

TRAFFIC REGULATION ORDER OBJECTIONS ASSOICATED WITH MONEY BANK, WISBECH

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

Meeting Date: 21.12.2018

From: Executive Director: Place & Economy

Electoral division(s): Wisbech East

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

Purpose: To determine objections to proposed double yellow lines in Money Bank, Wisbech

Recommendation: a) No recommendation
b) Inform objectors accordingly

| <i>Officer contact:</i> | |
|--------------------------------|------------------------------------|
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| Tel: | 0345 045 5212 |

1. BACKGROUND

- 1.1 Wisbech Town Council were successful in their bid for the installation of double yellow lines as part of the County Council's Local Highways Improvements Initiative (LHI).
- 1.2 The Ramnoth Road area (Appendix 1) is predominantly residential in nature. However it does get congested at peak times, in part due to rush hour traffic, but also due to the presence of the College of West Anglia, and other nearby schools.
- 1.3 The proposed double yellow line scheme intends to prevent vehicular parking at hazardous locations mainly around bends and at junctions. Whilst the majority of the intended scheme has met with no objections, it is the proposed lining on Money Bank (Appendix 2) that has provoked a response.
- 1.4 Whilst the installation of double yellow lines on a given area of carriageway prohibits motorists from parking there, it does not prevent the dropping off or picking up of passengers or the loading or unloading of goods.

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 Fenland Citizen on the 24th of October 2018. The statutory consultation period ran from the 24th of October until the 16th November 2018.
- 2.3 The statutory consultation resulted in two objections, one offer of support and one supporting the proposal with additional comments which have been summarised in the table in Appendix 3. The officer responses are also given in the table.
- 2.4 The Police offered no objection and the emergency services did not respond.

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 Local Highways Improvements 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

The statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications 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 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 and Vantage House, Huntingdon.

4.6 Localism and Local Member Involvement

The County Councillor S. Hoy was consulted.

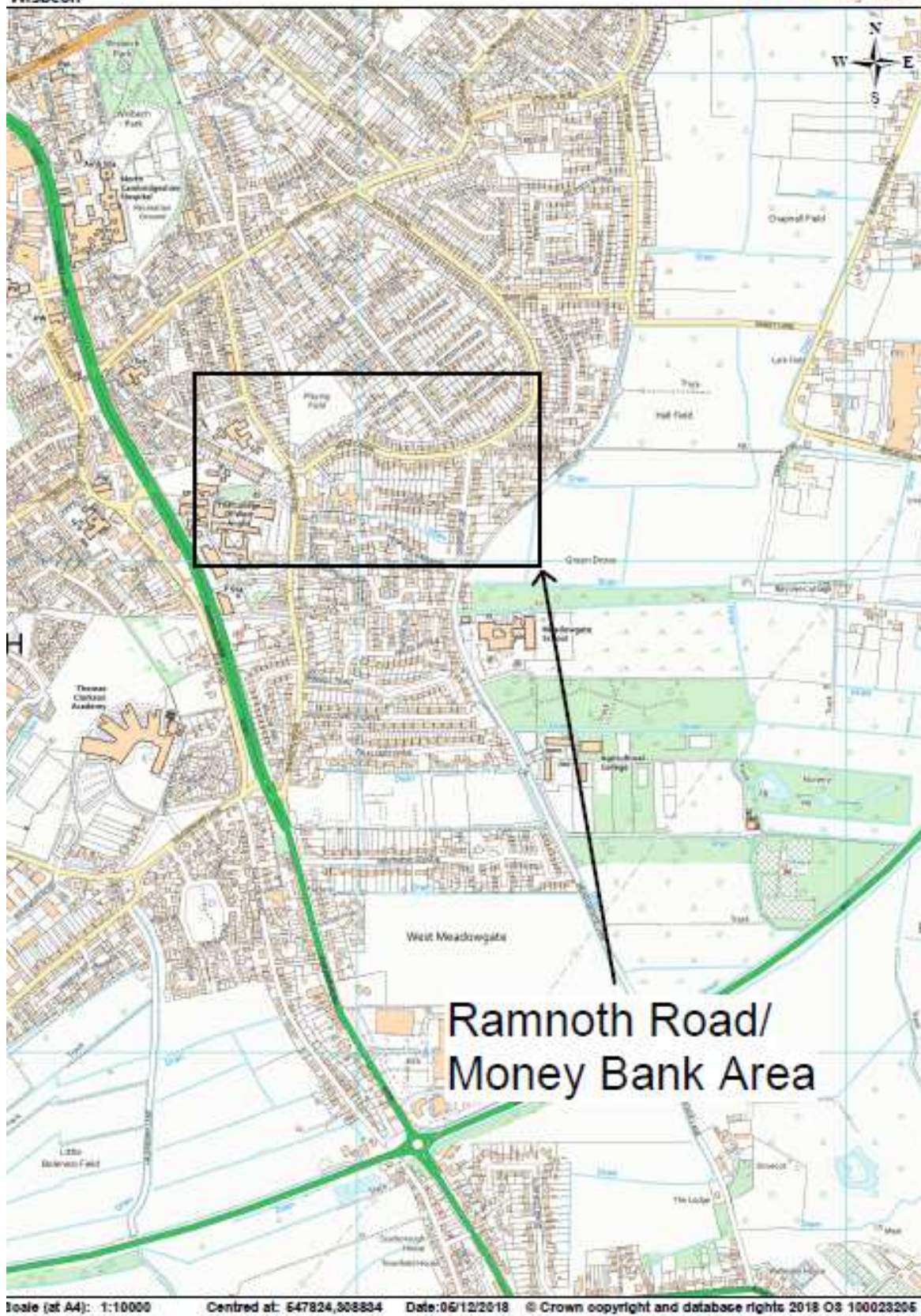
4.7 Public Health Implications

There are no significant implications within this category.

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

Appendix 1 – Location Overview

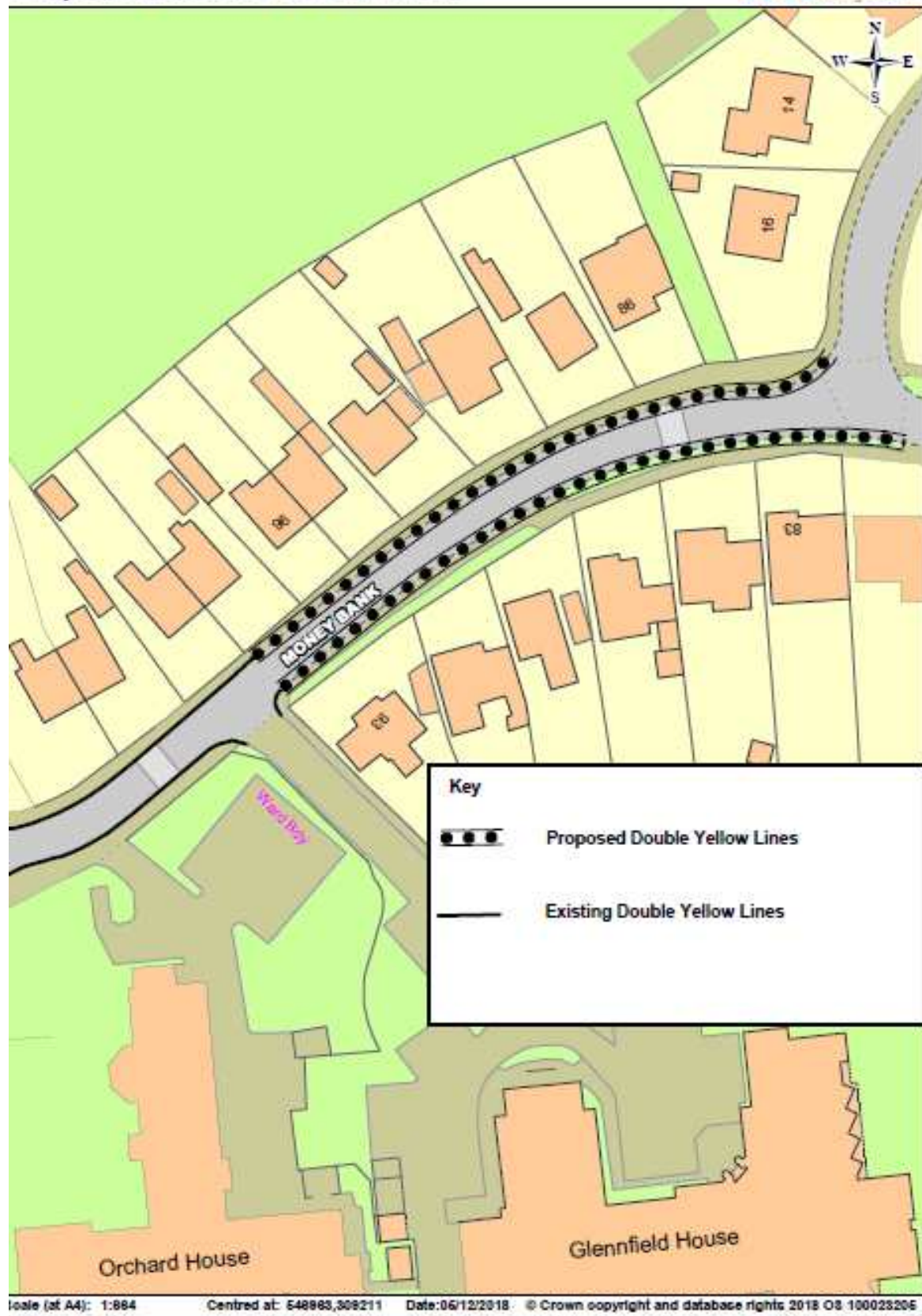
Ramnoth Road/Money Bank Area
Wisbech



Scale (at A4): 1:10000 Centred at: 547824,308834 Date:06/12/2018 © Crown copyright and database rights 2018 OS 100023205

Appendix 2

Proposed Double Yellow Lines



Appendix 3

| Objection | Comments |
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| <p>When you originally wrote to us it was a proposal of a single yellow line on the opposite side of the road. We have never agreed to double yellow lines on both sides of the road.</p> <p>I feel that as a homeowner we are being penalised by not being able to park outside our property at any time due to a minority of parents who cannot walk to school to drop off or collect their children. This was never a problem until the Nene and Ramnoth merged together. Was there any studies made on the parking of surrounding areas before this merger went ahead or we now paying the price of somebody's incompetence?</p> <p>We as a household would be happy with a single yellow line with parking restrictions. These restrictions being no parking between the hours of 08:30 - 09:30 and 14:45 - 15:45 and a free parking permit issued to each household affected by these restrictions to allow our homes not to be inconvenienced by this.</p> <p>This parking permit would be extremely helpful as my husband is a Full Time Firefighter who is on-call throughout the night and cannot be moving cars around in the night to get off the drive. I also don't like the fact if this was to go ahead when my husband is on call our other car would have to be parked further up to street where there wouldn't be any double yellow lines, this in turn would be inconveniencing our neighbours and making matters worse. If that car was to be damaged in any way we wouldn't hear this and I would be extremely annoyed.</p> <p>I thoroughly understand something needs to be done with this issue as I have witnessed a lorry having to reverse up the road as cars were parked on either side of the road and the vehicle could not get through. Also, a school bus having to run the gauntlet through cars on either side of the road. This only happens at school times.</p> | <p>The original proposal suggested at the informal stage was a section of double yellow lines on the southern section, up to the junction with 6th Avenue. Following feedback received from the informal consultation, it appeared that there was some demand for double yellow lines to be implemented on both sides of the road. The amount of lining could be reduced if there was demand.</p> <p>Noted. I am unable to comment on issues of Planning or development.</p> <p>A change to a limited waiting time would require re-starting the Traffic Regulation Order process, including re-advertising the proposal and introducing signs to the streetscape. This has not been budgeted for and will result in an increase in overall cost to the project.</p> <p>Should the scheme change to a time limited waiting restriction, no parking permits would be issued at all. This is because the parking restrictions being implemented would be carried out grounds of safety and it would still be unsafe for a car to be parked in the restricted zone when the restriction is active.</p> <p>Noted.</p> |

| Objection | Comments |
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| <p>I am today in receipt of your letter dated 25th October. This shows that there are now proposals to put double yellow lines both sides of Money Bank, contrary to the previous proposal. May I ask how this decision came about?</p> <p>So far I have not spoken to anyone who is in agreement. There are two care homes in the road with limited parking, where are the overflow going to park?</p> <p>Why are there no yellow lines in 6th Avenue to prevent parking on the corners?</p> <p>If you have evidence that this proposal is what the, approximately 17 houses, wished for then I would be glad to see it. At NO time have we been contacted, except for your letters, about this proposal. No leaflet, letter, email, phone call, knocking at the door, by our local councillor Sam Hoy or any other representative of CCC (Cambridgeshire County Council) or WTC (Wisbech Town Council).</p> <p>You asked for comments in your letter - mine is that it's a bad idea which has no merit and will not be policed.</p> | <p>There were some responses from the informal consultation stage which indicated that it may be prudent to install double yellow lines on both sides of Money Bank. At this, the statutory consultation stage, we have advertised the maximal extent of the restriction, it could be reduced if there is sufficient demand.</p> <p>Any motorist who wishes to park in the area should do so responsibly with due regard to safety, residential accesses, and the restrictions in force at the time in the areas they wish to park in.</p> <p>Whilst parking may well occur in this area from time to time, I would suggest that at peak times it would more than likely be parents dropping off children or collecting children. The presence of double yellow lines does not prevent this from occurring.</p> <p>The project is being run by the County Council with whom you have been corresponding with. Furthermore you have been updated with proposed plans and been asked for comment during the both the informal and statutory stages in which you have responded. There has been sufficient consultation on this proposal.</p> <p>Noted.</p> |
| Support/Comments | |
| <p>In reply to your proposal I agree that it is necessary to double yellow line both South and North sides of Money Bank. If not the car parking will just move from the South side to the North side. Having resided at Money Bank for the past 54 years I have observed an increasing traffic problem which at peak times can lead to traffic stand still. Cars can be seen travelling down the North footpath behind Parents with young children from the nearby Ramnoth School and teenagers from the Thomas Clarkson Academy. This situation is a concern to me and an accident waiting to happen.</p> | <p>Noted.</p> |

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| <p>As you are aware Money Bank is the most curving road in Wisbech with traffic volume greatly increased before 9am and after 3 pm.</p> | Noted. |
| <p>Housing development on the east side of Wisbech School transport to and from the Meadowgate special needs school, the Ramnoth School, the College of West Anglia and The Thomas Clarkson Academy. All of these converge on Money Bank at the same time, with at times only one carriageway available.</p> | Noted. |
| <p>In conclusion may I ask you to consider yellow lines on the Money Bank/Sixth Avenue corners? School cars have now started parking on Sixth Avenue too close to Money Bank. This is making rather dangerous left turn into the curving road of Sixth Avenue.</p> | <p>Whilst parking may well occur in this area from time to time, I would suggest that at peak times it would more than likely be parents dropping off children or collecting children. The presence of double yellow lines does not prevent this from occurring.</p> |
| Support | |
| <p>In response to the letter received today regarding double yellow lines on money bank, Wisbech. Both my husband and I support this proposal.</p> | Noted. |