

Agenda Item No: 2

**TRAFFIC REGULATION ORDER ASSOCIATED WITH THE CROSSHALL
SCHOOL AREA, ST NEOTS**

To: Highways and Community Infrastructure Committee

Meeting Date: 11th March 2016

From: Executive Director: Economy, Transport &
Environment

**Electoral
division(s):** Little Paxton and St Neots North

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

Purpose: To determine objections received to the Traffic
Regulation Order (TRO) associated with the Crosshall
School Area, St Neots

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

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1. BACKGROUND

- 1.1** Great North Road is the main road through Eaton Ford in St Neots. Masfield Avenue, Byron Place and Keats Court are at the back of the school and run parallel to Great North Road (Appendix 1).
- 1.2** **The proposed waiting restrictions are part of a Local Highway Improvements (LHI) bid that was submitted by Crosshall Junior School. The main objectives were to reduce the risk of injury to the children and make areas around the school safer for all members of the public.**
- 1.3** The County Council conducted the initial statutory process to implement the Traffic Regulation Orders (TRO) during September and October of 2015. At that time there were proposals to implement parking controls as exhibited in Appendix 2.
- 1.4** There was a strong response from the public during the original consultation and after having investigated the responses received, the County Council increased the scope of the project to propose several inclusions that had been asked for by the public. The amended proposals can be viewed in Appendix 3.

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 Hunts Post on the 27th January 2016. The statutory consultation period ran from 27th January until the 17th of February.

The statutory consultation resulted in 41 responses of which 8 were objections, 4 statements of support with 29 responses received of general comments. These are detailed in Appendix4. The Police have offered no objections whilst no responses have been received from the emergency services.

- 2.3** It is important to note that Councillors are asked to make a determination on this proposal only as it represents an entirely new scheme and objections linked to what was previously proposed cannot be taken into account.
- 2.4** On the basis of this analysis it is recommended that this Order is made for the reasons:

- Improvement of general road safety.
- Management of congestion.

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

Preventing inconsiderate parking in areas that are deemed particularly dangerous in an area that is likely to feature high pedestrian and cycle traffic in the vicinity of a school.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed.

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 Councillor, 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 at the Huntingdonshire District Council offices.

4.5 Localism and Local Member Involvement

Cllrs Chapman and Harty had no objections to the proposals.

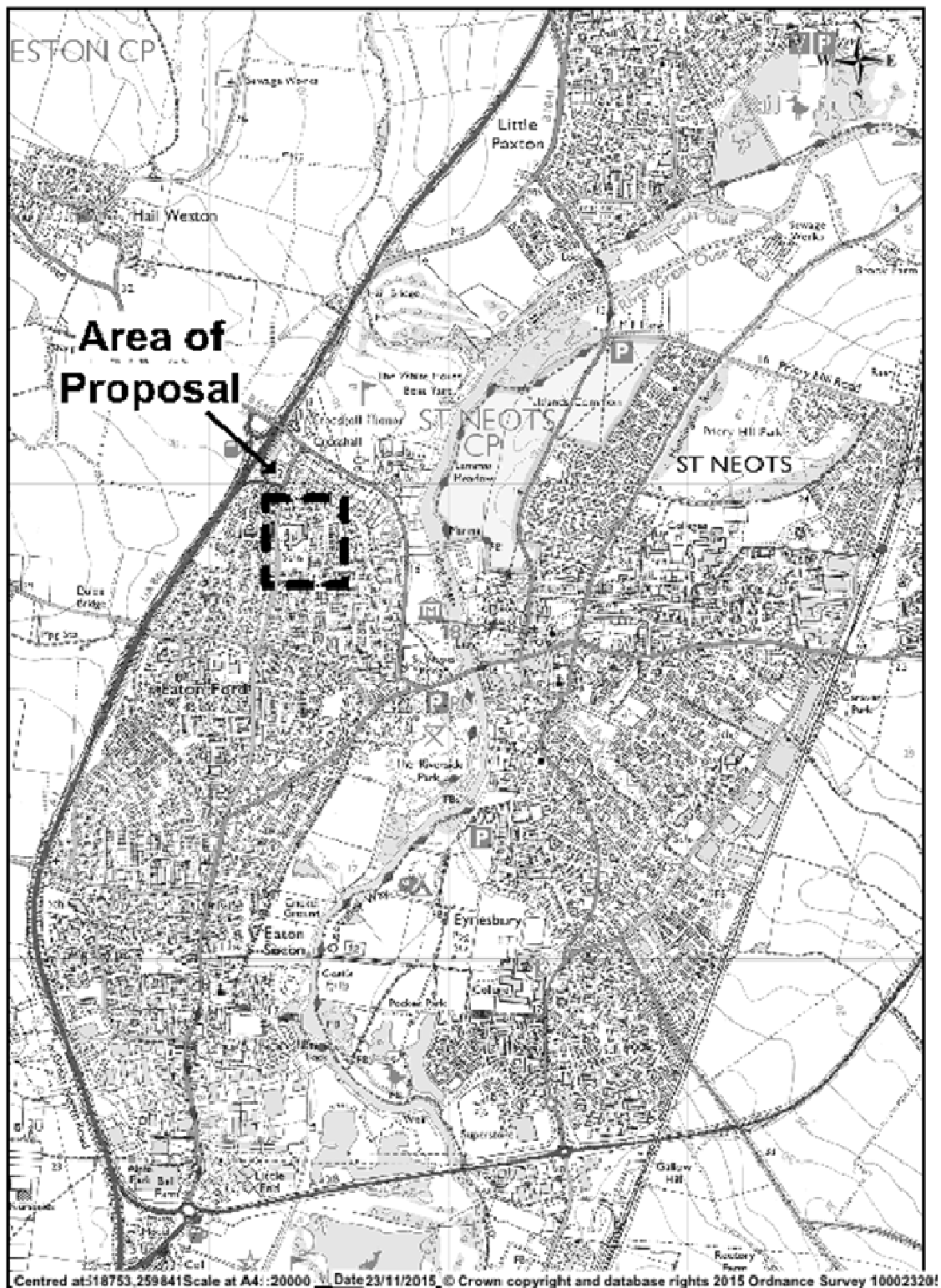
4.6 Public Health Implications

There are no significant implications within this category.

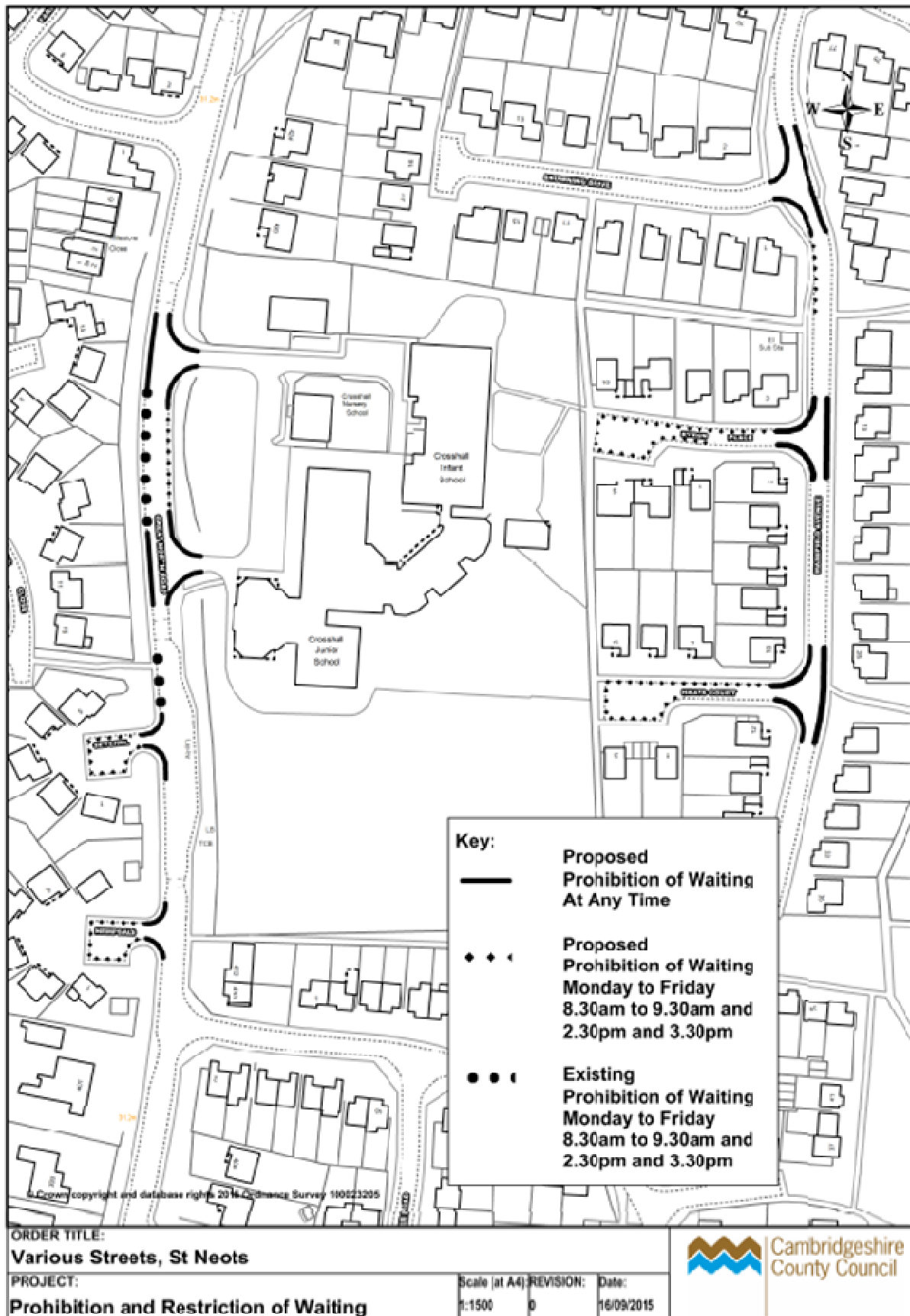
Source Documents	Location
Draft Traffic Regulation Order	Room 209
Letters of Objection	Shire Hall
Letters of Support	Castle Hill
Letters of General Comments	Cambridge
Previous Draft Traffic Regulation Order	CB3 0AP

APPENDIX 1 - OVERVIEW

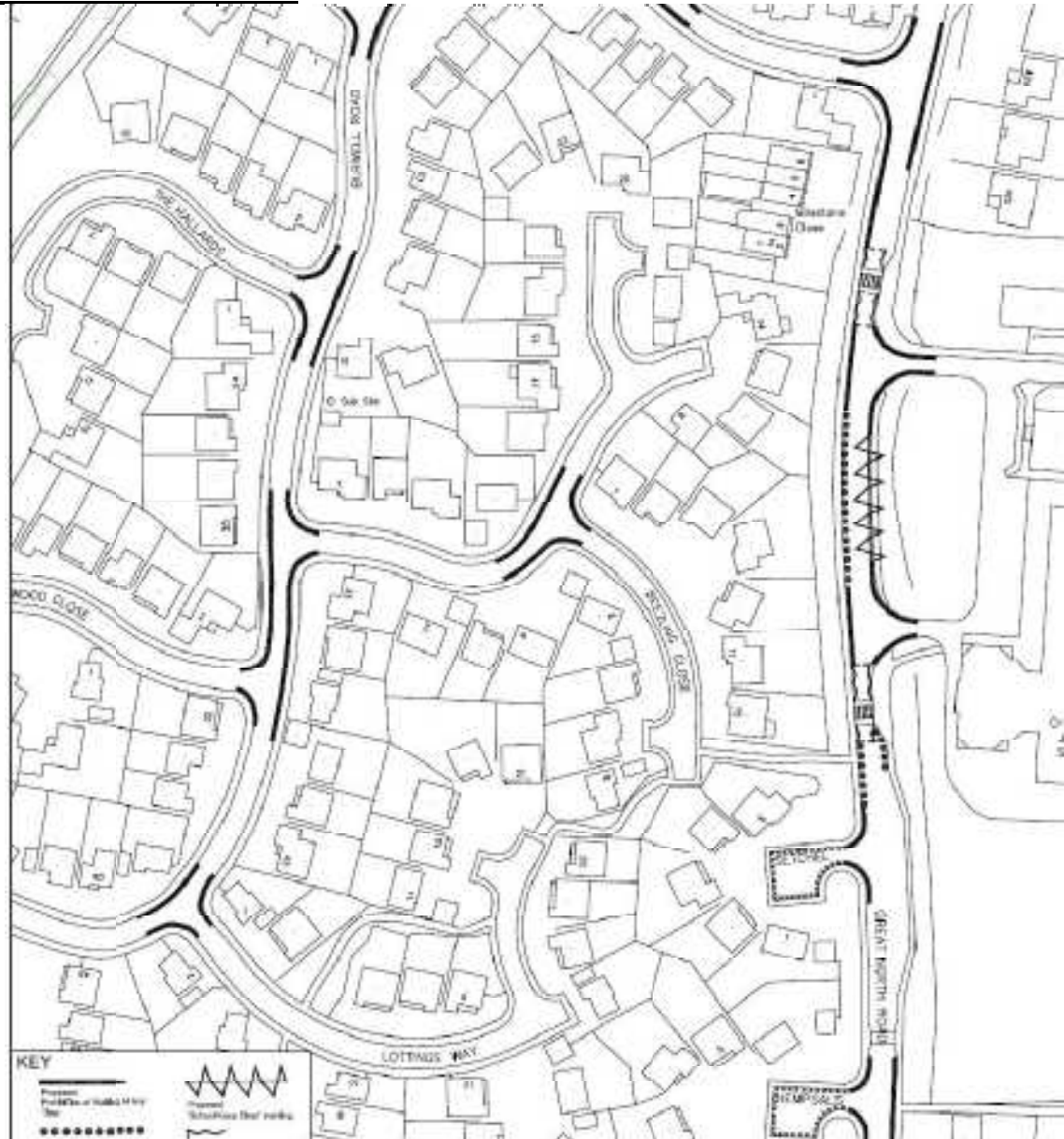
St Neots Overview



APPENDIX 2 – ORIGINAL SCHEME PLANS



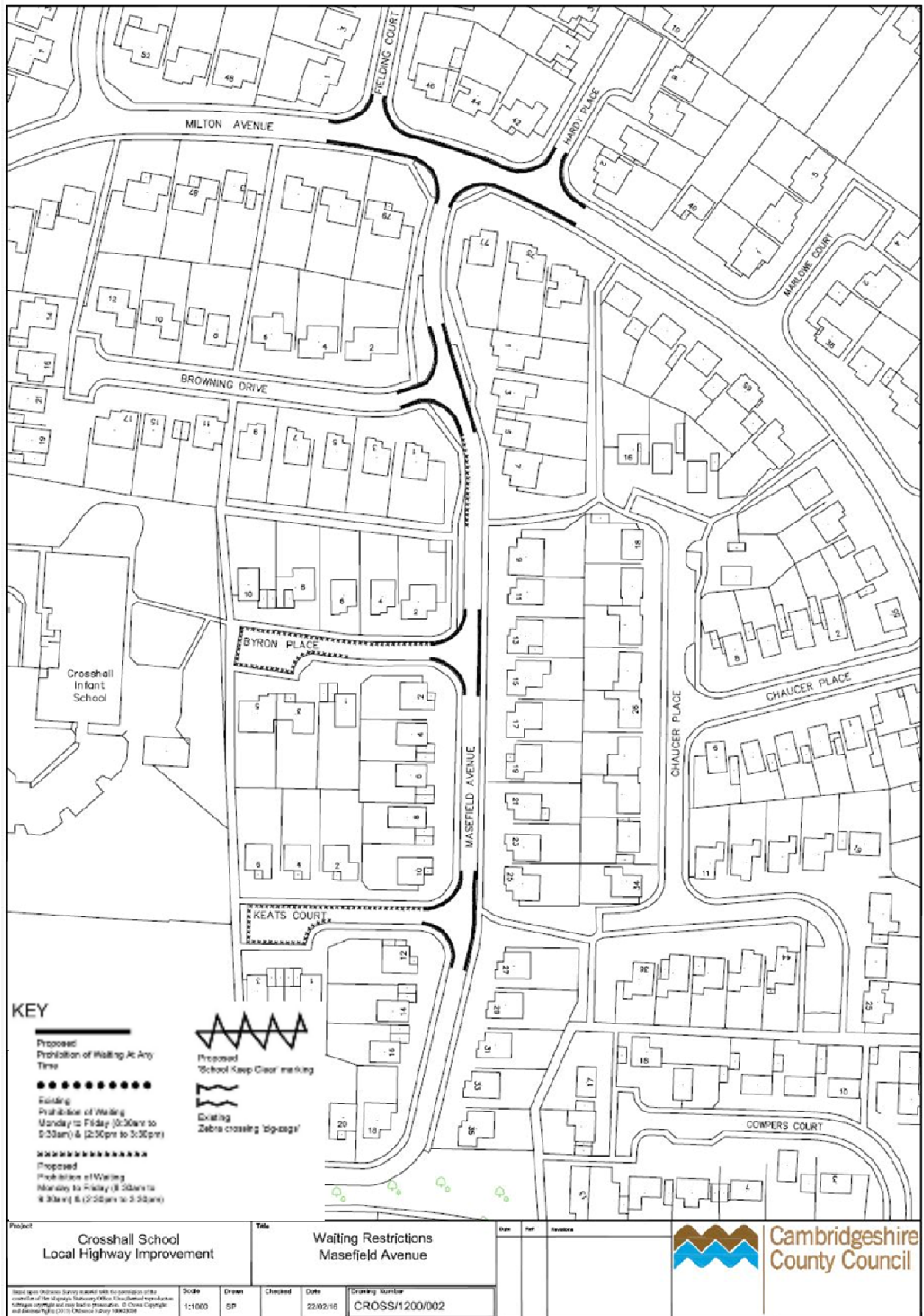
APPENDIX 3- CURRENT PROPOSALS



KEY

- Proposed Prohibition of Waiting At Any Time
- Existing Prohibition of Waiting Monday to Friday (8:30am to 9:30am) & (2:30pm to 3:30pm)
- Proposed Prohibition of Waiting Monday to Friday (8:30am to 9:30am) & (2:30pm to 3:30pm)

- Proposed 'School Keep Clear' marking
- Existing Zebra crossing 'give-way'



APPENDIX 4

Number	Comment	Officer's Response
1	<p>Objection</p> <p>I wish to object to the proposals for double yellow lines as I feel that they will not address the problem of thoughtless parking for 2 hours per day, but will inconvenience the people who actually live in the area and adversely affect the general outlook of the street.</p> <p>Single yellow lines on Burwell Road will be more than sufficient as parking is only a problem during school drop off and pick up times.</p> <p>How will restrictions be enforced?</p>	<p>Double yellow lines are being proposed at junctions where motorists should not be parking according to the Highway Code as it could present a danger.</p> <p>Single yellow lines require associated sign plates and posts at regular intervals that will not only disrupt the streetscape but drive up costs beyond the budget available.</p> <p>Parking Restrictions in St Neots can only be enforced by the Police who have been consulted and have offered no objections.</p>
2	<p>Objection</p> <p>We will no longer be able to park outside the house as there will be double yellow lines and will need to park further down the road where there are no restrictions. I foresee that the residents further along Burwell Road and in Lottings Way will soon become rather aggrieved with the displacement of cars outside their houses.</p> <p>I urge you to reconsider these proposals and, at the very least, remove the planned parking proposals at the weekends and evenings post 6pm.</p>	<p>The properties here feature driveways which could be used. There is sufficient space on street to accommodate safe parking as only junctions are being double yellow lined.</p> <p>These changes would necessitate the installation of single yellow lines which would require associated sign plates and posts at regular intervals that will not only disrupt</p>

		the streetscape but drive up costs beyond the budget available.
3	<p>Objection</p> <p>I wish to object to the proposed double yellow line waiting restrictions on the east side of Masefield Avenue, outside house numbers 13, 15 and 25, 27.</p> <p>Double yellow lines will prevent the people living at here and their visitors, from parking outside their own homes; moving parking outside other people's houses.</p> <p>I feel this is an excessive restriction and that it should be limited to a single yellow line, preventing parking during the school drop off and pick up times. There is no requirement for restrictions outside of the very busy drop off / pick up times.</p>	<p>Noted.</p> <p>The properties here mostly feature driveways which could be used. There is sufficient space on street to accommodate safe parking as only junctions are being double yellow lined.</p> <p>It is not a right to be able to park outside your own home as the highway is for the benefit of all users.</p> <p>Single yellow lines require associated sign plates and posts at regular intervals that will not only disrupt the streetscape but drive up costs beyond the budget available. In any case motorists should not park on or near to junctions as it could present a danger according to the Highway Code.</p>
4	<p>Objection</p> <p>A realistic estimation of the number of cars to be displaced in total is 57. Where will 57 cars go?</p>	<p>Noted.</p>

	<p>A.) Nowhere. Car owners will simply ignore the waiting restrictions and take advantage of the lack of policing resources. Car and pedestrian safety is not solved.</p> <p>B.) On Pavements. Resulting in pavements being blocked for pedestrians, especially buggies and mobility scooters. An increase risk to pedestrian safety as they move into the path of traffic to avoid obstructions. The school is not showing care and commitment to local residences</p> <p>C.) Blocking Driveways. Causing unnecessary stress and inconvenience to local residences. The school is not showing care and commitment to the local surrounding area</p> <p>D.) On Driveways. Causing stress and inconvenience to local residences. The school is not showing care and commitment to the local surrounding area</p> <p>E.) Double parking that stops the access of the emergency services, delivery vans and mini buses for the elderly. Car and pedestrian safety is not solved. The school is not showing care and commitment to the local surrounding area. Safety issue for</p>	<p>This is possible, however motorist compliance with parking restrictions generally tend to be good. Having restrictions in place not only highlights areas that are deemed unsafe to park but will allow the Police to carry out enforcement action.</p> <p>It is quite probable that parking on pavements is already occurring. Implementing parking restrictions is unlikely to exacerbate this problem.</p> <p>By proposing to implement parking controls the school is actively attempting to solve the problem of inconsiderate parking. Ultimately motorists must take responsibility for their own actions and park their vehicles safely in an area so as not to cause an obstruction.</p> <p>See answer to C.</p> <p>See answer to C.</p>
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	<p>residences in the surrounding area</p> <p>F.) Car owners will try to find an alternative road to park down in equally close surrounding roads inc. Lowry Road, Turner Road. Car, pedestrian and resident safety is not solved. Lowry road will experience dangerous levels of safety - particularly to older independent pupils and younger pupils who 'run-off' ahead of their parents and cross the length of Lowry road. The mini-roundabout at Lowry Road being the most dangerous place of all for cars, pedestrians and non-local road users whom are not 'locally aware' of the day-to-day problems. Problems moved, not solved.</p> <p>I firmly believe the proposed waiting restrictions will not solve the current parking issues - and that of future years to come.</p> <p>I think more creative options should be considered and sought as a matter of urgency such as using some of the Crosshall School site to seek a more successful, permanent, common-sense resolution to the parking problems and the variety of safety issues that come with it.</p>	<p>See answer to C.</p> <p>Noted.</p> <p>Unable to comment on issues around the school's estate as this is a highways scheme.</p>
5	<p>Objection</p> <p>My main objection is the proposed use of double yellow lines along Masfield Avenue.</p> <p>Surely a single yellow line would be sufficient to deter the parking of vehicles due entirely to the convenience of the school entrance being in close proximity. I think a single yellow line with waiting times limited to the peak school delivery times, would be more than sufficient along Masfield Avenue.</p>	<p>The double yellow lines are being proposed around junctions to reinforce the Highway Code.</p> <p>Single yellow lines are significantly more costly to implement than double yellow lines. In addition double yellow lines are being proposed only in locations where parking should not be allowed</p>

	<p>The DOUBLE YELLOW LINES would be totally unfair for the houses which are adjacent to them.</p> <p>For instance how would home deliveries be made from the likes of Tesco, Iceland, Waitrose, etc?</p> <p>What happens when the householder has visitors, where do they park if not outside of the property they are visiting?</p> <p>In addition I notice that no provision for single yellow lines has been proposed at the "top" of Milton Avenue and into Coleridge Court.</p>	<p>anyway due to the danger it could cause.</p> <p>Most houses have their own driveways which they are able to utilise.</p> <p>Loading/unloading is permitted on double yellow and single yellow lines.</p> <p>Visitors can park on areas of highway where they are not causing an obstructions or on areas that are not affected by parking restrictions .</p> <p>This is outside the scope of the project.</p>
6	<p>Objection</p> <p>I would like to register an objection to the proposed parking and waiting restrictions for the Masfield Avenue and Browning Drive area.</p> <p>As I said in my previous objection, they will only move the problem somewhere else, and anyway the regulations will not be enforced.</p>	<p>Noted.</p> <p>There will always be some displacement of car parking with regards to any proposed parking restriction, which will be minimised as parking is proposed to be prohibited in high risk areas such as around junctions.</p>

	I feel that if the proposals go ahead Browning Drive should have waiting restrictions as well.	This is outside the scope of the project and there is no budget available to fund further restrictions.
7	<p>Objection</p> <p>A meeting of residents from the top end of Masefield Avenue has since been undertaken with the majority of homeowners attending and the view of all was that this scheme has not been thought out properly and the benefits sought will not be achieved by the measures being proposed. The majority of the residents are retired so see on a regular basis the activity at School start and end times and have not had their opinions sought.</p> <p>A further meeting was also held with the local police who made it clear they do not support the scheme and in a similar vein to the residents do not believe the restrictions will have the desired effect and therefore public funds will have been wasted. The Police are not in support of the scheme and do not believe restrictions will have the desired effect and are very likely to be ignored as parents.</p> <p>Many parents do not leave their cars to collect children but simply wait in the car as close as possible to the school gates so will still park on proposed lined/restricted areas.</p> <p>Yellow lines would be highly likely to have no different effect than the standard highway code guidelines, they would also have no more effect than a sign saying no</p>	<p>A comprehensive consultation which included Masefield Road was carried out with 41 respondents out of approximately three hundred properties canvassed, in addition to street notices that were put up on the site of proposed restrictions.</p> <p>The Council is required by statute to consult with the Police. The Traffic Management Officer of the Police (who has delegated authority in these matters) has offered no objection on the behalf of the Chief Inspector. Whether or not the Police carry out enforcement is down to their organisational capability.</p> <p>Waiting temporarily on parking restrictions does not necessarily constitute an offence, unless it is on zig-zag markings near to crossings.</p> <p>Yellow lines allow the Police to enforce and issue fines for a clear contravention of parking</p>

	<p>parking/no parking between xxx-xxx. This option would cost far less money and be more likely to appeal to residents.</p> <p>If the lines did have the proposed effect of moving traffic elsewhere, the remaining traffic would be able to move at faster speeds on the roads closest to the school as obstacles which currently slow them would have been removed, therefore going against safety of walking schoolchildren.</p> <p>If parking outside the school gates is successfully stopped this will then become a turning circle, directly going against the major objective of the scheme.</p> <p>The very top of Masefield avenue has been ignored in the current scheme, This is where the majority of the estates walkers converge towards the school and where the most likely new busy traffic point will occur. This then creates a new issue for access in case of both child safety and for emergency services. A fire engine was unable to reach this area last week when attending at 3pm</p> <p>Not allowing entry to the school through the rear gates by the Fire engine access points would have the same effect with no cost.</p> <p>Consequences of proposed restrictions do not appear to have been considered – Simply moving an issue elsewhere seems to be the aim of the scheme and responses</p>	<p>restrictions. Very often the possibility of enforcement action deters motorists.</p> <p>This is offset by improved motorist visibility at junctions.</p> <p>This is already occurring without parking restrictions, which will not exacerbate the situation.</p> <p>There is insufficient budget to create a wholesale parking management solution. Parking restrictions in this area could be funded by 3rd party contributions at a later date.</p> <p>Instead of having a wider area of effect for congestion to occur, thereby lessening the impact, this would successfully concentrate congestion to the Great North Road which would result in gridlock.</p> <p>This scheme has been consulted on widely and this amended version is a response to residents</p>
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	<p>of Scott Parsons to residents' concerns have this tone.</p> <p>Residents have asked for a meeting to discuss proposed restrictions which has been declined.</p>	<p>wants. Not all can be accommodated but many will.</p> <p>Whilst a meeting is possible, funding is only available until the end of this financial year. A meeting whose, results could be inconclusive will endanger the implementation of this proposed scheme which will mean that nothing will be achieved. The County Council has met with every statutory requirement in the consultation process, a meeting is unnecessary.</p>
8	<p>Objection</p> <p>I live at here and although there are some slight issues with the school and parking, it's only for about an hour twice a day Monday to Friday and not all year round.</p> <p>I do not want double yellow lines outside my house which will restrict my family and friends from visiting me. The problem will not go away it will just be moved somewhere else.</p>	<p>Noted.</p> <p>Double yellow lines are being proposed around junctions where it is unsafe to park and a contravention of the Highway Code. There are other, safer alternative parking places available. As with all proposed parking schemes there will be some displacement of parking however this will be minimal as only areas deemed unsafe are being proposed to feature</p>

		double yellow lines.
1	For I am in full agreement of the proposed yellow lines.	Noted.
2	For I completely support the proposals for single lines denoting timed restrictions as it will prevent some of the dangerous parking that is prevalent around school start and finishing times. I do however struggle with the necessity to add double yellow lines which restricts parking at all times.	Noted. These are only in areas that are particularly dangerous for parking, for example at junction.
3	For In general I agree with the latest proposals, as amended in response to the previous consultation process. My one remaining concern relates to parking at the bottom of the Beezling Close cul-de-sac.	Noted. There is insufficient budget for additional lining.
4	For On receiving the new proposals out-lining , the DOUBLE YELLOW lines on nearly all the junction on this estate , the action for this to happen , cannot come quick enough , I am totally in favour of this new scheme. Please add double yellow lines in Teversham Way.	Noted. There is insufficient budget for additional lining.
	<u>Additional Comments Received According to Theme</u> The proposal will not solve the daily problems within the area.	It is very difficult to design and implement a comprehensive parking management solution that will solve every aspect. By taking into account residents views it is hoped that this current proposal goes a long way to solving

	<p>There will be a displacement of parking to other areas that aren't suitable.</p> <p>The Co-Op has offered their car park for parents to use, why hasn't this been explored.</p> <p>Crosshall school should provide more onsite parking.</p> <p>We need more parking restrictions in the area.</p> <p>Single yellow lines would be more appropriate.</p> <p>We need speed humps.</p>	<p>a great deal of the issues being experienced daily.</p> <p>There will naturally be some displacement of parking, however vehicles will be prohibited from parking in areas where they are causing a danger and shouldn't be parking in the first instance.</p> <p>This could be a private arrangement between that business and others, something which the County Council has no jurisdiction over.</p> <p>It is not for the County Council to comment on how Crosshall School manages its estate.</p> <p>Additional parking restrictions beyond what is already being proposed are not within the scope or budget of this project. However this issue could be visited at a later date should conditions allow.</p> <p>Single yellow lines require associated signs to alert motorists of the operating hours of the restrictions. This would drive up project costs beyond its budget allows.</p> <p>Speed humps, whilst a</p>
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		<p>useful speed reduction measure when not used in isolation, cost several thousands of pounds to implement and is beyond the scope and budget of this proposed project. However this issue could be visited at a later date should conditions allow.</p>
	<p>We need additional speed restrictions in place to protect children.</p>	<p>Speed restrictions are not within the scope or budget of this project. However this issue could be visited at a later date should conditions allow.</p>
	<p>Where will my guests and I park if not outside my property as there will be double yellow lines there.</p>	<p>Most properties have driveways that can facilitate at least one parked vehicle. Additional vehicles should park where it is safe to do so whilst not contravening any parking restrictions. There is no right for motorists to park on the highway, it is managed where appropriate.</p>
	<p>Who will enforce these parking restrictions?</p>	<p>The Police have powers of enforcement in St Neots. They have been consulted and have not objected to what is being proposed.</p>
	<p>Resident's only parking should be considered.</p>	<p>This type of scheme is not supported by the Police who would have to carry out enforcement. In addition Residents' only</p>

	<p>parking schemes will not be considered in areas where the vast majority of properties have their own driveway and thus car parking space.</p> <p>There is no evidence that would support the adverse effect of parking restrictions on property values, especially when those properties have access to their own driveways.</p> <p>Average speeds could increase as a result of clearing junctions, however there are also safety benefits in improving sightlines at junctions.</p> <p>The County Council has conducted 2 rounds of consultations which is evidence enough that residents want something done. Unfortunately it will not be possible to accommodate all views or take everything into account and mitigate against it with current resources available.</p> <p>Whilst a meeting is possible, funding is only available until the end of this financial year. A meeting whose results could be inconclusive will</p>
<p>Yellow lines are unsightly and restrictive, and will adversely affect the value of all properties in Burwell Road where parking opportunities will be reduced for residents and visitors outside of the 'peak' times. How does the Council propose to provide redress?</p> <p>Cars parked on the road prevent/reduce speeding: implementation of the yellow lines will result in an increase in average speed through the estate which will be more dangerous for longer.</p> <p>There have been no accidents in Burwell Road, so why is it necessary to spend money that could be put to better use, on something that the majority of residents don't want, and may ultimately be more dangerous?</p> <p>When will a public meeting be held?</p>	<p>parking schemes will not be considered in areas where the vast majority of properties have their own driveway and thus car parking space.</p> <p>There is no evidence that would support the adverse effect of parking restrictions on property values, especially when those properties have access to their own driveways.</p> <p>Average speeds could increase as a result of clearing junctions, however there are also safety benefits in improving sightlines at junctions.</p> <p>The County Council has conducted 2 rounds of consultations which is evidence enough that residents want something done. Unfortunately it will not be possible to accommodate all views or take everything into account and mitigate against it with current resources available.</p> <p>Whilst a meeting is possible, funding is only available until the end of this financial year. A meeting whose results could be inconclusive will</p>

	<p>Where will disabled drivers be able to park.</p>	<p>endanger the implementation of this proposed scheme which will mean that nothing will be achieved. The County Council has met with every statutory requirement in the consultation process, a meeting is unnecessary.</p> <p>Disabled drivers will be able to park for a limited amount of time on single and double yellow lines, provided they can display a blue badge on their parked vehicle. If disabled residents are unable to park on their property or near to their property they are able to apply for a disabled parking place which could be provided.</p>
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