

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
WEST END, ELY**

*To:* Highways and Community Infrastructure Committee

*Meeting Date:* 20<sup>th</sup> January 2015

*From:* Executive Director: Economy, Transport &  
Environment

*Electoral  
division(s):* Ely West and South

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

*Purpose:* To determine objections received to the Traffic  
Regulation Order (TRO) associated with West End,  
Ely

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

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## **1. BACKGROUND**

- 1.1** West End, Ely is located off Cambridge Road to the south west of Ely City Centre (**Appendix 1**). It is within a residential area with very little off street parking, two shops, a laundrette, a public house and a gym, all of these businesses have been established for many years. Ely St John's Community Primary School is located on St Johns' Road, approximately 500 metres to the west of West End.
- 1.2** The County Council, as part of a Local Highways Improvement (LHI) Scheme, has been requested to extend the existing double yellow lines from outside of No 32 West End to its junction with Little Lane on the northern side, a distance of 36 metres.
- 1.3** Properties 32 and 32A both have off-street car parking, whilst 3 properties (No. 34, 36 and 38) do not have off-street parking.
- 1.4** The scheme has been proposed by the residents of No 32 West End giving the following reasons.
- No 32 West End is located opposite a busy corner shop;
  - Delivery lorries for the 'One Stop' Shop, stop opposite No 32 regularly during the week;
  - Cars are frequently parked on both sides of the road, also on the footpath;
  - Entering and exiting No 32 via the front door difficult with children and a buggy;
  - Visibility reduced when leaving driveway due to parked vehicles;
  - Emergency vehicles, refuse vehicles and buses are unable to get through.

The LHI application came with a letter of support from the local Police, East Cambridgeshire Community Safety Partnership, the Manager of the One Stop Shop and a petition of support with 32 signatures.

- 1.5** An informal consultation was carried out between 7<sup>th</sup> and 28<sup>th</sup> August 2014. The informal consultation resulted in 9 objections and a petition of objection containing 30 signatures. At least two of the objections received were from residents who signed the initial petition of support and one objection was from the owner of the freehold of the One Stop Shop. No comments of support were received as a result of the informal consultation. The police offered no objections.
- 1.6** The local member Councillor Anna Bailey commented that the weight of local opinion must be the determining factor regarding the proposal. Despite the

negative outcome of the informal consultation the applicant wished that the statutory consultation be carried out and the order advertised accordingly.

## **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 23<sup>rd</sup> October 2014. The statutory consultation period ran from 23<sup>rd</sup> October 2014 to 14<sup>th</sup> November 2014.

The statutory consultation resulted in 12 objections and 3 comments of support and a petition of objection containing 30 signatures, which are detailed in **Appendix 3**. One of the letters of support was from the applicant and included appended to the letter seven further statements of support, which the applicant had collected.

**2.3** The City of Ely Council supports the proposals on the assurances that it will be enforced. The police are the enforcement authority and will carry out such enforcement in line with their operational priorities. There were no comments from any of the emergency services whilst the Police offered no objection.

**2.4** On the basis of this analysis it is recommended that this Order is made as advertised to facilitate the passage of vehicles.

## **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 resources to progress this project have been secured through the Local Highways Improvement initiative.

### **4.2 Statutory, Risk and Legal Implications**

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

#### **4.3 Equality and Diversity Implications**

There are no significant implications for this priority.

#### **4.4 Engagement and Consultation Implications**

The proposal originated from a resident of West End, Ely. The statutory consultees have been engaged – (CountyCouncillor, 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 East Cambridgeshire District Council Office and the County Council Castle Court Reception.

#### **4.5 Localism and Local Member Involvement**

The local member, Councillor Bailey, is in support of the proposal.

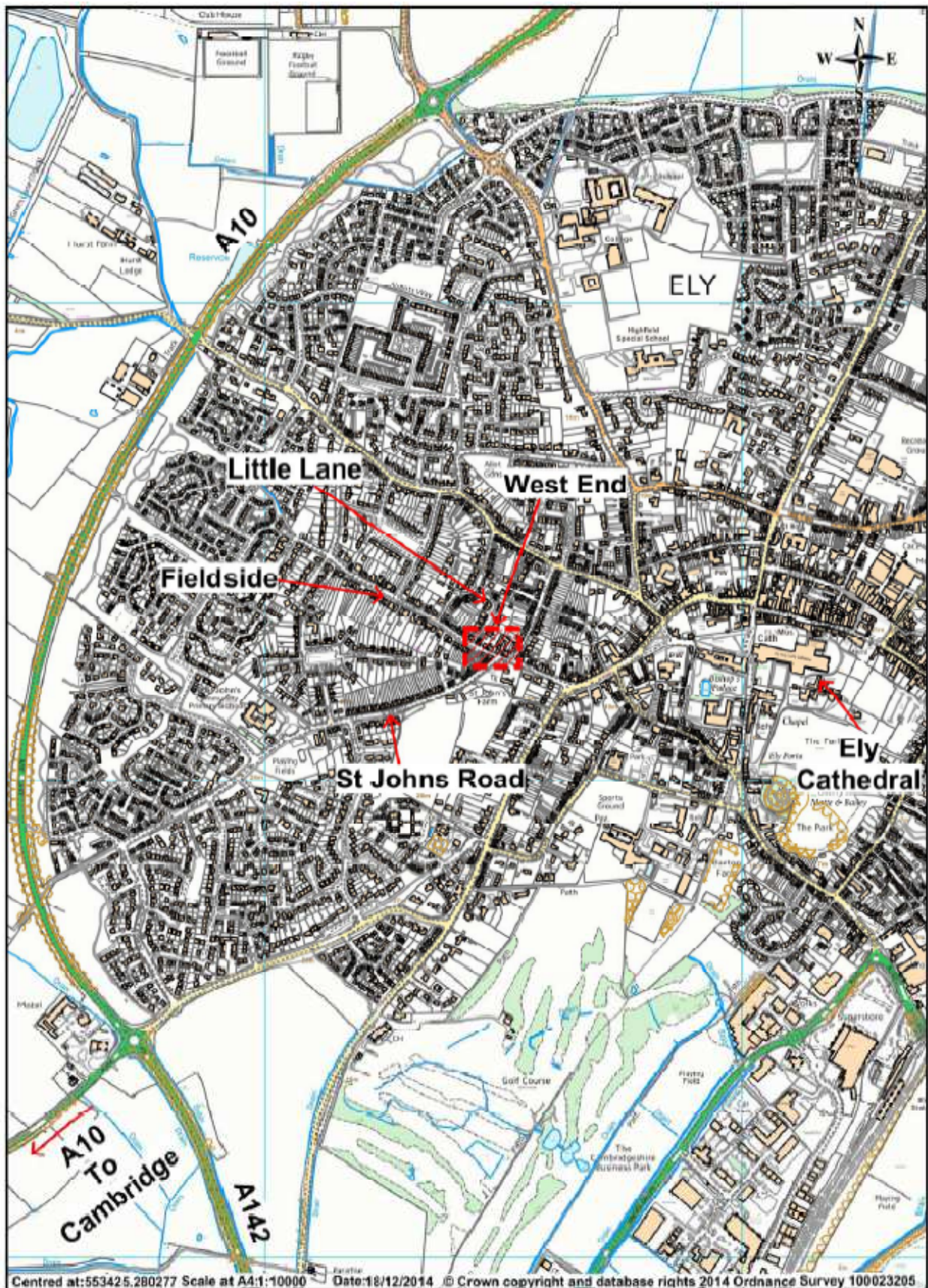
#### **4.6 Public Health Implications**

There are no significant implications within this category.

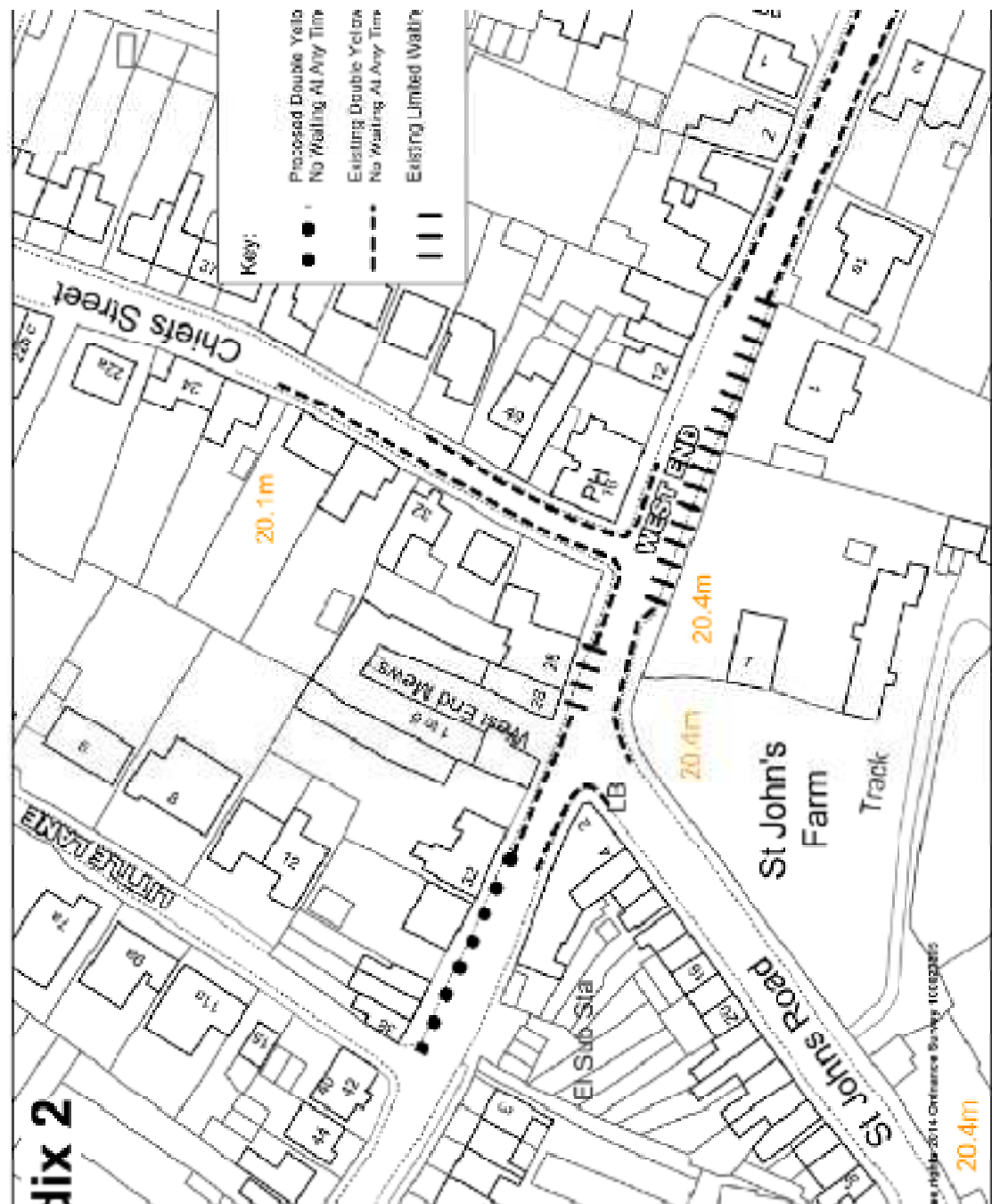
<b>Source Documents</b>	<b>Location</b>
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP



## APPENDIX 1 –LOCATION PLAN







APPENDIX 3		
Objections/Comments		Officer Response
1.	Will cause extreme inconvenience and make the parking for residents of St Johns Road with no off street parking more difficult. The residents struggle to park near their property at the present time.	There is no automatic right to park on any road, but parking may be tolerated provided it does not cause a danger or obstruction.
2.	Parking slows down the speed of vehicles.	As the double yellow lines are only proposed over a relatively

	<p>Objector was invited to a site meeting with Cambridgeshire County Council staff several years ago, inviting views on the parking in West End. It was decided not to progress with any further parking restrictions.</p>	<p>short length, officers are confident that vehicle speeds will not increase.</p>
3.	<p>Customers and delivery vehicles ignore the existing double yellow lines. Parking is almost impossible on West End at the best of times.</p> <p>Residents of No 32 do not want people parking in front of their house, why should the other residents suffer because of this.</p>	<p>Double yellow lines allow for loading and unloading of vehicles, including passengers.</p>
4.	<p>Existing double yellow lines are often ignored.</p>	<p>The police are the enforcement authority and will carry out such enforcement in line with their operational priorities.</p>
5.	<p>Concerned that by restricting the parking by extending the double yellow lines, those who currently park there will be pushed to park further down West End.</p>	<p>It is likely that there will be some displacement of parking into adjacent streets.</p>
6.	<p>Preventing people from parking outside the One Stop, launderette and their homes will provide a knock-on effect for people living further up the streets in all three directions. Parking in West End past Little Lane is already at maximum (especially weekends and evenings) as is St John's Road.</p> <p>Cars will drive faster, which is something to be avoided due to the school children using the school in St John's Road. From the objectors observation, parking on the pavement is at most a wheel on the curb, that doesn't particularly obstruct vehicular</p>	<p>Double yellow lines allow for loading and unloading of vehicles, including passengers.</p> <p>As the double yellow lines are only proposed over a relatively short length, officers are confident that vehicle speeds will not increase.</p>

	or pedestrian access; wheelies bins cause a greater obstruction.	
7.	<p>Parking is already difficult enough. Double yellow lines would limit parking for residents of West End and have a knock on effect on the residents of St John's Road and Fieldside.</p> <p>Objector has lived within St Johns Road/West End for almost 20 years and has never known of any problems with emergency vehicles having restricted access.</p>	There is no automatic right to park on any road, but parking may be tolerated provided it does not cause a danger or obstruction.
8.	Objector is directly affected by proposal. This is an elderly resident, with no off street parking available, who relies on their car to be parked close to their property. Parking next to the shop would take up a valuable spot for those using the shop.	There is no automatic right to park on any road, but parking may be tolerated provided it does not cause a danger or obstruction.
9.	Objectors are directly affected by proposal. These are elderly residents who rely heavily on close relations and carers to help.	There is no automatic right to park on any road, but parking may be tolerated provided it does not cause a danger or obstruction.
10.	Speed of traffic would increase. If the parking restriction is brought in, a form of traffic calming would be essential.	As the double yellow lines are only proposed over a relatively short length, officers are confident that vehicle speeds will not increase.
11.	<p>The road is wider by the One Stop Shop and No 32, and can accommodate cars parked both sides of the road and deliveries to the shop. The road is narrower from Little Lane to Fieldside, this would become impassable to lorries if cars parked both sides of the road.</p> <p>Lorries delivering to the One Stop Shop already mount the pavement to the north west of Little Lane if there is a parked vehicle larger than a car. If</p>	The Road Traffic Act 1988 states that "a person who parks a heavy commercial vehicle wholly or partly...on a footway is guilty of an offence" Unfortunately this legislation also excludes parking these heavy vehicles on the pavement or verge "for the purpose of loading or unloading where this cannot be satisfactorily performed without parking on the footway or verge". As such the legislation actually seems to create a legal



	<p>cars parked both sides on the more narrow part, severe congestion will undoubtedly result.</p> <p>Property a few houses to the north west of No 32, has never seen double parking in the 10 years of living there.</p> <p>Majority of houses from Little Lane to Fieldside have no off street parking, whereas Nos 32 and 24 do.</p> <p>There are disabled residents would be unable to walk further down the road to get to their own car due to congestion from shoppers.</p> <p>Children walk to Ely St John's School and Ely College, it would become more dangerous for them to use the narrow pavements with so much traffic forced further down West End.</p> <p>This will impact on families who live beyond Little Lane towards Fieldside.</p>	<p>right for heavy commercial vehicles to park on the pavement.</p> <p>Noted</p> <p>An annual budget is set for providing disabled parking bays. Blue badge holders can apply for a disabled bay to be installed near their home.</p> <p>Parents and carers are encouraged to walk with their children to school whenever possible, showing them how to cross the road safely.</p>
12.	<p>The proposal will cause significant problems in itself and more problems that intended to solve. There is a huge strain on parking spaces in this road, and the problem will manifest elsewhere nearby where there are no double yellow lines. Parking already occurs on the existing double yellow lines, often due to the passing traffic using the facilities(two shops, a gym and a laundrette) or the regular HGV shop deliveries.</p> <p>Frequently have to park 6 or so houses away from property, as unable to find parking spaces near to their home; this situation doesn't allow support to be provided to the residents with mobility problems</p>	<p>There is no automatic right to park on any road, but parking may be tolerated provided it does not cause a danger or obstruction.</p> <p>Double yellow lines allow for loading and unloading of vehicles, including passengers.</p> <p>An annual budget is set for providing disabled parking bays. Blue badge holders can apply for a disabled bay to be installed near their home.</p>

13	A 32 signature petition entitled 'We the undersigned are concerned citizens who urge the Council NOT to extend the double yellow lines'	Noted
<b>Comments of support</b>		
1.	The proposed order is needed	Comments noted
2.	In complete agreement	Comments noted
<b>Comments from applicants</b>		
1.	<p>Scheme was approved in December 2013 by the Local Highways Improvement Committee.</p> <p>The section of road covers two junctions this in itself makes the area hazardous due to the regular deliveries made to the One Stop Shop, made worse by parking opposite. Often cars mount the pavement opposite the lorries, making it difficult for pushchairs and wheelchair users are forced into the road.</p> <p>Parking makes the road hazardous for school children to cross the road.</p> <p>Drivers have to pull out into the road when approaching from the two junctions for visibility.</p> <p>Applicants and their neighbours find visibility restricted when using their driveways.</p> <p>Customers opportunistically park opposite the One Stop Shop to use the launderette rather than use the parking spaces allocated on the other side of the road.</p> <p>Emergency vehicles, regular bus service and larger</p>	<p>It is only the Police who have the authority to enforce obstruction offences</p> <p>Parents and carers are encouraged to walk with their children to school whenever possible, showing them how to cross the road safely. Visibility will remain restricted for drivers approaching from St Johns Road.</p> <p>Applicants access is already protected by double yellow lines.</p> <p>There is no allocated parking on the highway for launderette use.</p> <p>There were no comments from any of the emergency services</p>

	<p>vehicles and vans unable to pass through due to parking.</p> <p>The One Stop Shop, local police, East Cambridgeshire Community Safety Partnership (East Cambridgeshire District Council), County Councillor Anna Bailey and District Councillors Sue Austen and Sheila Friend-Smith are in support.</p> <p>Letters of support have been received from:</p> <ul style="list-style-type: none"> <li>• immediate neighbour;</li> <li>• One Stop Shop Risk Assessor and Distribution Planning Manager (offering a contribution towards costs if the proposal goes ahead);</li> <li>• Local police;</li> <li>• East Cambridgeshire Community Safety Partnership (East Cambridgeshire District Council);</li> <li>• Resident of an adjacent street;</li> <li>• Resident of West End</li> </ul>	<p>or bus services whilst the local Police offered support.</p> <p>County Councillor Anna Bailey responded to the statutory consultation in support of the proposals, whilst the police offered no objections. However no comments were received from Councillors Sue Austen and Sheila Friend-Smith or East Cambridgeshire District Council.</p> <p>The resident of West End, also signed the petition of objection.</p>
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