

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH LISLE LANE, LISLE CLOSE AND WILLOW WALK, ELY - PROHIBITION AND RESTRICTION OF WAITING**

*To:* Highways and Community Infrastructure Committee

*Meeting Date:* 17<sup>th</sup> March 2015

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

*Electoral division(s):* Ely North & East

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

*Purpose:* To determine objections received to the Traffic Regulation Order (TRO) associated with Lisle Lane, Lisle Close And Willow Walk, Ely

*Recommendation:* a) Approve and make the Order as advertised  
b) Inform the objectors accordingly

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## **1. BACKGROUND**

- 1.1** Lisle Lane, Ely is situated between Prickwillow Road and Fore Hill on the eastern side of the city (**Appendix 1**). The road acts as a link as well as a destination point for several businesses. It has a few residential side roads and properties but the majority of the adjacent land use is retail. Sainsbury's and Aldi both have large premises with substantial off road parking and there are industrial units including a Royal Mail sorting office and Travis Perkins building suppliers.
- 1.2** As part of the development planning process, a need was identified to implement parking restrictions (east of Sainsbury's, along Lisle Lane) to reduce congestion and improve visibility around a relatively long sweeping bend. This requirement formed part of a Section 106 agreement between the developer and County Council.
- 1.3** Lisle Lane, to the west of Sainsbury's, is already covered by parking restrictions through a combination of double and single yellow lines. This proposal seeks to implement double yellow lines along the remainder of Lisle Lane, through to its junction with Prickwillow Road.
- 1.4** The proposed double yellow lines along Lisle Lane pass two side roads, Lisle Close and Roswell View, which are small residential cul-de-sacs. Due to the likely displacement of parking created as a result of the installation of double yellow lines on Lisle Lane, it is also proposed to implement single yellow lines on Lisle Close. The single yellow lines will restrict parking between 0800 and 1800, Monday to Friday (**Appendix 2**).
- 1.5** An informal survey was carried out on the 29 January 2014 asking residents of both Roswell View and Lisle Close whether they would like double yellow lines down their respective roads. A comments box was also included in case an alternative solution was requested.
- Out of the 12 properties in Lisle Close, 6 were for double yellow lines and 6 were against. Out of the 6 against, 2 wanted a single yellow line with specific times and days specified. It was decided to proceed with a single yellow line that covered the working day (Monday to Saturday, 8.00am to 6.00pm) as the majority of people parking down Lisle Lane were workers at nearby businesses.
  - In Roswell View, 3 properties responded out of the 18 surveyed. 2 were for double yellow lines and 1 was against. Due to the limited feedback from residents, the limited width of the road and the increased distance away from the businesses, it was decided not to proceed with any parking restrictions in Roswell View.

## **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 Ely Standard on 27 November 2014. The statutory consultation period ran from 27 November 2014 to 19 December 2014.

The statutory consultation resulted in 2 objections and 2 comments of support, which are detailed in **Appendix 3**. One of the letters of support was from the applicant and included appended to the letter seven further statements of support, which the applicant had collected.

**2.3** The City of Ely Council supports the proposals. There were no comments from the Fire Service, however, the East of England Ambulance NHS Trust welcome the proposals, whilst the Police offered no objection.

**2.4** On the basis of this analysis it is recommended that this Order is made as advertised to facilitate the passage of vehicles.

## **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 resources to progress this project have been secured as part of a Section 106 agreement.

**4.2 Statutory, Risk and Legal Implications**  
The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

#### **4.3 Equality and Diversity Implications**

There are no significant implications for this priority.

#### **4.4 Engagement and Consultation Implications**

The statutory consultees have been engaged – (County and City Councillors, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view in the East Cambridgeshire District Council offices and reception area of the Castle Court building at Shire Hall.

#### **4.5 Localism and Local Member Involvement**

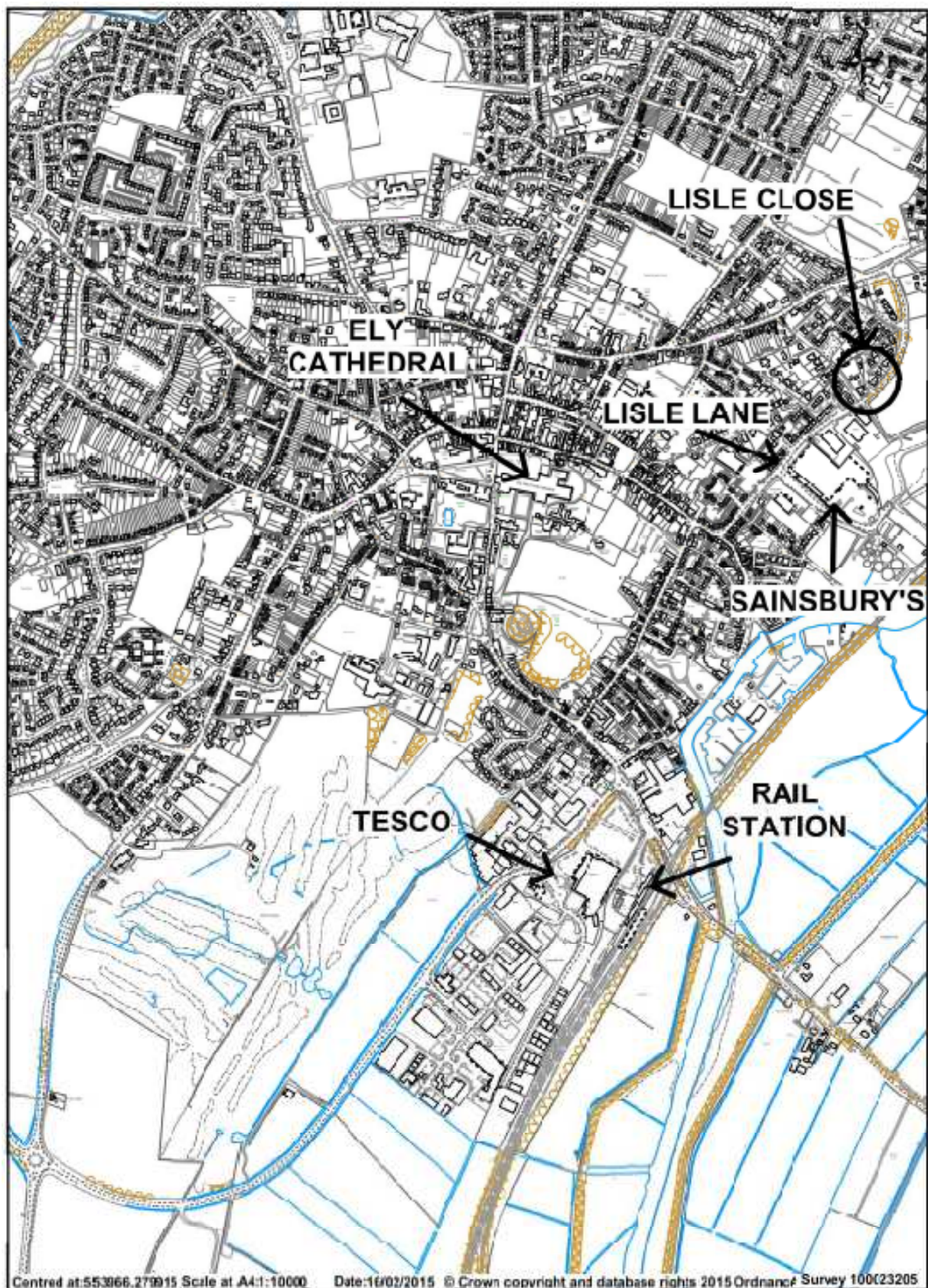
Local members, Councillor Anna Bailey and Councillor Michael Rouse, both fully support the proposals.

#### **4.6 Public Health Implications**

There are no significant implications within this category.

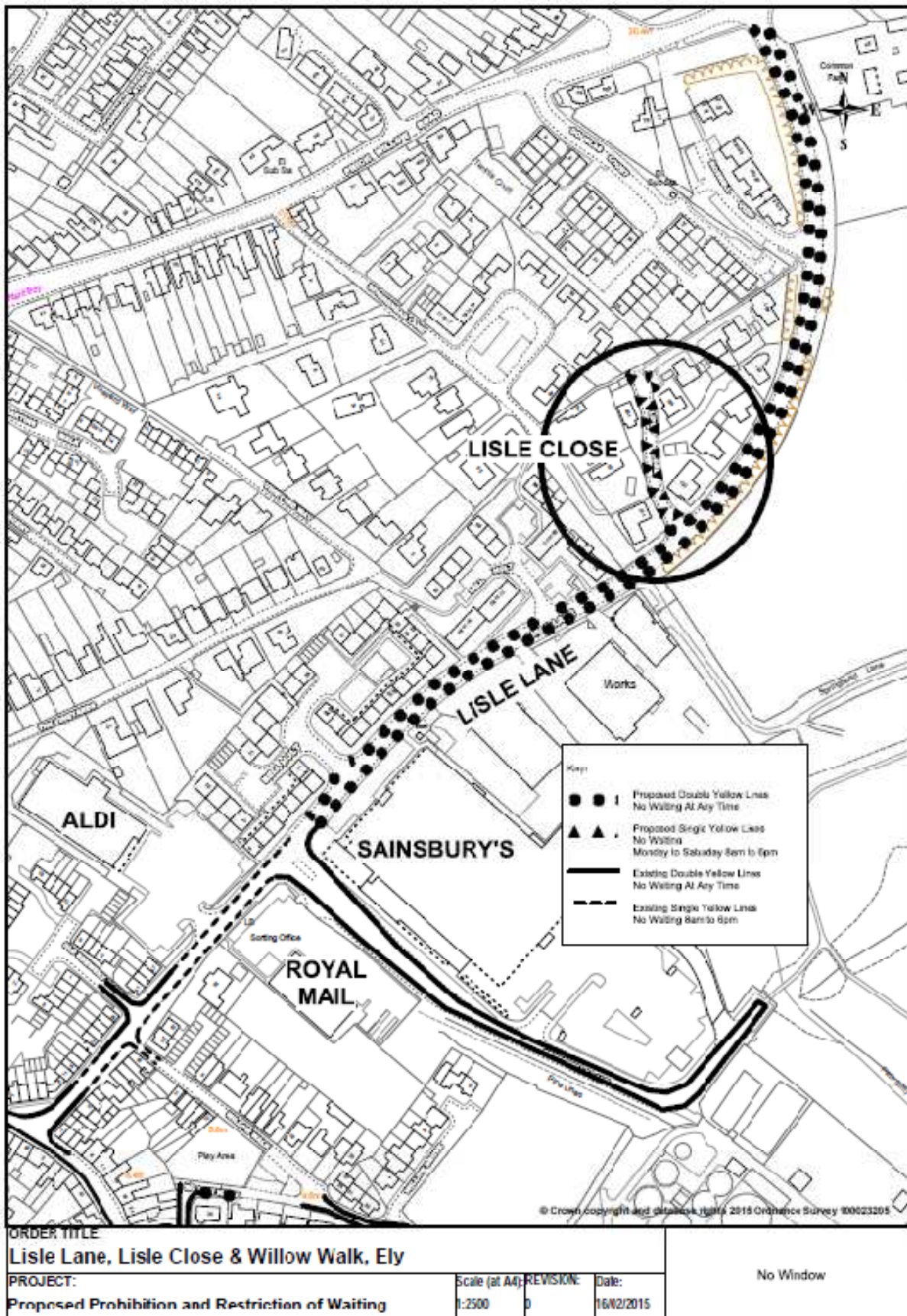
<b>Source Documents</b>	<b>Location</b>
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

**APPENDIX 1 – LISLE LANE, LISLE CLOSE AND WILLOW WALK, ELY**





## APPENDIX 2 – LISLE CLOSE, ELY



**APPENDIX 3**

<b>Objections</b>		<b>Officer Response</b>
<b>1.</b>	<p>Welcome the changes for Lisle Lane; however have concerns about the proposals for Lisle Close.</p> <p>Visitors parking will be restricted, especially if they wish to stay for a few days, as driveway is already full. Would it be possible for residents to be issued with free visitor parking permits?</p>	<p>There are currently no plans to initiate Residents Only parking schemes in Cambridgeshire outside of CambridgeCity at this time, parking restrictions (including residents parking) in the City are enforced by County Council Civil Enforcement Officers.</p> <p>As the Police Traffic Warden service was abolished some time ago, we have every indication that the Police will not enforce Residents Only parking scheme and that they would more than likely object to any such proposal if they were made the only body responsible for its enforcement. Therefore the only way to implement one would be on an area-wide Civil Enforcement basis (not street by street), unfortunately this would incur significant costs not only in terms of the finance associated but also in terms of the sheer amount of resources required to implement, administrate and ultimately enforce such a proposal with our own Civil Enforcement Officers. Unfortunately it is for these reasons that the County Council do not consider Residents Only schemes outside of Cambridge.</p>
<b>2.</b>	<p>Many of the residents of Lisle Close are elderly, where will visitors/carers/family etc park between 8am to 6pm Monday to Saturday?</p> <p>You maintain that it is not possible to enforce a residents parking permit scheme. If this is the case how will you enforce the restrictions between 8am - 6pm? Surely more resources are required for this?</p>	<p>We cannot comment as to where people will or can park. Whilst the Police have offered no objection to what is proposed, it is not a matter for the County Council to comment on the enforcement activities of the Constabulary as they would be best suited for this.</p> <p>Lisle Lane is subject to further S106 funding to improve</p>

	<p>After 6pm and on Sundays Lisle Close will be full of cars from the workers who work in the supermarkets, which do not close until 10pm, with staff there beyond this time.</p> <p>Surely the only common sense and fair way of dealing with this matter is to have Residents parking and visitor parking permits only at all times? Otherwise the residents of Lisle Close will be severely penalised by your current proposals.</p> <p>Traffic Calming measures need to be put in place on Lisle Lane as the only thing that slows traffic is the parked cars.</p>	<p>pedestrian and cyclist infrastructure. Traffic speeds will be assessed as part of this work and measures introduced if required.</p>
<b>Support</b>		
<b>1.</b>	Welcome the proposed restriction of waiting, as parked cars can hinder emergency vehicles in that area	Comments noted
<b>2.</b>	Agree to single yellow lines both sides of the road with restrictions running 8.00 am to 6.00 pm Monday to Saturday	Comments noted