

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
THE PROPOSED WAITING RESTRICTIONS AND AMENDED LOADING
BAY LOCATION ON HIGH STREET, LINTON**

To: Traffic Manager and the Local Member representing electoral division below.

Meeting Date: 20th August 2019

From: Executive Director: Place & Economy

*Electoral
division(s):* Linton

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

Purpose: To determine objections to the proposed installation of no waiting at any time on High Street, Linton and amended location of loading bay.

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

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1. BACKGROUND

- 1.1** The Parish of Linton is located approximately 10 miles south east of Cambridge City Centre (Appendix 1). High Street, Linton runs east to west through the centre of the village from its junction with Bartlow Road/Horseheath Road through the village to its junction with the A1307 Cambridge Road.
- 1.2** The section of High Street subject to the proposed waiting restriction and amended location of a loading bay is outside of the Co-Op store between its junction with Green Lane and its junction with Balsham Road.
- 1.3** It has been proposed to install no waiting at any time on the High Street outside of Co-Op store from its junction with Green Lane in an easterly direction for a distance of 10 metres (measured from the centre of the junction). As there are already double yellow lines in situ for 5 metres from the centre of the junction these proposals are to install an additional 5 metres from the existing double yellow lines at the splay of the junction of High Street and Green Lane in an easterly direction. It is also proposed to move the existing Loading Bay on High Street, Linton (south side) 5 metres to the east (proposed location: from a point 10 metres east of its junction with Green Lane in an easterly direction for a distance of 12 metres). The proposed loading bay will be in operation at all times.
- 1.4** These proposals are being made following the submission of a Privately Funded Highways Improvement application from Linton Parish Council.
- 1.5** The proposal to add an additional 5 metres of double yellow lines and to move the loading bay have been proposed by Linton Parish Council for road safety reasons to improve the site lines at the junction of High Street and Green Lane and to improve safety for pedestrians crossing the road at this location. The current location of the loading bay obstructs visibility for vehicles exiting and entering Green Lane. A plan showing the extent of the proposals can be found at Appendix 2.
- 1.6** As part of the proposed highway Improvements it is proposed to amend the location of the parking bay by 5 metres to the east and to remove the existing kerbed feature outside of the Waggon and Horses public house to help address the loss of parking space caused by the proposed additional restrictions but these proposals are not subject to a Traffic Regulation Order.
- 1.7** A site photo showing parking at the junction of Green Lane/High Street can be found at Appendix 3.

2. TRAFFIC REGULATION ORDER (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 Cambridge News on the 24th of May 2019. The statutory consultation period ran from the 24th of May until the 14th June 2019.
- 2.3** The statutory consultation yielded three objections. All comments and the grounds upon which they were made have been summarised in the table in Appendix 4 with officer comments alongside them.
- 2.4** It should be noted that the traffic management officer for the police has no objection to the proposed waiting restrictions.
- 2.5** On the basis of this analysis, it is recommended that the restrictions are 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 the submission of a Privately Funded Highways Improvement application funded by Linton Parish 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 Councillors, Parish Council, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where the proposed restrictions would be implemented and consultation letters were delivered to nearby residents. The proposal was available to view in the reception area of Shire Hall, Cambridge, Vantage House, Huntingdon and at the Offices of South Cambridgeshire District Council and online on Cambridgeshire County Councils website.

4.5 Localism and Local Member Involvement

The County Councillor, Cllr Henry Batchelor and District Councillors, Cllr Henry Batchelor, and Cllr John Batchelor were consulted. No responses were received.

4.6 Public Health Implications

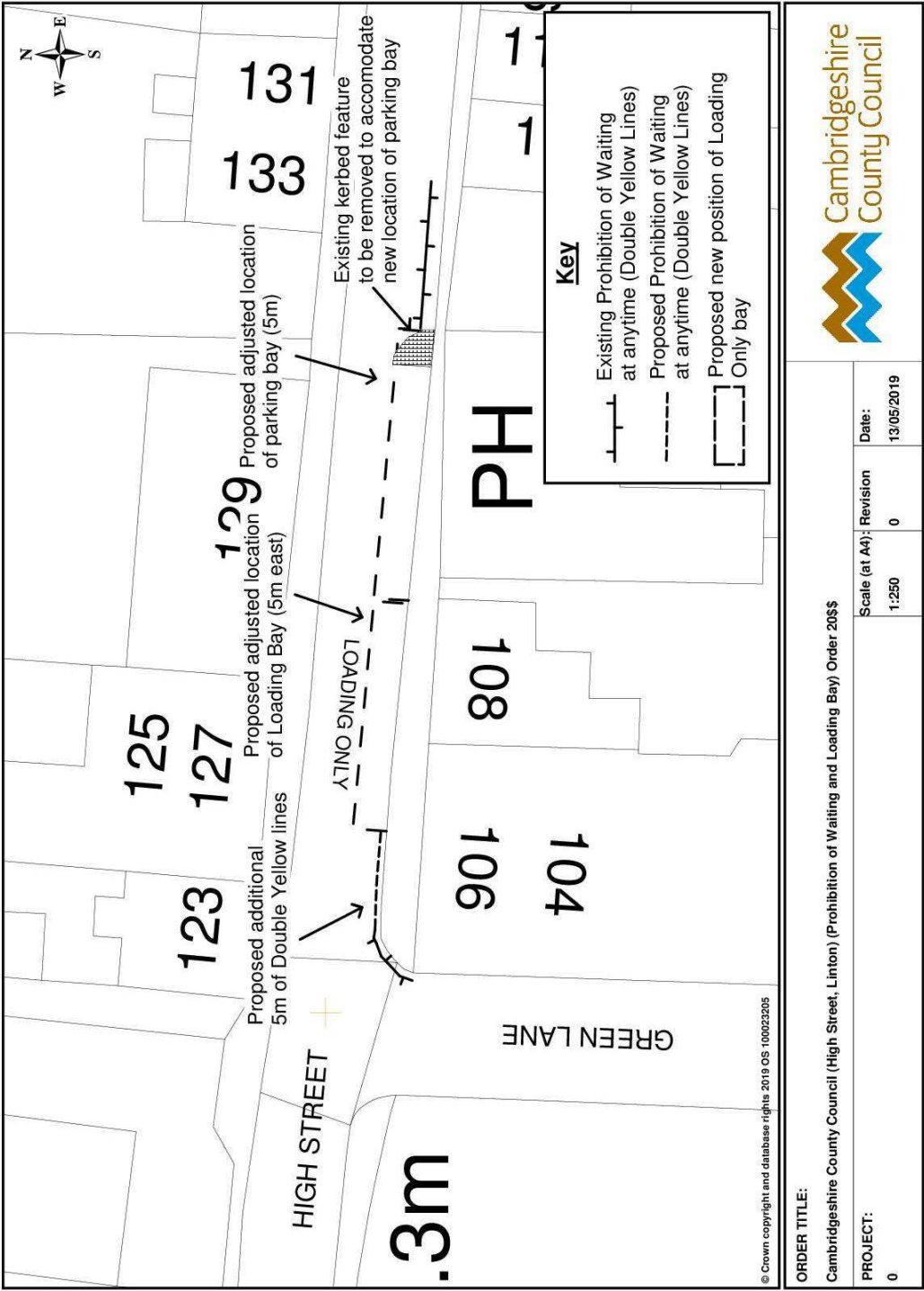
There are no significant implications within this category.

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

Appendix 1 – Location Overview



Appendix 2 – Proposed restrictions



Appendix 3: Site Photo of Green Lane/High Street



Appendix 4		
Comments received		
	Objections	Officer Comments
1	<p>Objection from a resident, stating: I am totally against any proposals that will reduce the available parking spaces on the High Street, which the proposed plans do. We need parking available to ensure the Coop remains open and continues to provide an essential facility to all the village and also to provide street parking for the four properties in that section who do not have any off street parking.</p> <p>I am also concerned that it has been proposed to spend even more money on this section of the High Street when the current arrangements cannot be enforced. I do not see how changing markings will make much difference unless we have police available to enforce them which we do not. The fact that a previous attempt to 'improve' parking in this area, at great expense, is now to be removed at further expense would not appear to be the best use of your limited budgets. I would rather that money was spent on repairing the road surfaces everywhere in the village.</p>	<p>This proposal is a Privately funded highway improvement initiative submitted and funded by Linton Parish Council for road safety reasons to improve sight lines at the junction of Green's Lane and High Street to improve safety for all road users. The Co-Op have been consulted on these proposals and are in favour of them as they improve visibility for delivery drivers and provide drivers with more space to manoeuvre when delivering goods.</p> <p>I acknowledge that that these proposals result in a small loss of on street parking provision (loss of approximately 3m), however this proposal is being made for road safety reasons to improve visibility at the junction of Green's Lane and High Street and whilst it is acknowledged that there will be a small decrease in on street parking provision the major concern is the safe movement of traffic on the public highway.</p> <p>Regarding your point on enforcement, It is accepted that enforcement of the restrictions by the police are subject to resource constraints. However the public tend to have a good understanding of double yellow lines and they therefore tend to be relatively self-enforcing particularly when implemented on junction splays.</p> <p>As this proposal is being funded by the Parish Council this does not affect maintenance budget for road repairs/improvements. If you are concerned about the condition of any of the highway network faults can be reported using Cambridgeshire County Councils fault reporting portal here https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/roadworks-and-faults/</p>

<p>I would like to make the following comments/observations on the proposals which I feel need further clarification on what is actually being proposed and why, prior to any commencement of work.</p> <p>Given that the double yellow lines currently extend less than 2m from the junction with Green Lane, the two statements, letter vs plan, are in conflict. If the letter instructions are followed we will gain in excess of 8m extra double yellow lines and lose TWO car parking spaces.</p> <p>As the proposals are not clear I would assume they are in valid and new proposals should be brought forward for consideration.</p> <p>The plans show that by moving the loading bay 5m east of its current position it will reach the end of 108 High Street. My own measurements indicate that this new position is actually only mid-way along the last ground floor window of 108 High Street.</p> <p>I have concerns regarding the Coop delivery lorries. According to the plans they have been moved further along the High Street to where the pavement starts to narrow slightly. At the moment when they are parked directly outside the Coop they can have difficulty in manoeuvring the very tall and heavy delivery cages off the lorry on to the pavement and immediately having to make a 180degree turn so they can go westwards towards the Coop door. The proposal is to move them 5m (or 8m) further away from the Coop door so they have a much further arduous journey back to the Coop door on a very uneven pavement. In addition, they will now have to negotiate an old brass Wellington boot scraper which extends out on to the</p>	<p>The measurements of the extent of double yellow lines stated in the consultation letter dated 24th May 2019 (i.e. Prohibit waiting at any time on High Street from its junction with Green Lane in an easterly direction for a distance of 10 metres) are measured from the centre line of the junction and include the existing lines, taking into consideration the existing double yellow lines it is proposed that an additional 5 metres of double yellow lines are implemented. Apologies for any confusion caused.</p> <p>It is proposed to move the loading bay 5 metres to the east, the proposed loading bay will start at a point 10 metres east of High Streets junction with Green Lane (from the centre point of the junction), this is at the point the proposed double yellow lines will terminate.</p> <p>I have double checked the measurement of the extent of the proposed restrictions and plans and can confirm that the loading bay will terminate approximately adjacent to the eastern boundary wall of 108 High Street.</p> <p>Regarding your concerns regarding the delivery cages being able to access the Co-Op from the proposed new location of the delivery bay. Having been out on site to double check the measurements of the footway adjacent to the brass boot scraper outside of 108 High Street, Linton and having discussed this with the store Manager of the Co-Op I can confirm there is sufficient clearance between the boot scraper and the edge of the footway for delivery drivers to manoeuvre and pass with delivery cages. Although the consultation plan shows the footway to be narrower at the eastern boundary of No. 108 High Street adjacent to the Waggon & Horses Public House I have measured this on site and the footway is actually slightly wider at this point (1.7 metres) than it is at the western boundary of No. 108 adjacent to the Co-Op (measured as being 1.4</p>
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	<p>pavement outside the front door of 108 High Street. I would like to ask whether the actual lorry drivers themselves have been asked for their comments? If not, prior to any work starting, I would like to know whether they think they will be able to manage their deliveries from this position.</p> <p>The plans do not make it clear that there will be a loss of one car parking space. The removal of the existing kerbed feature, 1.9m maximum, does not compensate for the loss of 5m and does not allow one car to park.</p> <p>My concerns are that more money is proposed to be spent on a situation, which as far as I know, has not caused the death or serious injury to anyone. If the double yellow lines are thought to be able to stop bad parking why is it that on a day by day basis cars are parked on the double yellow lines opposite the Coop from outside 119 High Street westwards.</p>	<p>metres), the delivery cages/trollies are 70cm (0.7m) wide and there is 1.4m clearance between the edge of the boot scraper and the edge of the footway. As stated above the Co-Op have been consulted and support the proposals. I understand that footway surface repairs have been scheduled to repair defects within this section of footway.</p> <p>It is acknowledged that because of the proposed additional 5m of double yellow lines and the moving of the loading bay that the length of the general parking bay would be reduced by a small amount, however when taking into consideration the removal of the traffic build out by the entrance of the Waggon & Horses car park/vehicular entrance it will only result in the loss of approximately 3m of general parking bay.</p> <p>As stated above these proposals are being funded by Linton Parish Council and are being made to improve road safety for all road users by improving the sight lines at the junction of Green Lane and High Street, it is appreciated that there are a minority of road users that on occasions will park illegally on double yellow lines but generally restrictions such as these are well respected by road users particularly when implemented on junction splays.</p>
2	<p>Objection from a resident, stating:</p> <p>I live at High Street, Linton..a conservation area. Linton High Street is the narrowest in Cambridgeshire.</p> <p>The width from the pavement of the current loading bay outside the Coop results in the offside wheels of the Coop trucks and other delivery trucks overhanging it. Buses have to mount the curb to pass the parked trucks and they go past No. 125 High Street within about a foot of its frontage.</p> <p>Our house is proud of 125 which</p>	<p>With the extension of the double yellow lines, in addition to the relocation of the bay, delivery vehicles will now have more room to park properly in the bay due to the extra space made available in front to manoeuvre. I would hope this means delivery vehicles can park more conscientiously, taking into account the surrounding environment, and the narrow through route.</p>

<p>means that the proposal would result in the loading bay be moved to an even narrower part of the High Street. Our house is much older than 125. It was built in about 1650 and is wooden-framed. It was built when the High Street was of the same width and was used by horse and cart. The current vibration through the house caused by heavy vehicles passing is considerable. None of the vehicles, at present, needs to mount the curb outside our house. The fumes from the passing buses' exhausts burn the paint off the front of the house. The proposal would mean that we would be unable to decorate the front of our house – as we do most years – because no painter would be prepared to undertake the task with buses on the pavement. Putting scaffolding up, as will need to be done in the future, would be impossible.</p>	<p>I note your concern regarding the width of vehicles travelling this route and sympathise with you, as you have highlighted however, this is an existing issue which is going to possibly be relocated by the proposed changes, rather than the creation of a new one. The existing road widths will remain the same – the bay will be 2.10m wide and the remaining road width is 3.20m wide, with a bus being 2.90m wide</p>
<p>The problem at the Green Lane junction arises directly from the Coop being allowed to deliver to our conservation area in wholly inappropriate vehicles. When I moved into my house, deliveries were made in small vans, several times a day. They used the loading bay in Green Lane which had been specifically designed for that purpose. Vehicles entering and exiting Green Lane had no problem doing so. Delivery by small vehicles could still be done, but would no doubt necessitate more frequent deliveries. It would cause the Coop inconvenience. But it would in no way diminish its desire to service the Linton branch. It is a goldmine. The Coop drivers I have spoken to over the years are shocked that the authorities let such large trucks service the Linton branch. Trucks of the current size attract no comment when delivering in, say, Hills Road or even in Shelford. It is a very different story in Linton.</p>	<p>I would advise you to discuss the delivery vehicles with the Parish Council, as I know in other areas Parishes have successfully lobbied such companies to reduce the size of their fleet, although this isn't always possible. The Parish Council have also undertaken to discuss with Co-op whether they can deliver at different time to prevent conflicts between delivery vehicles and the buses.</p>

	<p>I cannot understand how those responsible for looking after a conservation area as precious as Linton High Street ever contemplated permitting trucks of the current size to pass down it</p> <p>The problem with the Green Lane junction could be solved immediately by the installation of a convex mirror. I seem to remember there was one there before.</p> <p>The proposed relocation of the loading bay is entirely unacceptable. I doubt very much whether buses or heavy goods vehicles would be able to pass a parked HGV. As I have pointed out, the proposal is that the loading bay moves to an even narrower part of the High Street, opposite one of the oldest and most interesting houses in the village.</p> <p>Buses and/or HGVs will be passing within inches of our house. The chances of our guttering being hit are very real. The unforeseen damage to the fabric of the building by such vehicles mounting the curb and going over pavements which are entirely without reinforcement cannot be accepted.</p> <p>The granting of access to such large vehicles in such a prized conservation area as Linton High Street is an abuse. Those who have invested in old houses deserve some consideration, not to mention the properties themselves.</p>	<p>A convex mirror was discussed with the PC, however we don't allow them on the highway due to the fact they alter perspective and don't give an accurate representation of where an oncoming vehicles actually is comparative to the viewer.</p> <p>Answered by officer comments above.</p> <p>Answered by officer comments above.</p> <p>Answered by officer comments above.</p>
3	<p>Objection from a resident, stating:</p> <p>I wish to object in the strongest terms.</p> <p>The current parking restrictions in the vicinity of the Co-Operative store</p>	<p>To clarify this proposal is a Privately funded highway improvement initiative submitted and funded by Linton Parish Council for road safety reasons to improve sight lines at the junction of Green's Lane</p>

<p>are ignored by motorists as there is no enforcement of the law. Any amendments, however well-planned, will be costly but disregarded and therefore a waste of public money.</p> <p>Until there is a perception of enforcement taking place, motorists will continue to ignore any restrictions.</p> <p>Please do not waste public finances on this scheme as the present one is ignored.</p>	<p>and High Street to improve safety for all road users.</p> <p>It is accepted that enforcement of the restrictions in the highway by the police are subject to resource constraints and that there are a minority of road users that on occasions will park illegally on double yellow lines, however the public tend to have a good understanding of double yellow lines and they therefore tend to be relatively self-enforcing particularly when implemented on junction splays.</p>
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