rejected. Note, disabled parking bays (advisory or otherwise) are typically not installed in locations that may compromise public safety, such as close to junctions i.e. where the double yellow lines have been proposed.

- 3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.
The report sets out the implications for this ambition in 3.3.

- 3.5 Helping people out of poverty and income inequality.
The proposals will reduce on-street parking provisions, which will have a greater effect on those without access to off-street parking facilities. Note, the proposals will also affect some

residents with driveways as difficulty accessing said driveways means they choose to park on the street.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.
There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive.
There are no significant implications for this ambition.

4. Significant Implications

4.1 Resource Implications
The necessary resources have been secured through the LHI (Local Highways Improvement) scheme.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications
There are no significant implications within this category.

4.4 Equality and Diversity Implications
There are no significant implications within this category, however, given the reliance upon on-street parking in the area, the proposals will have more of an adverse effect on those without, or with insufficient (space for one vehicle but may own 2 or more vehicles), off-street parking provisions.

4.5 Engagement and Communications Implications
The statutory consultees have been engaged, including the police and the emergency services, as have the County and District Councillors. The police offered no objections, and no comments were received from the other emergency services.

Notices were placed in the local press and displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement
County Councillor: Cllr Adela Costello and District Councillors: Cllr Roger John Brereton, Cllr Jeff Clarke and Cllr John Corney were consulted.

Cllr Costello highlighted that; many residents have no choice but to park on the road and many with access to driveways, choose not to park on them due to access difficulties; Field Road is utilised by drivers to avoid the High Street and with vehicles parked on the southeastern side of the road, it is known that drivers can be left waiting for 10 minutes as they try to find a gap to progress along the road; a one way system was investigated and was positively received by residents, however, road safety officers who visited the site suggested that the proposal would only move the problem to another area of Ramsey. It was suggested that placing double yellow lines at the junctions with Prince's Street and Star Lane would help alleviate the difficulties, hence this scheme.

No other responses were received.

4.7 Public Health Implications

The report above sets out details of significant implications in 1.3.

4.8 Climate Change and Environment Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation: With consideration of the proposals, this implication is not relevant.

5. Source documents guidance

5.1 Source documents

Copies of the written representations (redacted) received during the consultation period. Copies of the consultation documents (public notice, plans, site notices and consultation letters – sent to residents and consultees).

5.2 Location

Available upon request from the Policy & Regulation team
(policyandregulation@cambridgeshire.gov.uk)