

Report Title: Traffic Regulation Order objections associated with the proposed installation of a disabled persons parking bay in Lammas Way, St Neots.

To: Cambridgeshire County Council's Traffic Manager and the Local Member(s) representing electoral division below.

Meeting Date: 23<sup>rd</sup> March 2022

From: Executive Director: Place & Economy

Electoral division(s): Local Member representing St Neots Priory Park & Little Paxton

Key decision: No

Outcome: To determine objections received to the proposed installation of a disabled persons parking bay in Lammas Way, St Neots.

Recommendation: a) Approve the proposed disabled persons parking bay as advertised.  
b) Inform the objectors and interested parties accordingly.

Officer contact:

Name: Sonia Hansen  
Post: Traffic Manager  
Email: Sonia.Hansen@cambridgeshire.gov.uk  
Tel:

Member contacts:

Names: Cllr Keith Prentice  
Post: County Councillor St Neots Priory Park & Little Paxton  
Email: Keith.Prentice@cambridgeshire.gov.uk  
Tel: 01480 214838

## 1. Background

- 1.1 Applications are submitted to Cambridgeshire County Council as County Highway Authority for the installation of disabled persons parking bays near the home of the applicant providing applicants meet the criteria set out on Cambridgeshire County Council's website.
- 1.2 Cambridgeshire County Council received an application for a Disabled Persons Parking Bay (DPPB) from a resident in The Grove, St Neots. The application meets the County Council's criteria to be considered for a DPPB. The Grove consist of 9 residential dwellings surrounding a grassed area adjacent to Lammas Way. There are no off-street parking facilities for residents of The Grove and therefore residents park in available on-street parking spaces in Lammas Way. The width of the carriageway in the proposed location of the DPPB is 5 metres and residents tend to park on the southern side of the carriageway. Cambridgeshire County Council has therefore published a proposal to install a disabled persons parking bay in the vicinity of 16 Lammas Way, St Neots. A plan of the location can be viewed at Appendix 1.
- 1.3 Disabled persons parking bays allow users to park near to their residence as an aid to mobility and can play an important role in helping maintain independence. Once installed DPPBs can be used by any road users in possession of a valid blue badge.
- 1.4 A plan showing the location of the proposed Disabled Persons Parking Bay can be found at appendix 2. A Google Streetview image of the bay location can be found at appendix 3.

## 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 public notice invites the public to formally support or object to the proposals in writing within a 21-day notice period.
- 2.2 The proposed TRO for the disabled persons parking bay at Lammas Way was advertised in the Hunts Post on the 20<sup>th</sup> October 2021. The statutory consultation period ran from the 20<sup>th</sup> October 2021 to the 10<sup>th</sup> November 2021. The consultation resulted in 3 objections. The objections are summarised along with Officer responses in the table in appendix 4.

## 3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone  
Disabled Persons Parking Bays can have an important role in maintaining the applicant's independence, furthermore once installed these bays can be used by anyone holding a valid blue badge.
- 3.2 Thriving places for people to live  
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children  
There are no significant implications for this priority.

- 3.4 Net zero carbon emissions for Cambridgeshire by 2050  
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 Accessibility budget.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications  
There are no significant implications for this priority.
- 4.3 Statutory, Legal and Risk Implications  
The statutory process for this proposal has been followed.
- 4.4 Equality and Diversity Implications  
The design and implementation, if approved, would comply with all relevant regulations, standards and other accepted practises. Once installed the dimensions of the bay markings of a Disabled persons parking bays provide the user with sufficient space to safely enter and exit their vehicle and provide sufficient space to safely access and use any mobility aids the user may have. Blue badge holders may not be able to walk/travel long distances if a parking space is not available near to their home address and can feel anxious about going out in their vehicle in case a parking space is not available when they return. Therefore having a disabled persons parking bay near to the applicant's property can play an important role in maintaining the applicant's independence.
- 4.5 Engagement and Communications Implications  
Residents living in the vicinity were individually consulted by letter. Email consultation was sent to local Councils and local Councillors.
- 4.6 Localism and Local Member Involvement  
The County Councillor, District Councillors and St Neots Town Council were consulted. District Councillor Barry Chapman supports the proposal, no comments other comments were received.
- 4.7 Public Health Implications  
There are no significant implications for this priority.
- 4.8 Environment and Climate Change Implications on Priority Areas:
- 4.8.1 Implication 1: Energy efficient, low carbon buildings.  
Status: neutral  
Explanation: There are no significant implications for this priority.
- 4.8.2 Implication 2: Low carbon transport.  
Status: neutral  
Explanation: There are no significant implications for this priority.
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.  
Status: neutral

Explanation: There are no significant implications for this priority.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.5 Implication 5: Water use, availability and management:

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.6 Implication 6: Air Pollution.

Status: neutral

Explanation: There are no significant implications for this priority.

## 5. Source documents

Source Documents	Location
Draft Traffic Regulation Order Copies of written representations (redacted) received during the public notice period	<a href="mailto:policyandregulation@cambridgeshire.gov.uk">policyandregulation@cambridgeshire.gov.uk</a>



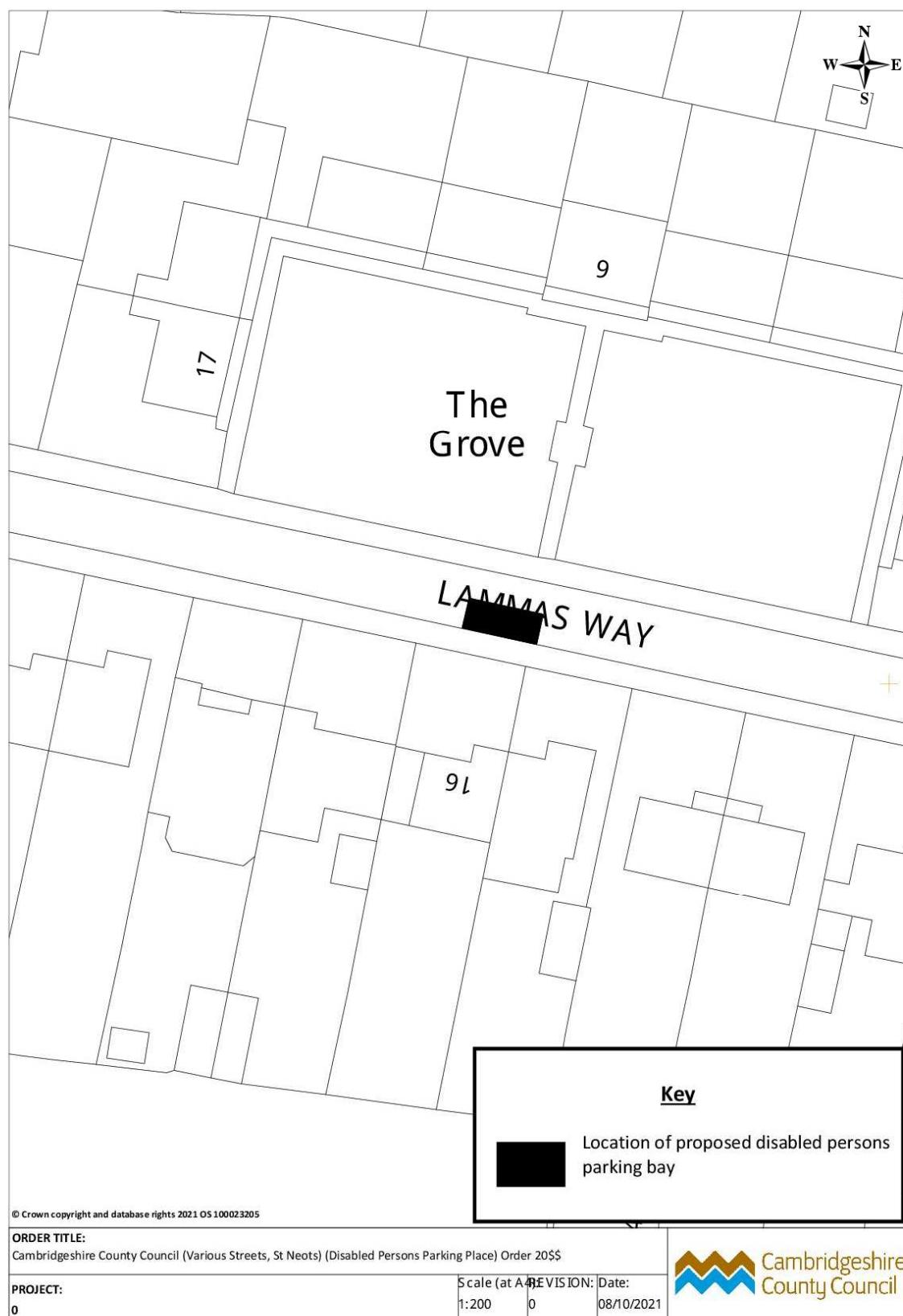
## Appendix 1: Location plan

Cambridgeshire County Council



Scale (at A4): 1:2658 Centred at: 518562,260809 Date: 06/01/2022 © Crown copyright and database rights 2021 OS 100023205

Appendix 2: Plan showing the proposed location of the disabled persons parking bay in Lammas Way, St Neots.





### Appendix 3. Google Streetview image of bay location



### Appendix 4: Comments received during the consultation to the proposed installation of a disabled persons parking bay at Lammas Way, St Neots

No.	Summary of Objection / Comments	Officer Response
1.	<p>I am writing to formally object to the proposed disabled parking bay on Lammas way outside of number 16. I own and live at number [REDACTED] and these proposals will impact me and our properties use and enjoyment as well as others on the road.</p> <p>Objections are on the basis of the following 7 points with supporting photos contained within this email:</p> <ol style="list-style-type: none"> <li>1) A criteria for a disabled parking bay is that the applicant cannot park near their property. The vehicle in question is always parked on this road (as it rarely moves) without issue and therefore the premise is not valid.</li> <li>2) The disabled parking bay will effectively remove 2 parking spaces from the road which could be available for others. As well as noting point 1 this will create a lasting legacy on the road</li> </ol>	<p>I confirm receipt of your objection to the proposed Traffic Regulation Order (TRO) to implement a disabled persons parking bay outside of 16 Lammas Way, St Neots.</p> <p>In response to the points you have raised;</p> <ol style="list-style-type: none"> <li>1) One of the qualifying criteria to be considered for a disabled persons parking bay is that the applicant 'regularly is unable to park conveniently near to their home, due to heavy on-street parking. It is noted in your email that you have made reference that on-street parking is limited for residents and these parking pressures have been re-iterated by other nearby residents. I appreciate that there is a limited amount of on-street parking</li> </ol>

	<p>which will restrict use of the parking on the road for disabled only, even should that use no longer be needed.</p> <p>3) Lammas way is very narrow meaning that only one car can park in any given section. Many of the houses have dropped kerbs meaning on road parking is already very limited for residents. It is difficult for guests or work persons to park near my property as a result. Reducing common parking provision further will therefore limit and impact the use and enjoyment of our property. As the space is directly near our property it will also have a potential impact on our property value, or at least resale potential as perspective buyers will be put off by the restrictive parking options. We purchased the property only 2 years back and it would have put us off buying the property. One of the reasons we purchased moving from an area with flats was to be able to have guests over more regularly with both parking for our two cars (On drive) and for guests on the road. This is an unacceptable impact of the proposed changes. Living at number ■ this will have a greater impact on us specifically. See also point 5 and please take note the proposal has come from the Grove, not Lammas way. While I appreciate the proposal will look at the nearest viable option, it is unfair that it will impact residents on Lammas Way, given the lack of need (See point 1) and the fact alternatives have not been given due considerations (point 5).</p> <p>4) Further pressure on the road could cause further poor parking practices and there are already tensions about parking on the road which will worsen. Currently cars often park overhanging over our drive. We always park both our cars on our driveway but because of the angle needed to do this overhanging parking means we cannot park in our own driveway or exit it without finding the owner of vehicle. This frequently</p>	<p>provision on Lammas Way which is in high demand by local residents and indeed it is because of this demand for on street parking spaces that results in there frequently being no spaces available that has prompted the submission of this application. Blue badge holders may not be able to walk/travel long distances if a parking space is not available near to their home address, having a disabled persons parking bay near to the applicant's property can therefore play an important role in maintaining the applicant's independence. The applicant has quoted occasions when they have gone out and then not been able to find a parking place close to their residence.</p> <p>2) Disabled persons parking bay need to be longer in length than a standard car length so that the user of the bay can access any mobility equipment they have such as mobility vehicles and ramps. If a disabled persons parking bay is installed and then at a later date we are informed that it is no longer being used the bay can be removed and the space reverted back to general use.</p> <p>3) Although I appreciate it is convenient to be able to park near to your property the road is public highway and not an extension of a resident's property and is therefore if not subject to parking restrictions available for all to park on, as you have stated your property has the benefit of off-street parking for 2 vehicles. The properties on The Grove front onto the public highway on Lammas Way and as these properties do not have access to any off-street parking provision they park on Lammas Way, because of the narrowness of the carriageway vehicles can</p>
--	---	---



<p>happens already and will only get worse if this proposal is enacted.</p> <p>5) I would suggest the best option would be to introduce parking bays on the green area outside of the Grove. This could put in place additional parking spaces, providing ample additional spaces for the local area. This would also be on the side of the road of the Grove where the proposal has come from, meaning any disabled persons would not need to cross the road. The bays could be placed between the trees while still leaving a more than adequate green space. This would enhance use and parking provision for the whole street: including residents on Lammas way and the Grove. If this was put in place I would be more than happy to support one of these bays being allocated for disabled parking. I note the response of the CCC Officer on this point stating it would mean “the loss of green space and trees which as well as having an effect on the local environment/biodiversity, local residents might object to this loss of green space”. In response to this I reject the premises made. Firstly, there is more than enough space between the trees to design a number of spaces without loss of trees. Secondly while it would take up some of the grass area, a large proportion of this would remain – with the lawned area not adding significantly to biodiversity. We are in an area with the milk field directly behind us and the common area, with a lot of garden space for biodiversity. I would argue the small impact on the grass area only would be minimal vs the benefit of this option and the issues it would alleviate as a result and would be a win/win solution. Finally, while proposals might be rejected, they might not and it should be put to the residents.</p> <p>While I note the green space outside of the properties on the grove is owned by Huntingdonshire District Council I believe this</p>	<p>only safely park on one side of the carriageway without causing an obstruction. Whilst able bodied road users may be able to park further away if no nearby parking is available this may not be the case for blue badge holders. Unfortunately, as with many housing estates they were built at a time when vehicle ownership was a fraction of what it is today and therefore the highway authority has the difficult job of trying to accommodate the demand for on street parking places from all road users.</p> <p>4) I am sorry to hear that there are occasions when inconsiderate parking has made entering/exiting your driveway difficult, please note that residents can apply via the CCC website for an access protection making (white H-bar) to be installed across the width of their dropped kerb access.</p> <p>5) I note your comments regarding introducing a parking area on part of the grassed area in front of the properties on The Grove. As this green area is owned by Huntingdonshire District Council I have raised this with the Housing Operations Team, however it is likely to take some time for a decision to be made and for the land use to be changed. However, if a parking area was to be installed in The Grove the disabled persons parking bay in Lammas Way (if installed) could be removed if no longer required.</p> <p>6) Each application for a disabled persons parking bay is considered on its own merits and as stated above this application meets the criteria to be considered for a bay which is why we have proceeded to this consultation stage. I believe the previous application was rejected at the TRO making stage</p>
--	---

<p>option should be considered first rather than being dismissed without exploration. It can provide the required disabled spaces while alleviating the issues discussed here.</p> <p>I would request that as a minimum on the basis of the point I have raised that this option is fully considered before making a decision here and that it would be unfair not to do so, given the impacts of the proposal.</p> <p>6) I understand this proposal has been rejected previously and I would ask that the same objections for this refusal to install the parking space, most likely remain and this should be taken into consideration. If anything parking pressures are continuing to increase with time (and will continue to do so), including new neighbours either side moving in with more cars than previous owners. While I do genuinely appreciate this is difficult to balance everyone's needs, I believe approving the proposals would be the incorrect decision based on all of the evidence provided and the previous rejection.</p> <p>7) On the parking provision currently on the road, some houses have parking provision (Which is used) on their property without drop kerbs. Effectively, while in theory others could park here on the road (legally) practically it can't happen. This further restricts options for parking on the road. Again, having a space dedicated solely for disabled parking then further restricts free access for parking on the road for other users of the road.</p> <p>In summary I believe the proposal should be rejected based on the objections raised and alternatives given full consideration. Firstly, it is not required, secondly it will impact value and use of our property and others on the road and thirdly more viable options sensitive to wider stakeholder requirements have not been considered.</p>	<p>because of objections from local residents. Having received objections to this proposal the decision as to whether the bay should be installed will be made at a Delegated Decision meeting between Cambridgeshire County Council's Traffic Manager and the Local County Councillor.</p> <p>7) I have noted that there are some 'unofficial dropped kerbs' in Lammas Way, as the kerb line is very low in this part of Lammas Way it has been easier for properties to install driveways which as you state adds to the pressure for on street parking spaces.</p>
---	---

	<p>I trust you will reconsider approving this provision based on the impact of the proposal and as a minimum place the decision on hold pending full review of the alternative option I have provided. Please don't hesitate to contact me if you want me to expand on any of the above points.</p>	
2.	<p>There are several reasons for my objection which are varied:</p> <ol style="list-style-type: none"> <li>1. The applicant does not fulfil the criteria, the following is taken directly from the Cambridgeshire County Council website:</li> </ol> <p>Criteria  You can apply for the installation of a disabled parking bay near your home, but you must meet the following criteria to be considered:</p> <p>No access to a garage, driveway, or other off-street parking  Hold a valid disabled driver's Blue Badge  Regularly be unable to park conveniently near to your home, due to heavy on-street parking  Be either the driver of the vehicle, or the driver must be a resident at your address  A suitable location for the disabled parking bay can be found that is acceptable in terms of achieving a balance of parking provision.</p> <p>Please see the attached photos for the availability of parking immediately in front of the applicants address – these have been taken for over a week immediately after receiving the formal proposal of the disabled parking bay. We have also observed that since the application has been submitted the applicant has not parked in any of the locations in the centre of the street although parking has been available throughout, and feel this is an obvious attempt to strengthen their claim.</p> <p>The location that has been requested is not the most appropriate. An application for a disabled bay should not be determined by an applicant, it should be assessed by a suitably knowledgeable and qualified individual. The location requested is not outside the</p>	<p>Those that have commented on this proposal have cited that due to the number of dropped kerb accesses to the properties numbered 2-22 Lammas Way there are limited on street parking places available for nearby residents, especially those people who live in The Grove, I have witnessed this when visiting the location. This limited amount of on-street parking provision on Lammas Way which is in high demand by local residents has prompted the submission of this application. Blue badge holders may not be able to walk/travel long distances if a parking space is not available near to their home address, having a disabled persons parking bay near to the applicant's property can therefore play an important role in maintaining the applicant's independence. The applicant has quoted occasions when they have gone out and then not been able to find a parking place close to their residence. There may be spaces available slightly further away but these may be difficult to access for someone who has mobility issues.</p> <p>The location of the proposed disabled persons parking bay was chosen following correspondence with the applicant and a site visit. The location was deemed to be the most convenient and because of the dropped kerb next to where the proposed bay would be would allow them sufficient space to access the ramp on their adapted vehicle to ensure safe entry and exit of their vehicle in their wheelchair. As this bay is most likely to be used by a resident who parks in this locality it will not add to the number of vehicles parking on this section of the</p>

<p>applicant's residence, it is not the closest location and it is not the lowest risk location determined by a health and safety assessment. Should the application be taken further at the proposed location I will refer the location to the Health and Safety executive due to the County Councils decision to increase risk to the applicant.</p> <ol style="list-style-type: none"> <li>2. The applicant rarely parks in the location that they have indicated in the time that they have lived at the address even though the spaces are available almost every day at some point or another. This is further evidence that this location is not the most suitable location available.</li> <li>3. I did not wish to raise this point at the informal proposal stage as I felt that a full assessment by a suitably qualified individual would find that the disabled bay and location are both inappropriate but this application is a further personal attack on my family. The applicants have numerous times made complaints against my family including noise complaints (always found to be unsubstantiated), garden complaints which again have either been dealt with or found to be superfluous and the attempt to curtail use of the parking adjacent to my property, and the subsequent effect on value, would be considered to be a 'win' by my vindictive neighbour. We do not understand why the applicant treats us this way but should this application be granted I would cite it as part of the body of evidence being built to be presented to their housing association and refer it to the local government association as supporting their bullying attitude.</li> </ol> <p>I hereby request that this application is declined, it does not meet your own criteria, it is not appropriately planned and it supports their campaign of aggression against us.</p>	<p>road. As there are no other parking restrictions nearby there are still on-street parking places available in the locality for other local residents.</p> <p>I am unable to comment on alleged neighbour disputes, any such disputes would be a matter for the housing society who owns the rented accommodations and alleged noise complaints would be dealt with by Huntingdonshire District Council.</p>
---	--



<p>3.</p>	<p>Received after consultation deadline.</p> <p>I would like to object to this application for a disabled parking space, as this property already has two parking spaces on its own driveway.</p> <p>This would constitute a waste/inappropriate use of funds and reduce the number of spaces available for other residents/visitors for on-street parking.</p> <p>Further comments:</p> <p>Thank you for your reply. While my assumption was that this was for the occupants of 16 Lammas was mistaken, I feel that the point of reducing parking for other residents/visitors is still valid esp. as parking is already at a premium thanks to the number of dropped curbs along Lammas Way, so I would like my objection to continue to be included.</p> <p>Apart from the 'legal' dropped curbs, there are also a few 'homemade' ones as well and if a car is parked next to the 'homemade' ones then the owners will box your car in so that you cannot leave when you want. If you object to this tactic or ask them to move their vehicles when you wish to leave, they act in quite an intimidatory way claiming they need to keep the 'homemade' ones clear for themselves.</p> <p>As an alternative to putting disabled bays on Lammas Way, an access road could be put into the Grove grassed area in such a way that several parking bays, including a disabled space, could be built. This is the case in other nearby areas such as Hawthorn Rd. and Lime Grove.</p> <p>I do feel that if a disabled bay on Lammas Way is implemented that this will create an unfortunate precedent that does have an alternative as previously outlined.</p>	<p>To clarify this proposed bay is not for the occupants of 16 Lammas Way but has been requested by a resident in The Grove and this is the nearest available location that we could put the bay.</p> <p>The deadline for comments on this proposal was the 20<sup>th</sup> October 2021 and we received 2 objections to the proposals. Due to objections received to this proposed disabled persons parking bay the decision as to whether the bay should be implemented or not will be made at a Delegated Decision meeting between Cambridgeshire County Council's Traffic Manager and the local County Councillor. Although your comments were received after the deadline they can be considered at the Delegated Decision meeting.</p> <p>I note your comments regarding introducing a parking area on part of the grassed area in front of the properties on The Grove. As this green area is owned by Huntingdonshire District Council I have raised this with the Housing Operations Team, however it is likely to take some time for a decision to be made and for the land use to be changed. However if a parking area was to be installed in The Grove the disabled persons parking bay in Lammas Way (if installed) could be removed if no longer required.</p>
-----------	--	---