

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO PROPOSED NO  
WAITING AT ANY TIME IN THE WINDMILL STREET AREA,  
WHITTLESEY**

*To:* Traffic Manager and the Local Member(s)  
representing electoral division below.

*Meeting Date:* 12<sup>th</sup> April 2018

*From:* Executive Director: Place & Economy

*Electoral  
division(s):* Whittlesey North

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

*Purpose:* To determine objections to the introduction of No  
Waiting at any time on roads in the Windmill Street  
area in Whittlesey

*Recommendation:* a) Introduce the published No Waiting at any time  
in Windmill Street, Stonald Road, Northgate,  
Oldfield Gardens and Gracious Street.  
b) Inform the objectors accordingly

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## **1. BACKGROUND**

- 1.1** The Windmill Street area is located centrally in Whittlesey in Fenland District (Appendix 1). The proposal is to introduce No Waiting at any time on Windmill Street and adjacent residential roads. This is a Local Highway Improvement (LHI) scheme, part-funded by Whittlesey Town Council.
- 1.2** On-street parking is heavy in the area, mainly due to the fact that many properties have no off-street parking. The proposed No Waiting at any time (double yellow lines) covers relatively short lengths of road and is intended to address concerns about indiscriminate parking near junctions and other specific lengths of road. The parking that takes place obstructs visibility for drivers turning into/out of junctions and causes vehicular conflict.
- 1.3** It is proposed to introduce No Waiting at any time at three locations covering the following roads in Whittlesey (Appendix 2):-
- Stonald Road on the north side from a point 9m east of its junction with Sudbury Court in an easterly direction to a point 18.5m east of its junction with Northgate and on the south side from a point 22m west of its junction with Windmill Street for 91m in an easterly direction. Northgate on both sides from its junction with Stonald Road for 14.5m in a northerly direction. Windmill Street on both sides from its junction with Stonald Road for 13.2m in a southerly direction.
  - Windmill Street on the west side from a point 20m north of its junction with Oldfield Gardens to a point 22.5m south of that junction. Oldfield Gardens on both sides from its junction with Windmill Street for 14.8m in a westerly direction.
  - Windmill Street on the west side from a point 21.5m north of its junction with Gracious Street to a point 18m south of that junction and on the east side from a point 14m north of its junction with Gracious Street to a point 11m south of that junction. Gracious Street on both sides from its junction with Windmill Street for 17.6m in an easterly direction.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory 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 submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals. All residents in the roads affected received a consultation letter.

- 2.2** The TRO was advertised in the Peterborough Telegraph on 15<sup>th</sup> February 2018 and the statutory consultation period ran until 9<sup>th</sup> March 2018.
- 2.3** The statutory consultation resulted in two objections to the published proposals. The main points raised in relation to the proposed restrictions have been summarised in the table in Appendix 3. The officer responses to the objections are also given in the table.
- 2.4** The proposals are supported by Whittlesey Town Council. Cambridgeshire Police have raise no objection to the proposal.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

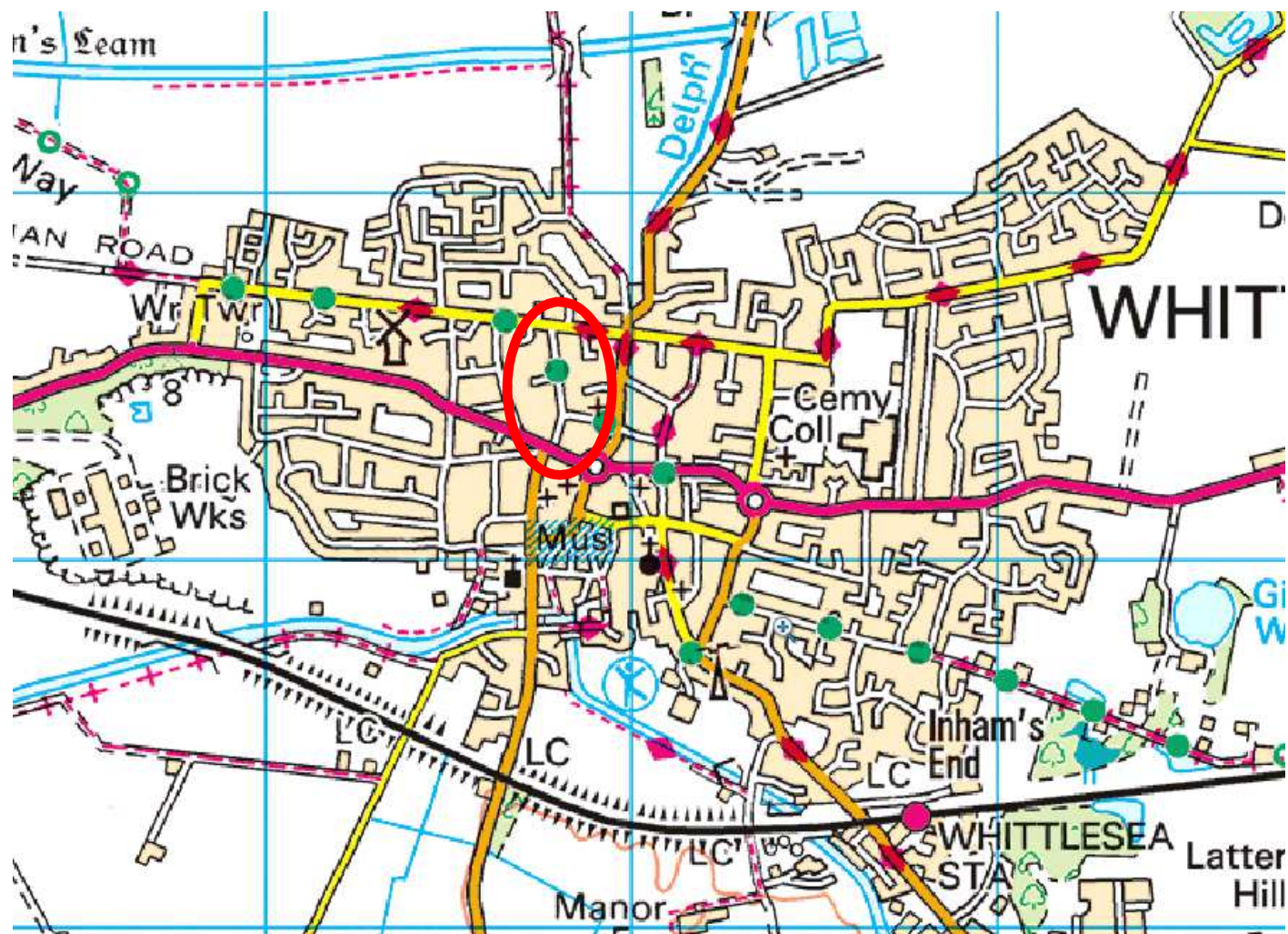
- 3.1 Developing the local economy for the benefit of all**  
There are no significant implications for this priority.
- 3.2 Helping people live healthy and independent lives**  
There are no significant implications for this priority.
- 3.3 Supporting and protecting vulnerable people**  
There are no significant implications for this priority.

### **4 SIGNIFICANT IMPLICATIONS**

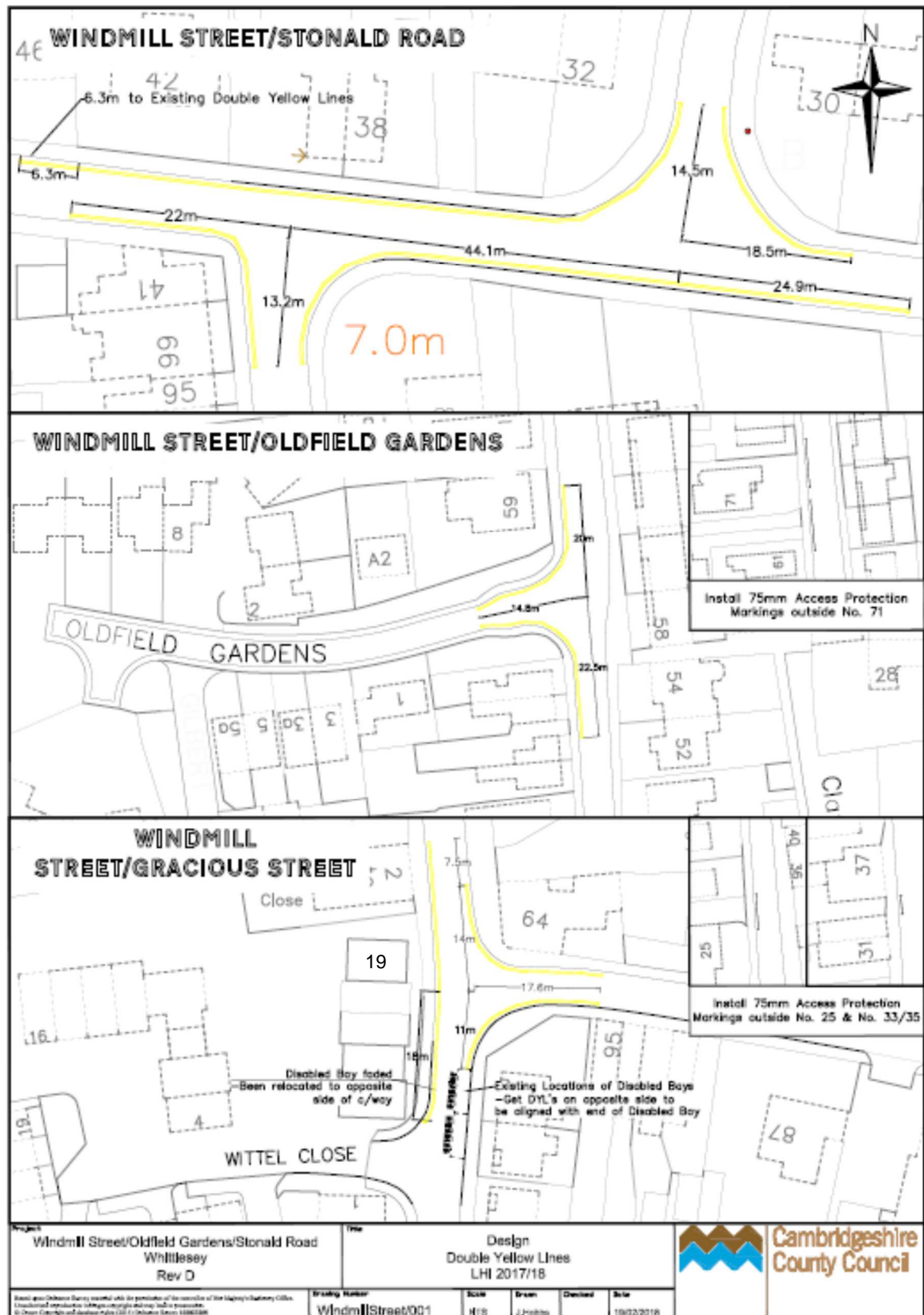
- 4.1 Resource Implications**  
The necessary staff resources and funding have been secured through LHI funding including a contribution from Whittlesey Town Council.
- 4.2 Statutory, Risk and Legal Implications**  
The statutory process for this proposal has been followed.
- 4.3 Equality and Diversity 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 reception area of Shire Hall and at Fenland District Council's office in March.
- 4.5 Localism and Local Member Involvement**  
County Councillor Chris Boden and relevant the District Council Member was consulted and no response was received.
- 4.6 Public Health Implications**  
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Written objections/representations	Vantage House Washingley Road Huntingdon PE29 6SR

**Appendix 1 – Location of Windmill Street, Whittlesey**



## Appendix 2 – Proposed No Waiting at any time



<b>Appendix 3</b>		
No.	Summary of Objections/ Representations	Officer's Comments
1	It is unacceptable to stop residents parking near to their home and this is of particular concern to vulnerable people who are forced to park some distance away.	The Council always has to balance residents' parking needs with road safety considerations. With that in mind, the proposed double yellow lines have been kept to the minimum required to keep the junctions clear and have been designed to retain as much parking as possible. The Highway Code states that drivers should not park opposite or within 10 metres of a junction and many of the lengths of road identified for double yellow lines fall within this. Hence, the proposal will remove relatively few legitimate parking spaces.
2	A resident recently purchased a property in Windmill Street and is concerned that the restrictions will de-value their home.	The new properties that front Windmill Street have off-street parking to the rear. There is little evidence to indicate that parking restrictions affect property values. Some people might prefer not to have parked cars immediately outside their home.
3	The yellow lines will be inconvenient for disabled visitors as they will be forced to park further away.	Any yellow lines would have the benefit of allowing 3 hours parking for blue badge holders, which may be useful if no other spaces are available. There are also two designated disabled parking space in Windmill Street which are available to any blue badge holder.
4	Parking pressures are increased by residents with multiple cars, visitors and those who do not live in Windmill Street and this will become worse if parking restrictions are introduced.	It is acknowledged that parking pressures are likely to become more acute if restrictions are introduced. However, it is this intensity of parking that results in drivers parking in unacceptable locations, which is the reason for proposing the restrictions.
5	Introduce a residents parking scheme with permits limited to one per household.	A large number of residents permit schemes are in place in Cambridge, but these are expensive to implement and operate. As they give priority parking to a specific group of residents, those living in the area are expected to fund them. There would also be issues

		around the day to day management of a permit scheme, as there are currently none in operation in Fenland. Having purchased a permit, residents are likely to expect a reasonable level of enforcement, which is unlikely to be the provided.
6	There will be insufficient enforcement of the restrictions.	Parking enforcement in Fenland is still a police function and it is acknowledged that their resources are stretched. There are no immediate plans to decriminalise parking enforcement in Fenland. However, double yellow lines are generally well understood by drivers and largely self-enforcing.
7	New developments will add to the number of vehicles that will be parked in Windmill Street.	The developments have off-street parking incorporated into their designs, so this should have reduced the pressure on on-street parking.