

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
CHURCH STREET AND PARKINSON'S LANE, WHITTLESEY**

To: Head of Highways and the Local Member
representing electoral division below.

Meeting Date: 22nd September 2017
From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Whittlesey North

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 Church
Street and Parkinson's Lane, Whittlesey

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

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1** Church Street and Parkinson's Lane are located in the Market Town of Whittlesey. They are approximately 350 metres south west of the Town Centre. (Appendix 1)
- 1.2** Whittlesey Town Council highlighted concerns regarding a section of the carriageway outside of 49-51 Church Street, Whittlesey which is frequented by parked cars. These parked cars cause vehicles travelling in a southbound direction to pull out into the wrong side of the road facing oncoming traffic emerging from a bend with limited visibility due to the presence of St Andrew's Church. Whittlesey Town Council raised concerns for the safety of children having to cross Church Street to access a pathway to Park Lane Primary School if their vision is obstructed by parked cars.
- 1.3** Following site visits with the Cambridgeshire County Council Local Highways Officer a third party funded application for a Traffic Regulation Order to install Prohibition of Waiting at all times restrictions along a section of Church Street, Whittlesey (as shown coloured yellow on the plan at appendix 2) and also along a short section of Parkinson's Lane between the exit of the public car park and number 5 Parkinson's Lane to ensure visibility is protected for vehicles exiting the car park onto Parkinson's Lane and also to protect clear access for St Andrew's Parish Hall car park users.

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 Fenland Citizen on the 14th of June 2017. The statutory consultation period ran from 14th June until the 5th July 2017.
- 2.3** The statutory consultation resulted in three objections which have been summarised in the table in Appendix 3. The officer responses to the objection are also given in the table.
- 2.4** 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 contributions.

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 Councillors, 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 Fenland District Council and the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

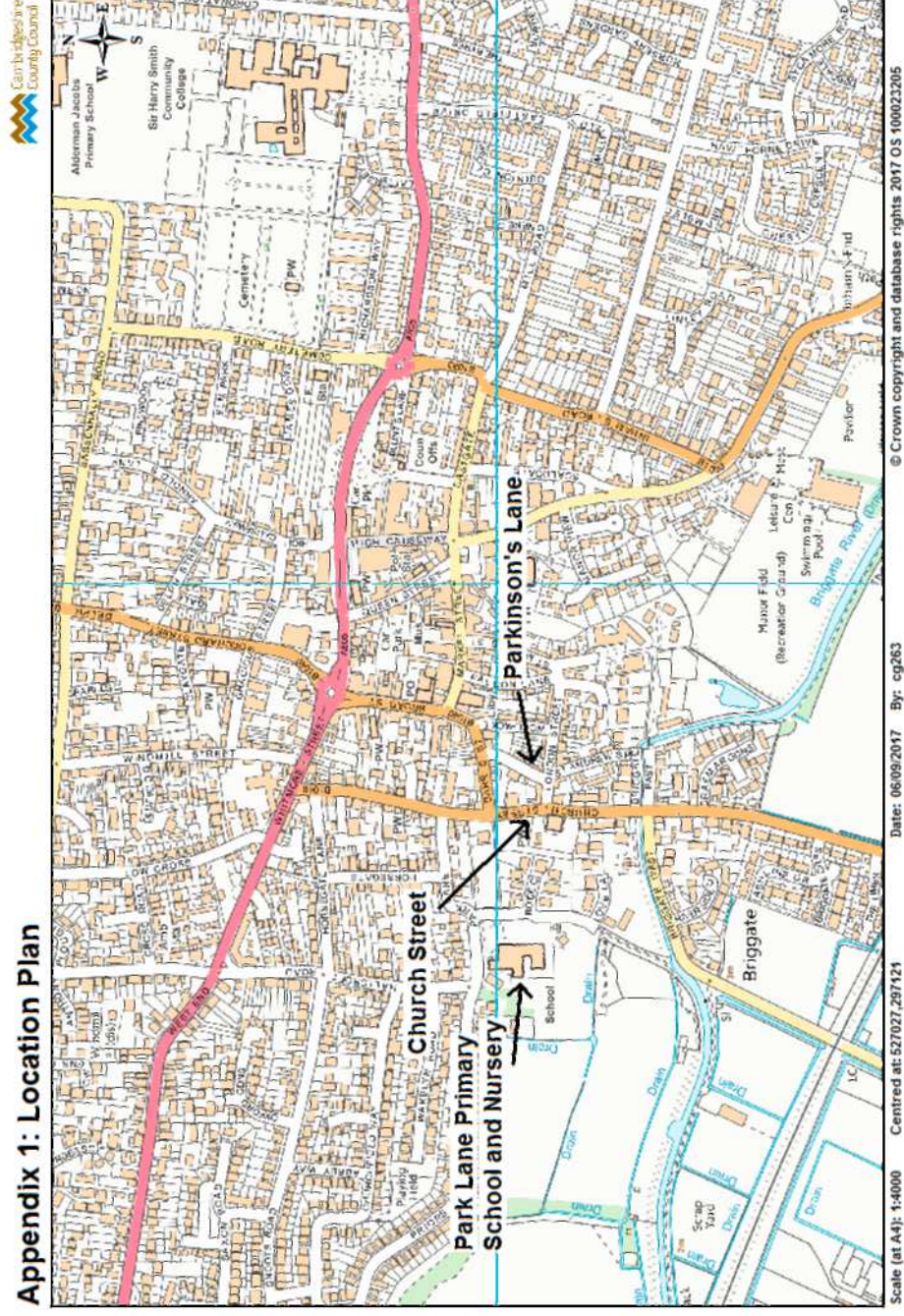
The County Councillor, Cllr. Boden and the District Councillor Cllr. Mason have been consulted regarding the scheme.

4.6 Public Health Implications

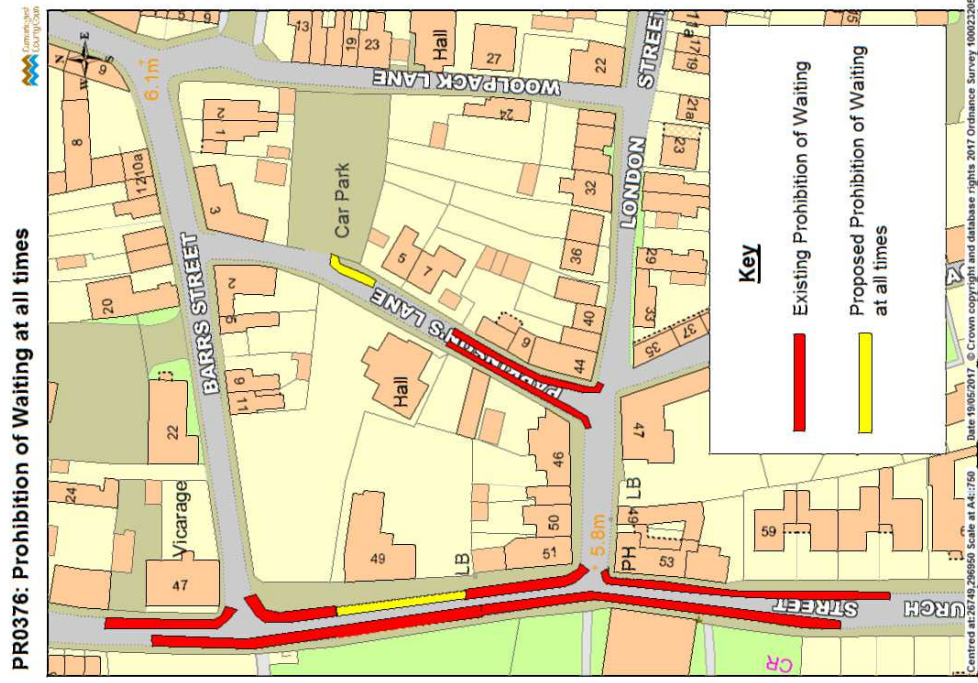
There are no significant implications within this category.

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

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3

1	<p>These works will have a detrimental effect on local businesses. We are the owners of The Letter B Public House and Bed and Breakfast. Our business contributes significantly to the community with a broad spectrum of charity events and helps bring new faces to the town.</p> <p>The proposed measures would severely impinge on our ability to sustain and grow the business. Customers using the pub rely on the parking area on Church Street to be picked up from.</p> <p>The Bed and Breakfast guests greatly value being able to park close by as guests are often staying whilst working locally and appreciate being able to keep an eye on their vehicles.</p> <p>Our business also host functions both private and in association with the church (funerals and weddings) and the proposals significantly threaten revenue. This impacts upon the future planning and investment for the business.</p>	<p>To clarify the limitations of restrictions of the proposed Traffic Regulation Order, the Order will not make it unlawful for persons to board or alight vehicles, for vehicles to load or unload goods and waiting is not prohibited so long as such waiting by that vehicle is reasonably necessary in connection with any wedding or funeral.</p>
2	<p>As residents of Church Street who rely upon parking near the property we live and the lack of safe and adequate alternative parking causes great concern.</p> <p>Should measures be approved we will be forced to park in public car parks on Parkinson's Lane and behind the library. Whilst this is upon first glance an inconvenience rather than a safety issue there are concerns about safety and security which have not been considered adequately on behalf of the community. Current statistics available from crimestatistics.co.uk show 39 instances of anti-social behaviour, 14 violent/sexual crimes and 11 vehicle crimes in April of 2017 alone.</p>	<p>Whilst we acknowledge that there may be some displacement of parking that will inconvenience residents the major concern is the safe movement of traffic on the public highway. The public car parks are under the jurisdiction of Fenland District Council who are responsible for maintenance and upkeep. Unfortunately we cannot comment on police matters such as crime statistics.</p>

	<p>Being unable to park close to the property we live in, in car parks which are not well lit causes a real concern especially during the winter months.</p> <p>The public car parks and surrounding streets are poorly lit and with vehicular crime on the increase in Whittlesey our customers and neighbours should be considered.</p> <p>The risk is potentially worsened by the fact that the town no longer has a police station and there has been a noticeable reduction in the visible presence of the police.</p>	
3.	<p>The parking area on Church Street is used regularly by the elderly and disabled for parking to attend services at the Church which does not have its own parking area.</p> <p>On Sundays especially the parking area is fully used in the main by elderly parishioners who may well struggle to attend services if they are forced to park further away.</p> <p>Should the parking be removed there is a real concern that vulnerable members of the community may lose access to pastoral care and support and a place to worship.</p> <p>We are concerned that lower service attendances will impact on the viability of a vital community hub.</p> <p>We all assume that the proposals would bring an end to hearses, funeral directors, wedding cars, wedding guests and other associated persons using the area to park as no waiting would apply to all vehicles (such as blue badge holders). The role that the church provides within the community should be considered strongly and protected.</p>	<p>To clarify the limitations of restrictions of the proposed Traffic Regulation Order, the Order will not make it unlawful for persons to board or alight vehicles, for vehicles to load or unload goods and waiting is not prohibited so long as such waiting by that vehicle is reasonably necessary in connection with any wedding or funeral.</p> <p>The applicant consulted St Andrews Parochial Church Council who were in favour of the proposals.</p>

4.	<p>The section of Church Street where the proposed works are situate are used daily by parents dropping off and picking up children. Should the works go ahead our concern is that the parked cars present in advance of the crossing for the school will no longer act as a 'traffic break' their presence reducing speeds of traffic travelling in both directions. We are all concerned that traffic speeds on average will increase creating greater risk for the school children.</p> <p>In addition the parents will be forced to park in the previously mentioned car parks causing further unnecessary congestion and force parents and children to cross more roads with greater traffic volume on the way to school.</p> <p>This has to be a primary concern and it does not appear that the speed and the type of traffic using this stretch of the highway has been considered.</p>	<p>Whittlesey Town Council (the applicant) raised concerns that the length of highway outside of 49-51 Church Street, Whittlesey was frequented by parked cars which had the effect of forcing southbound traffic in Church Street to pull out into the wrong side of the road facing oncoming traffic (including those vehicles emerging from London Street). The applicant raised concerns regarding the potential dangers of this stretch of road in its current state and that this section of Church Street is crossed at school times with the aid of a Child Assistant for children to access the pathway to Park Lane Primary School. Parked cars on the north east side of the road make this crossing more hazardous.</p>
5.	<p>We would respectfully ask that the merits of the proposed works are confirmed as it is very difficult to provide counter arguments (where appropriate) when the reasoning behind the proposal remain unclear.</p>	<p>In their letter accompanying the application for a Traffic Regulation Order, Whittlesey Town Council (the applicant) raised concerns that the length of highway outside of 49-51 Church Street, Whittlesey was frequented by parked cars which had the effect of forcing southbound traffic in Church Street to pull out into the wrong side of the road facing oncoming traffic (including those vehicles emerging from London Street). The applicant raised concerns regarding the potential dangers of this stretch of road in its current state and that this section of Church Street is crossed at school times with the aid of a Child Assistant for children to access the pathway to Park Lane Primary School. The applicant has visited the site with the Local Highways Officer at Cambridgeshire County Council who had agreed with their</p>

		assessments. The applicant under took consultations with the owners of Park House, 49 Church Street and St Andrews Parochial Church Council who were in favour of the proposals.
6.	<p>Noticed was placed in The Fenland Citizen regarding the proposals. This is of great surprise given that the paper is not circulated in Whittlesey.</p> <p>We contacted the legal notices department of The Fenland Citizen who confirmed that the only paper with distribution to the Whittlesey postcode was the Peterborough Evening telegraph.</p>	Regarding the advertisement of the notice in the local press. Thank you for bringing to our attention that the only paper with distribution in the Whittlesey postcode is the Peterborough Evening Telegraph. I can confirm that the press notice was advertised in the Fenland Citizen and apologise for this error, unfortunately this was not picked up by our press agents. We have now amended our processes. As notice was posted on site and letters of consultation were sent to Statutory Consultees, interested parties and nearby properties we feel that due process of advertising the proposed Order has been undertaken.
7.	We are concerned that residents or businesses were not invited to a site meeting regarding the proposed works.	The meetings referred to was a meeting between the applicant and Cambridgeshire County Council's Local Highway Officer and took place prior to the submission of this application to Cambridgeshire County Council.
8.	The history of the site and previous objections have not been considered when dealing with the application. This is very concerning as those objections remain and have gathered wider support. How many times must such measures be objected to?	This Third Party Application and supporting evidence for a Traffic Regulation Order has been considered as a 'standalone application' and therefore objections to prior schemes were not considered in this instance.
9.	<p>In addition to the above concerns I would propose the following measures are considered;</p> <ul style="list-style-type: none"> • A traffic survey measuring average speeds on the road with and without the proposed works in place to ascertain the impact of the proposed works and whether they are in fact required. 	The objector's comments are noted. However, these measures are beyond the scope of the proposed scheme and there is currently no funding to undertake the traffic surveys or revisit the design of the traffic calming.

	<ul style="list-style-type: none"> • Please also consider a traffic survey to evaluate the types of traffic using the street as there appears to be a large number of heavy goods vehicles using the route and it may be that a weight limit for the road would ease the perceived risk. • The current measures placed outside the Letter B Public House are in themselves causing an issue. The traffic calming area appears to create problems it seeks to fix. The current system has the single lane and stop line, it may be prudent to have stop markings and a grid. 	
10.	<p>The proposals will put pressure on street parking along the rest of Church Street. My concern is that I will have even more problems exiting my house (62 Church Street) as the amount of cars currently using the available spaces hinders my ability to get onto the Highway safely already. I therefore ask you withdraw the proposals on safety grounds.</p>	<p>Additional waiting restrictions outside this property would require a separate Traffic Regulation Order (TRO). Access Protection Markings (APM) could be considered to protect the vehicular accesses to the property. A TRO or APM's would have to be funded by the applicant or alternatively the applicant could approach Whittlesey Town Council or the local member.</p>