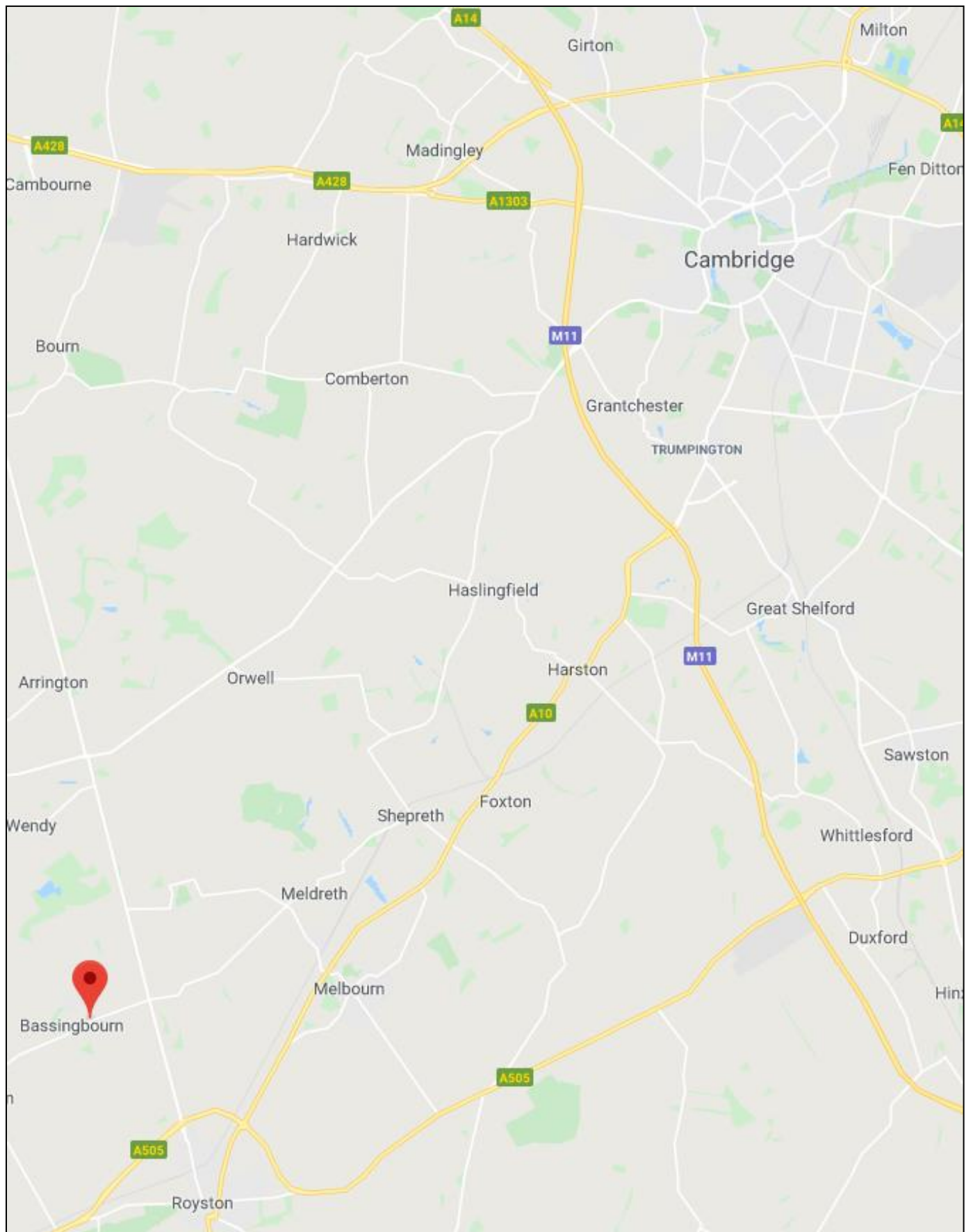
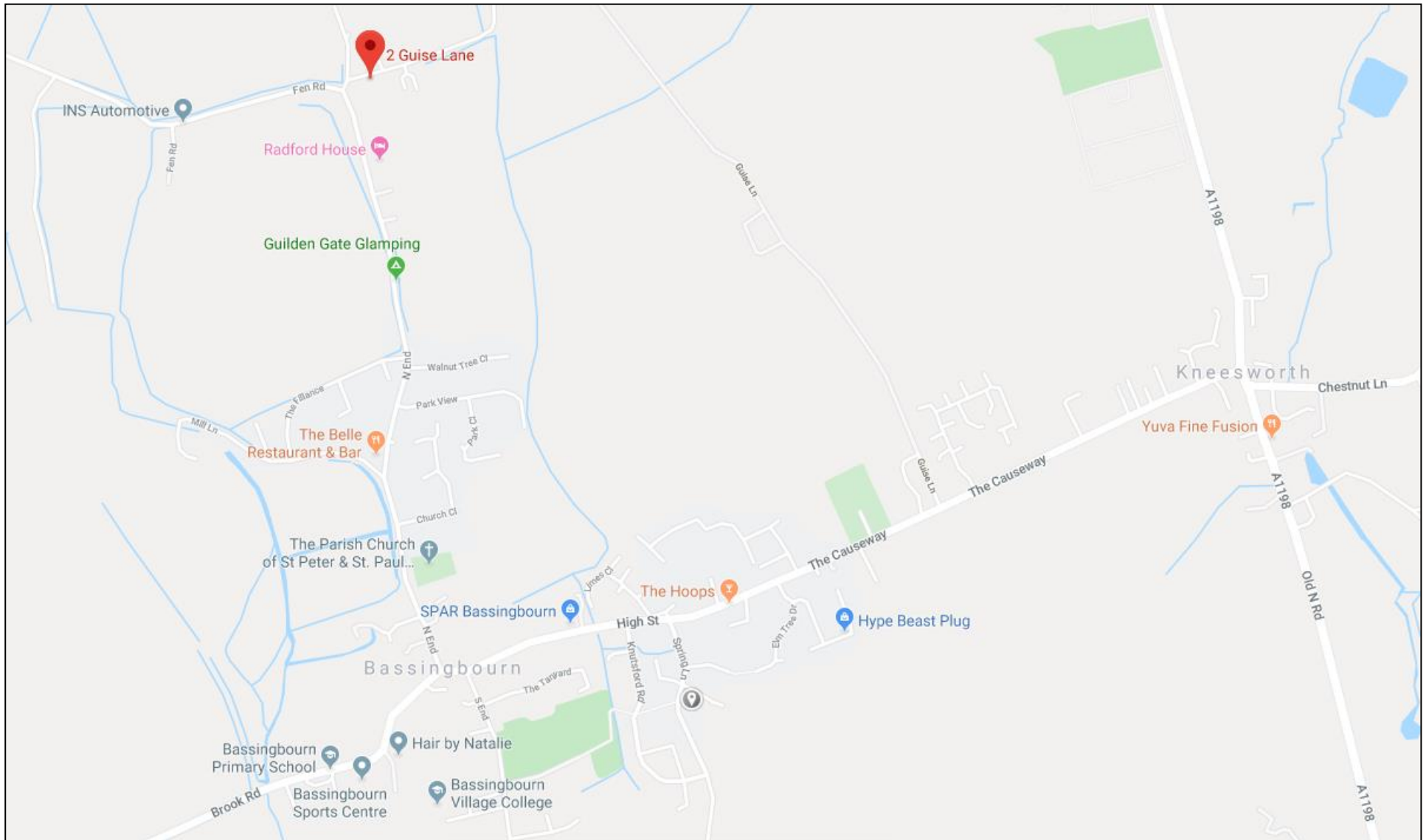


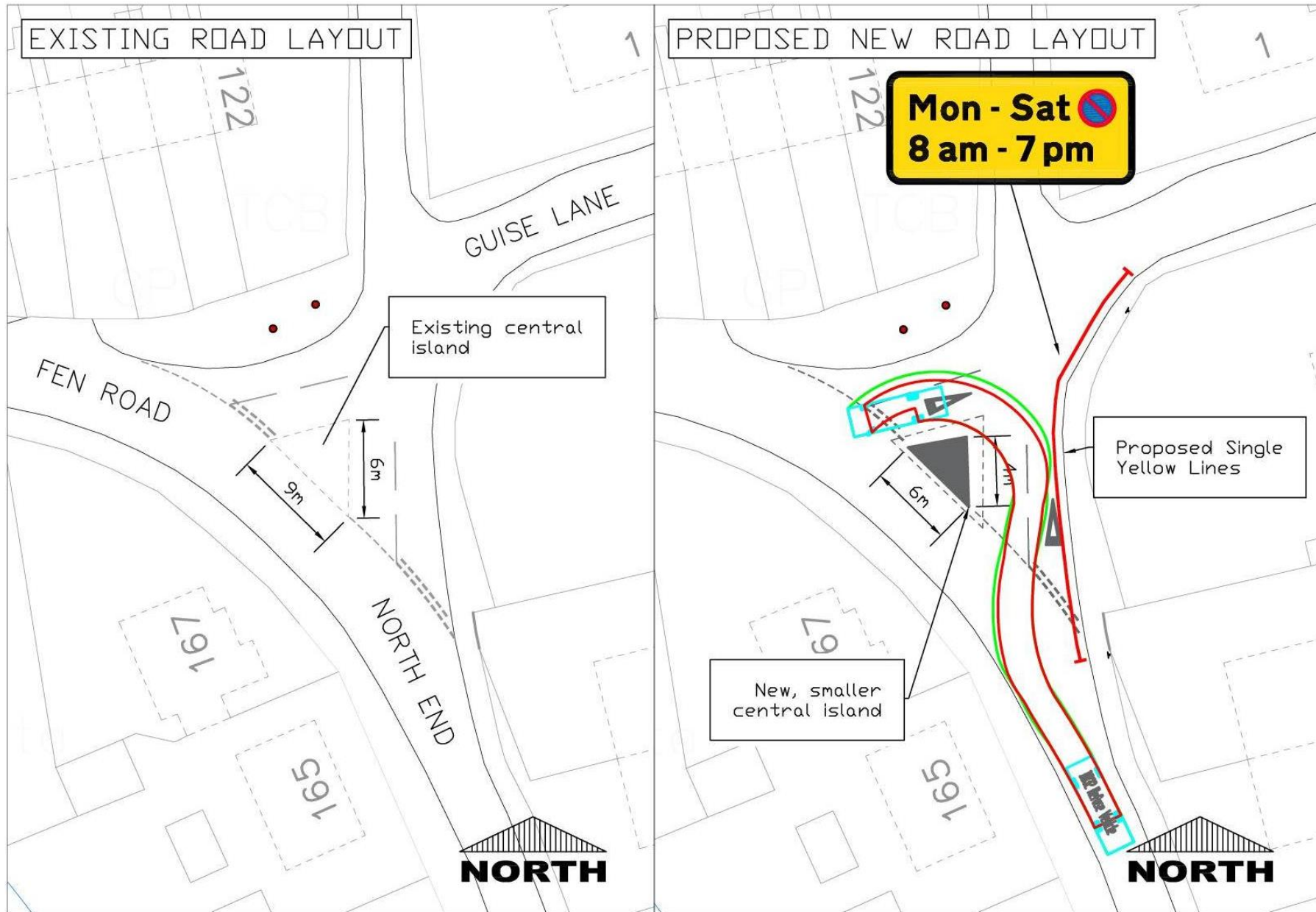
APPENDIX 1:



APPENDIX 2:



APPENDIX 3:



APPENDIX 4:

No	Objection	Officer's Comments
1	<p>I write in reference to the above proposal to restrict waiting on the south-eastern side of Guise Lane from its junction with North End.</p> <p><i>THE AUTHORITY'S REASONS for proposing to make the above mentioned Order are as follows: For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.</i></p> <p><i>Explanatory Note: The proposal is intended to address concerns about indiscriminate on-street parking, which creates vehicular conflict with the local bus and a road safety hazard.</i></p> <p>I would like to object to this proposal for the following reasons:</p> <p>I am at a loss to understand how this reason has been arrived at. My family and I have lived in North End for upwards of 15 years and to my certain knowledge there have been no accidents to persons or traffic in that time.</p> <p>The explanatory note refers to indiscriminate on-street parking. There is no 'indiscriminate' on street parking – there is nowhere for residents to park except on the road which was explained to both the highways inspector and the representative of the parish council who came to look at the area and at the time also looked at any alternative parking options – they both concluded that there are none.</p> <p>As residents we go out of our way to park considerately. We are more than aware of tractors, large farm machinery, oil tankers and of course refuse collection vehicles all regularly accessing the farm lane and</p>	<p>It is accepted that there have not been any recorded accidents at this location, however, this does not mean there isn't an element of risk involved with vehicles parking in this location and the current operation of the No.127 bus service.</p> <p>The phrase 'indiscriminate on-street parking' refers to the fact that drivers are choosing to ignore the highway code (rule 243 – do not stop or park opposite or within 10 metres of a junction, except in an authorised parking space).</p> <p>On-street parking is available on North End of which the fact that the majority of houses have access to off-street parking facilities means competition for spaces should be low. That being said the restrictions will allow overnight parking in the area.</p> <p>Accepted though the farm vehicles do not need to turn round, or rather they can do so on their land, and the refuse vehicles operate with banksman to guide the vehicle as it carries out reversing manoeuvres.</p>

<p>Guise Lane –all of which have no problems with the current parking arrangement and there have been no such problems in the past 15 years.</p> <p>The second part of the explanatory note refers to vehicular conflict with the local bus and road safety. As residents who attended the parish council meeting when this matter was discussed we were told that a bus company driver has issues with accessing this part of the village. I find this extremely difficult to understand as buses have been accessing this part of the village for more than the 15 years that my family and I have lived here and indeed as residents we have watched buses manoeuvring with no problems. May I respectfully suggest that perhaps there is one driver who is less experienced than others? The parish council did suggest that the bus company were looking for reasons to discontinue this part of the route; what a terrible waste of time and tax payers money if in fact this is the case and we end up with yellow lines, chaotic parking arrangements and no bus.</p> <p>Residents at the end of North End are people with families, and two ladies over 60, all of whom have to negotiate on street parking whilst dealing with shopping, and getting children and grandchildren into and out of cars.</p> <p>The suggestion that yellow lines will make this ‘safer’ is I’m afraid false. The problem of where to park will just ‘move’, into Guise Lane and further up North End, narrowing the access for larger vehicles into Guise Lane and make getting children into and out of cars far less safe as they will be in a busier part of North End. Friends and family visitors who park in this end of the village will just add to the problem.</p> <p>The current arrangement is not perfect but it works, I worry that this change will make matters worse instead of better.</p>	<p>In order to complete the turn the bus must pull into Guise Lane and reverse onto Fen Road (into oncoming traffic). It is accepted that this manoeuvre has been completed for years without incident but there is still a risk of one occurring. In light of this risk the bus operator’s insurance company will no longer cover this kind of manoeuvre.</p> <p>It is a recognised fact that parking around junctions obscures visibility for drivers looking to turn into and out of roads. While it is accepted that North End experiences more traffic the boarding and alighting of children should not be any less safe, providing drivers comply with the highway code (rule 102 – Drivers who are carrying children should ensure that children get into and out of the vehicle through the door nearest the kerb)</p>
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	<p>I have no objection to making the central island smaller, I think this is a very good idea. May I respectfully suggest that this option is tried first to see if it helps matters before progressing the yellow lines?</p>	<p>Analysis of the junction has shown that the reduction of the traffic island will not work on its own. The bus requires the full width of the carriageway to complete the manoeuvre, hence the inclusion of single yellow lines (see Appendix 3).</p>
2	<p>I would like to formally object to plans to press ahead with introducing double yellow lines to the island at the entrance to Guise Lane following complaints from the bus company that turning at that point is dangerous because of parked cars.</p> <p>This problem first came to my attention around 18 months ago when I came across Councillor van de Ven outside my house and she explained that she was waiting for Highways to scope the feasibility of double yellow lines. I expressed my huge surprise at the time, that none of the residents who would be significantly impacted by such a move had been notified that such a plan was under consideration, or consulted. Now much further down the line, that situation does not seem to have changed.</p> <p>The importance of having an accessible bus service for everyone in the village is something all the residents of the homes adjacent to the island are keenly aware of.</p> <p>But the solution currently being proposed would merely replace one traffic problem with another one.</p> <p>Residents who currently park in that area would be forced to park out on North End itself — at a point where visibility is already poor because of a bend in the road. The bus company was quoted in the Royston Crow in 2017 as not wanting ‘God Forbid’ to put the safety of children at risk by turning in Guise Lane. The natural consequences of introducing double yellow lines would increase the number of parked cars on North End itself — hardly a triumph in terms of visibility and Highways safety for motorists or pedestrians of any age, but as a mother of one of the children the bus</p>	<p>The proposal is to install single yellow lines, which will allow overnight parking for residents.</p> <p>Residents would indeed have to park on North End though there is no requirement to park on or near the bend.</p> <p>The single yellow lines would reinforce rule 243 of the highway code (drivers should not park opposite or within 10 metres of a junction), which would improve visibility at the junction during the day. By comparison on-street parking on straight stretches of road can have the benefit of slowing vehicles</p>

<p>company claims to be so concerned about, I certainly don't think it's a move that would make me sleep easier at night.</p> <p>Why is there such a drive to push ahead with this proposal without exploring other viable options? Has thought been given, for instance to the fact that turning the bus at this point, close to a bend in a residential area was never the most sensible or safe option regardless of parking? Could the bus not travel an extra 3 minutes or so along the road and reverse at the Abington Pigotts turn where there are no parked cars or pedestrians to consider? Are there no other viable turning points which could be used which would provide a less expensive and disruptive solution?</p> <p>Or is there perhaps another agenda that residents have yet to be informed of -- where in actual fact, this plan is being proposed merely to ensure that Guise Lane is more accessible to large vehicles such as coaches, to make it an appropriate access point for a resurrected ski slope? Again, while as a resident, anything that improves facilities in the village is to be welcomed, I would say that the most appropriate access route if that were to be the case, is the arrangements that existed prior to the ski-slope's closure: namely access through the main gate on 1198.</p>	<p>down.</p> <p>Various options have been considered and this has been deemed the most appropriate in terms of balancing the needs of the residents and the bus operator while improving safety for road users.</p> <p>The bus uses Guise Lane to turn round so that it can maintain an accessible bus service for those in the surrounding area. It is accepted that the existing manoeuvre is not the safest, which is why the changes have been proposed.</p> <p>Requesting the bus to travel an extra 3 minutes to make the turn at the Abington Pigotts turn is not a viable option for the following reasons:</p> <ul style="list-style-type: none"> • The bus operator's insurance has an issue with the bus reversing into oncoming traffic without a banksman. Having the bus complete the same manoeuvre elsewhere does not address this. • Fen Road is a narrow country road with no centreline and minimal passing places meaning conflict with other vehicles (farm vehicles being of specific concern) is likely. This is not conducive to maintaining a prompt bus service. • Turning at this point would add 1.8 miles onto each bus trip, which soon adds up. <p>No</p>
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