

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
DOVEHOUSE CLOSE, ELY**

To: Head of Highways and the Local Member
representing electoral division below.

Meeting Date: 13th April 2017
From: Executive Director: Economy, Transport &
Environment

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

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

Purpose: To determine objections to the installation of a
prohibition of waiting at any time TRO on
Dovehouse Close & Potter's Lane

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

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1** Dovehouse Close & Potters Lane are located in Ely City. They are conveniently situated approximately 400 metres north of the railway station. (Appendix 1)
- 1.2** Both streets experience issues of commuter parking throughout the day. This occurs to such an extent that it can become difficult for the roads to maintain two way traffic flow due to the levels of inconsiderate vehicular parking.
- 1.3** Ely City Council has responded to complaints from residents to address this issue of inconsiderate parking by proposing to install double yellow lines to prevent parking in dangerous areas (Appendix 2). In addition to this, residents' access is to be maintained with the installation of access protection marking across those driveways at risk of being blocked by parked cars.

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 the 15th of December 2016. The statutory consultation period ran from 15th December until the 12th January 2017.
- 2.3** The statutory consultation resulted in two objections which have been summarised in the table in Appendix 3. The officer responses to the objection are also given in the table.
- 2.4** On the basis of this analysis, it is recommended that the restriction is 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 third party funding contributions.

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 Councilors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the offices of East Cambridgeshire District Council and the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

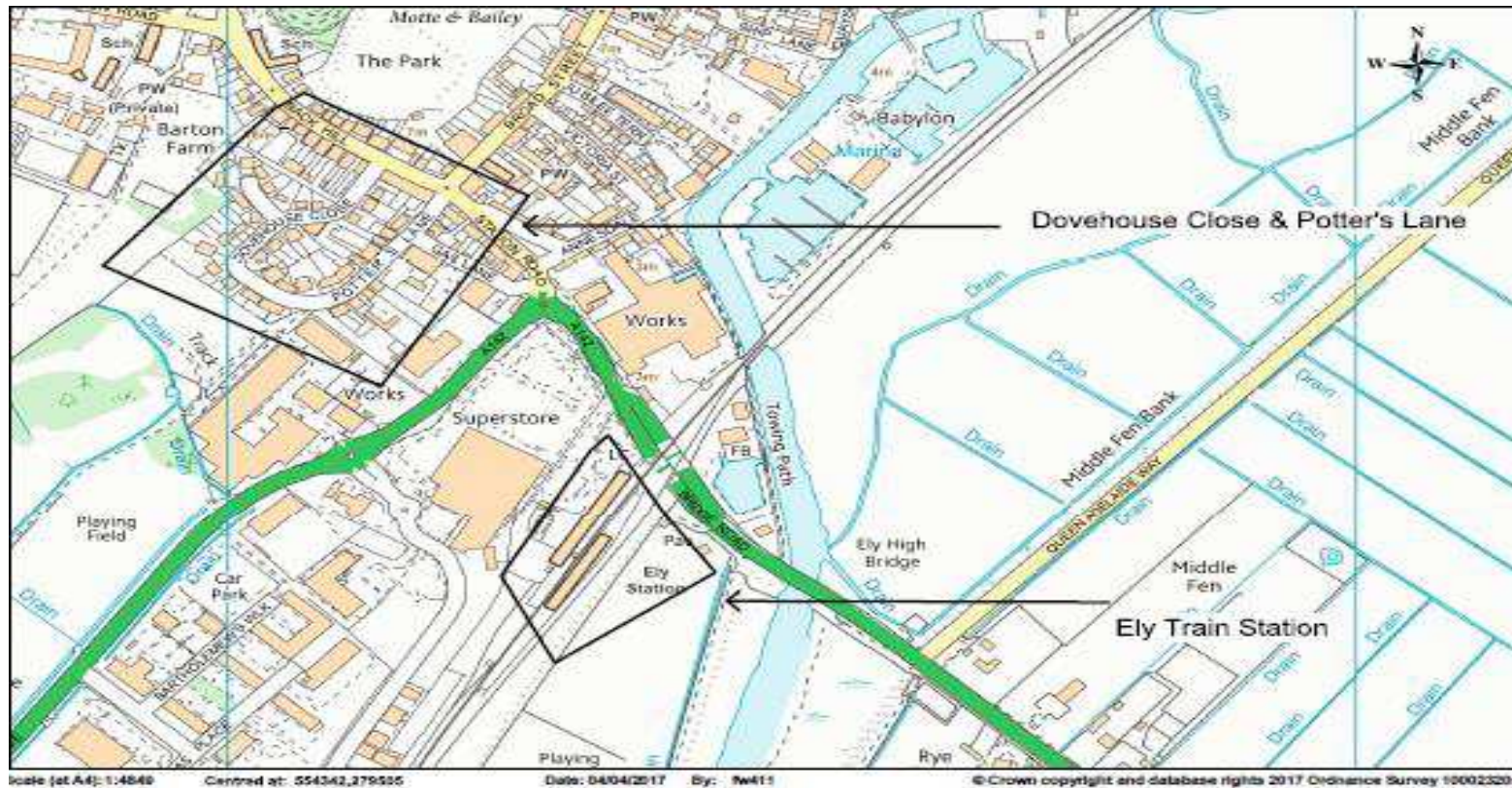
The County Councillor, Cllr. Rouse & Cllr. Bailey have been consulted regarding the scheme. Both supported the scheme.

4.6 Public Health Implications

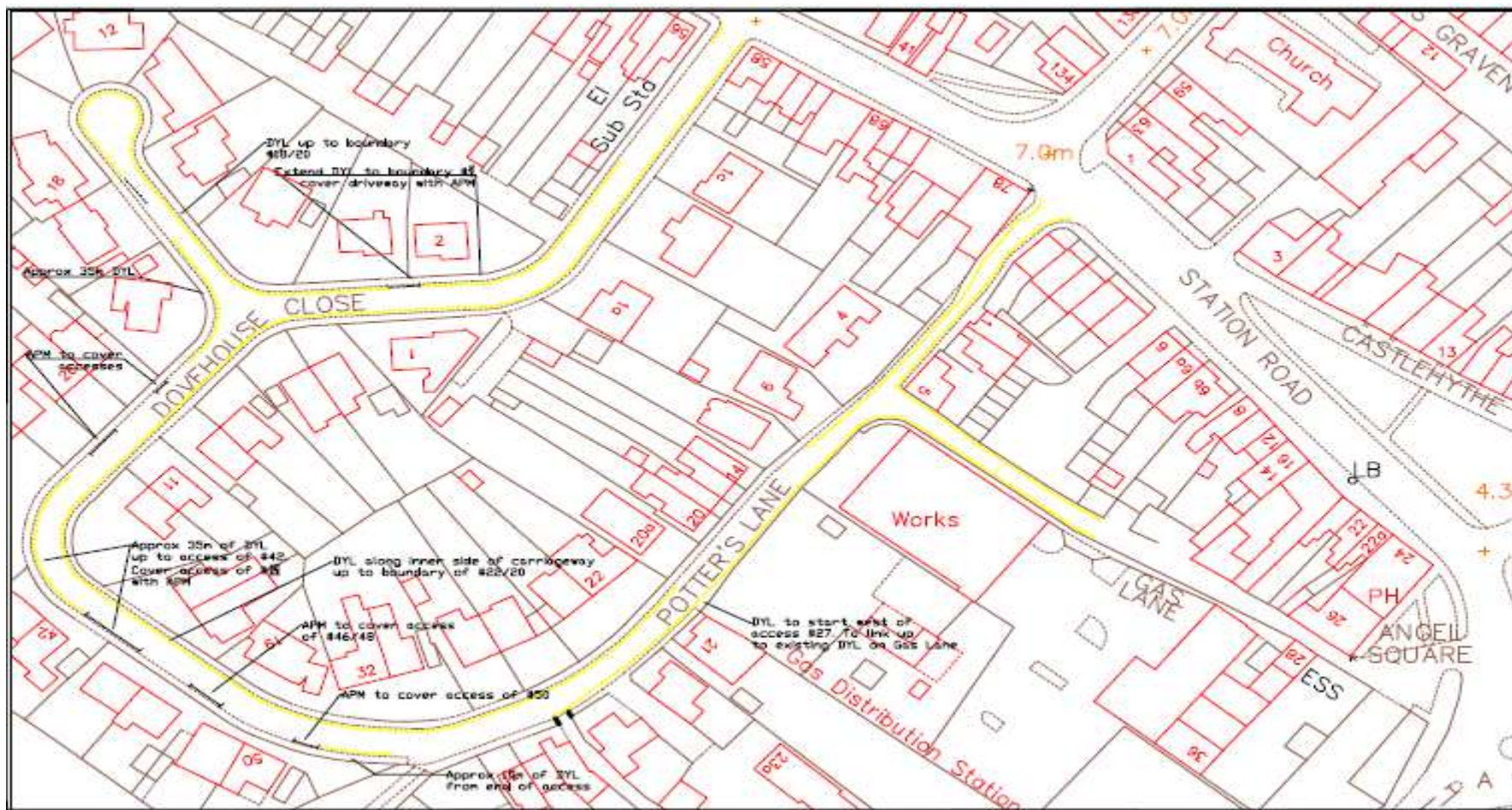
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3		
1	<p>Regarding the parking proposals for Dovehouse close in Ely. As a resident for over 15 years we find it very difficult to accept double yellow lines as a way of controlling the traffic in this area and would really appreciate if there was a public consultation with residents of the areas affected . We would appreciate being able to give our input into any parking solutions considers as double yellow lines would severely impact on our daily lives and well-being.</p>	<p>Cllr Every and myself (Cllr Hobbs) in 2015 as ward members were contacted by residents about the parking in both Dovehouse close and Potters Lane, we hand delivered to every householder a letter looking for support for parking restrictions and received no objections to this action, only support.</p>
2	<p>As residents of Dovehouse Close, our view is this is an unnecessarily extensive and heavy-handed use of waiting restrictions.</p> <p>We have spoken to Cllr Hobbs who we understand is pushing this proposal forward. Mr Hobbs described the situation in Dovehouse Close as 'a nightmare'. This is a remarkable exaggeration of what is in reality a minor issue. There is occasionally some limited double-parking, during business hours. Evenings and weekends are very quiet with plenty of available spaces. In the two years we've lived here, we have never had a problem finding a place to park, safely and without resorting to double-parking, in Dovehouse Close.</p> <p>The Authority's reasons for proposing the scheme are stated as being to avoid and prevent danger to road users and facilitating the passage on the road by preventing congestion. However there is no evidence of danger or congestion and no evidence that the very limited amount of traffic that uses Dovehouse Close is significantly impeded.</p> <p>The scheme has been supported by some residents who don't park on the road and so would not be affected.</p>	<p>The reasons for supporting restrictions has been led by residents of Dovehouse Close and Potters Lane.</p> <p>There is evidence that residents have been trapped by cars parking across their driveways, 999 services have not been able access residents due to double parking, roadside refuge collection lorry's unable to access through road due to double parking</p> <p>This area has become a commuter car park from 6am to 6pm Monday to Friday leaving residents frustrated that they are unable use their own cars, as those that have parked park in a dangerous manner and in some instances over several days while taking holiday via the train service.</p> <p>The proposal will prevent parking on the inner side of Dovehouse Close, thus allowing freedom of movement for traffic on the opposite side. It will prevent double parking, a situation that can already be experienced and there will be areas where vehicles will be able to park freely.</p> <p>Most residents of the two streets have access to their own off-street parking places therefore it would likely not affect these individuals too negatively.</p>

<p>There seems to be some local resentment of rail-users parking in Dovehouse Close and this is the source of this ill-considered proposal. The solution, of course, is better parking facilities for rail-users.</p> <p>We strongly object to the Council's proposal because it will cause gross inconvenience and denial of amenity to those residents of Dovehouse Close who park on the road near their homes and to their visitors.</p> <p>There must be another way of dissuading rail-users from parking in this road, without negatively affecting the residents who park here. It is not unreasonable to expect to be able to park in the street near our home. This street is very quiet, it is not used as a through-road, and apart from the cul-de-sac it is wide enough to easily and safely accommodate parked cars on one side of the street.</p> <p>We'd like to propose a modified scheme that has single yellow lines on one side of the road only and allows parking on the whole of the other side. This will stop double-parking at busy times so emergency vehicles are not impeded.</p> <p>The only part of Dovehouse Close that is narrow enough to cause a theoretical access problem for emergency vehicles is the cul-de-sac. Therefore we wonder why the proposed plan allows for some parking in this narrowest part of the roadway and yet prohibits parking on the significantly wider parts of the road (e.g. outside No's 2, 4, 22,24,26,28 etc.) where there is absolutely no possible access problem.</p> <p>We note that parking on one side of the road is allowed in nearby Victoria Street and Castlehythe, both of which are significantly narrower than</p>	
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	the main part of Dovehouse Close, where extensive double yellow lines are proposed.	
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