

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO WAITING
RESTRICTIONS IN VARIOUS ROADS, GREAT STAUGHTON**

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

Meeting Date: 22nd September 2017

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Alconbury & Kimbolton

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

Purpose: To determine objections to the introduction of a
prohibition of waiting at any time TRO on Cage
Lane, Beachampstead Road and Causeway, Great
Staughton

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

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1. BACKGROUND

- 1.1** Great Staughton is located to the west of St Neots in Huntingdonshire District (Appendix 1). The proposal is to introduce on-street parking restrictions on several roads in the village. This is a Local Highway Improvement scheme, part-funded by Great Staughton Parish Council.
- 1.2** The roads concerned are Cage Lane, Beachampstead Road and Causeway which are village roads located off the B645 The Highway which is the main road through the village (Appendix 2).
- 1.3** Cage Lane and Beachampstead Road are relatively lightly trafficked minor side roads. At both locations vehicles are parked close to the B645 junction which creates vehicular conflict for turning traffic. Causeway is the main road entering the village from Little Staughton and Pertenhall, so carries higher traffic flows. Vehicles are parked on Causeway on the immediate approach to the B645 junction which creates conflict between opposing flows of traffic.
- 1.4** It is proposed to introduce No Waiting at any time (double yellow lines) on lengths of the three roads. The proposals are shown on plans appended to this report for Cage Lane (Appendix 3), Beachampstead Road (Appendix 4) and Causeway (Appendix 5).

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 formally support or object to the proposals in writing 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.
- 2.2** The TRO was advertised in the Hunts Post on 2nd August 2017 and the statutory consultation period ran until 23rd August 2017.
- 2.3** The statutory consultation resulted in four objections which have been summarised in the table in Appendix 6. One response was received in relation to the Cage Lane proposal; one relates to the Beachampstead proposal and two are from residents of Causeway. The officer responses to the objections are also given in the table.
- 2.4** The proposed restrictions are mainly intended to promote road safety, but have been balanced with the need to retain on-street parking for residents and businesses. Therefore, it is recommended that the proposed restrictions are 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 LHI funding including a contribution from Great Staughton Parish 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 offices of Huntingdonshire District Council and the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

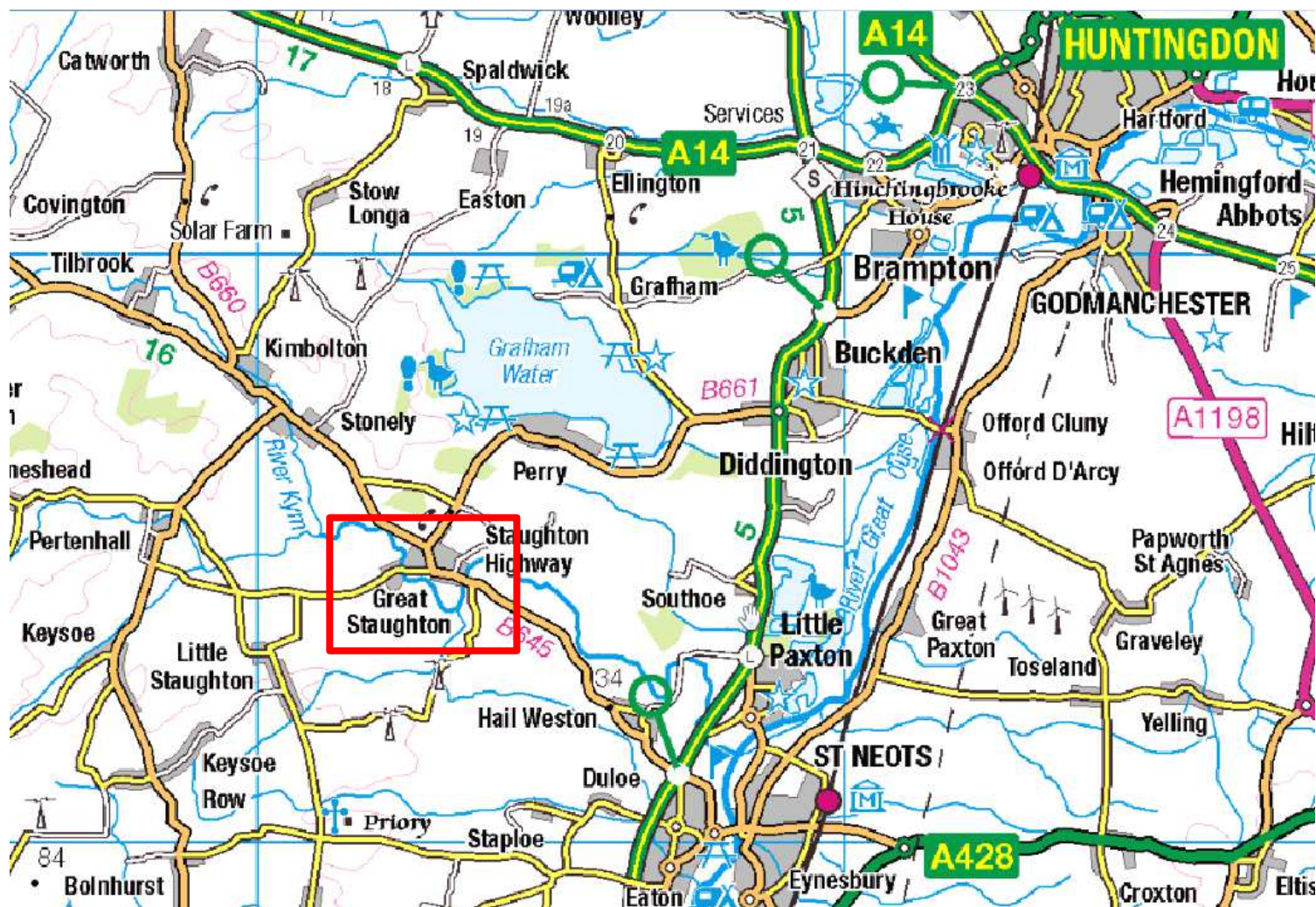
County Councillor Ian Gardner was consulted and no response was received.

4.6 Public Health Implications

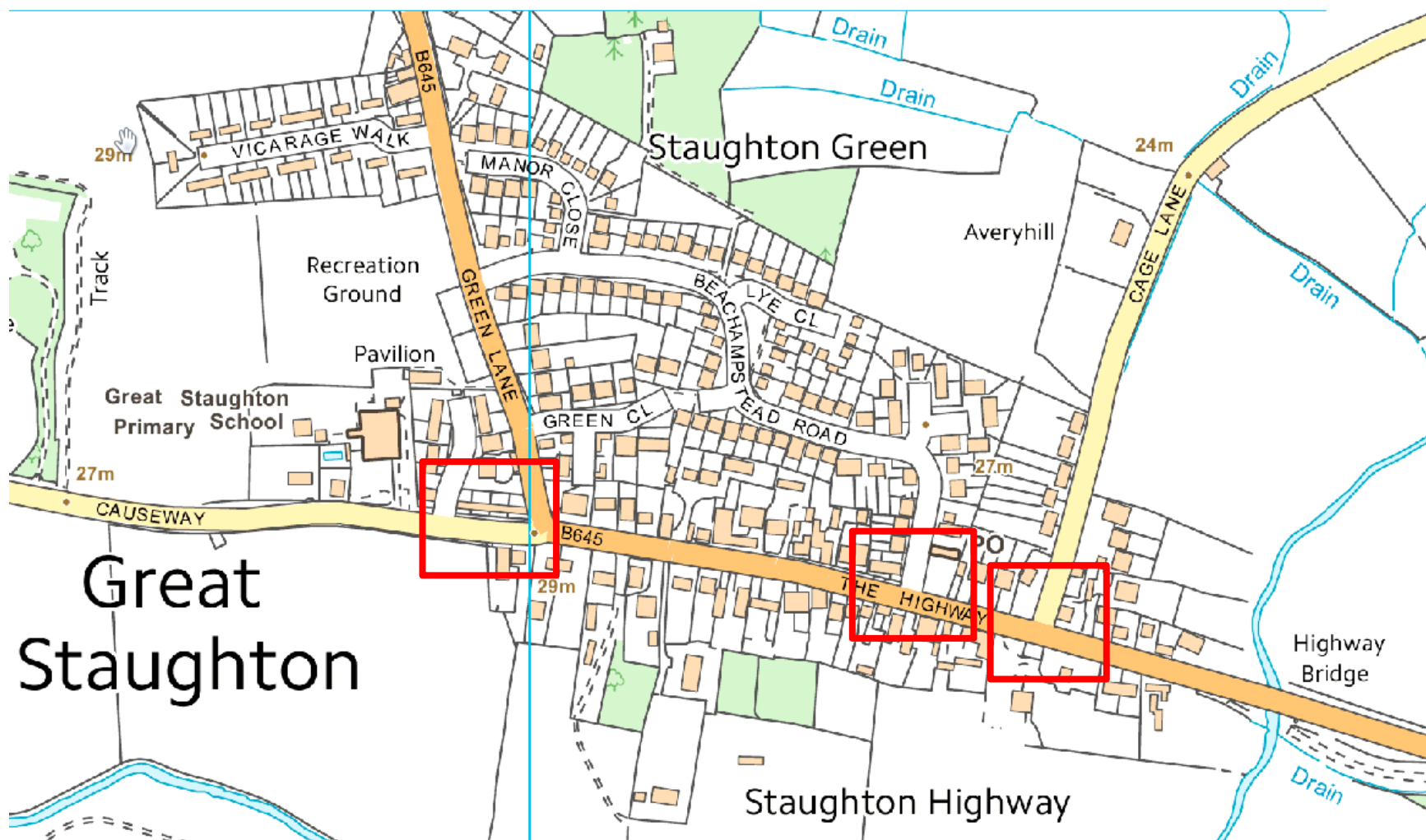
There are no significant implications within this category.

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

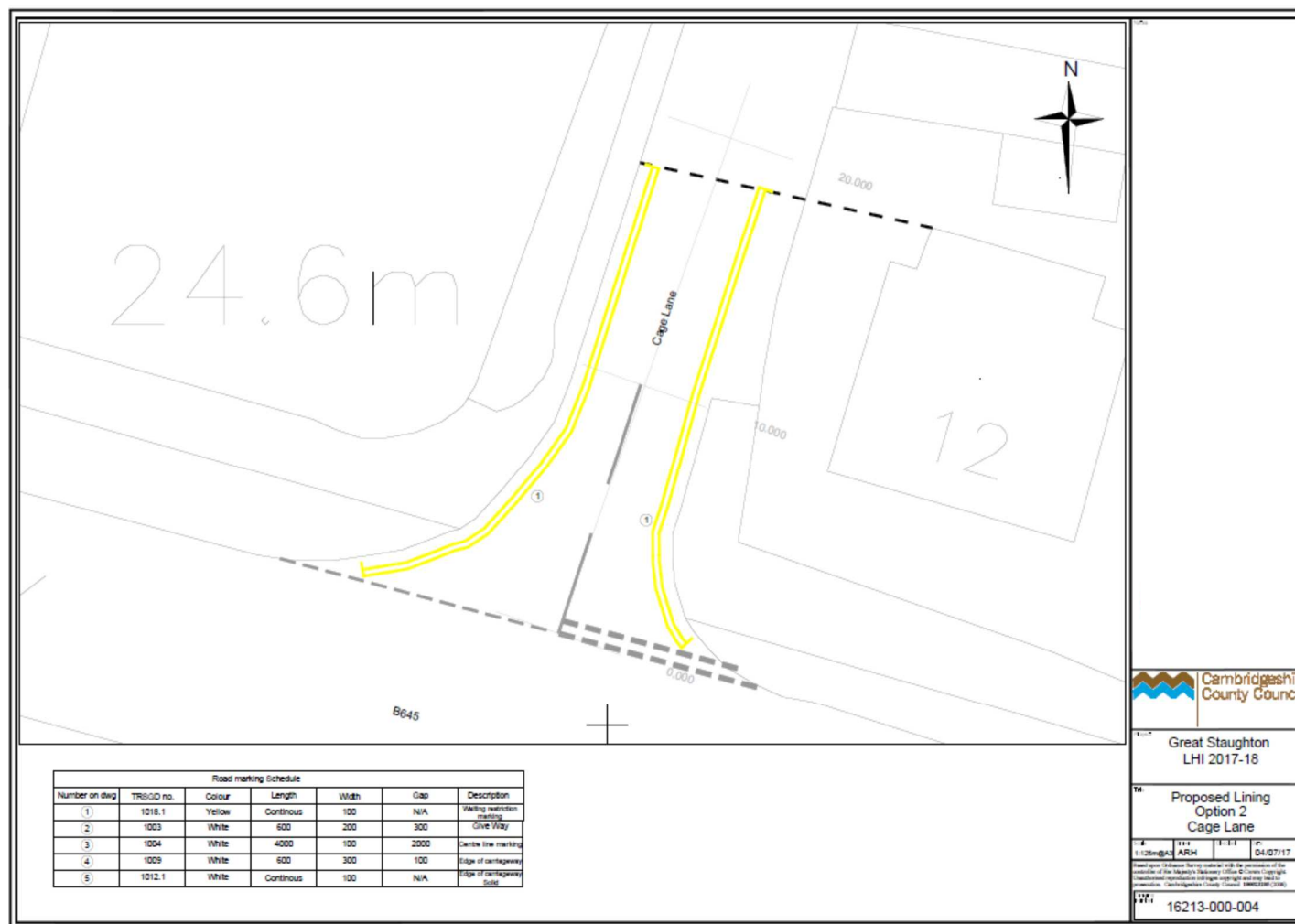
Appendix 1 – Location of Great Staughton



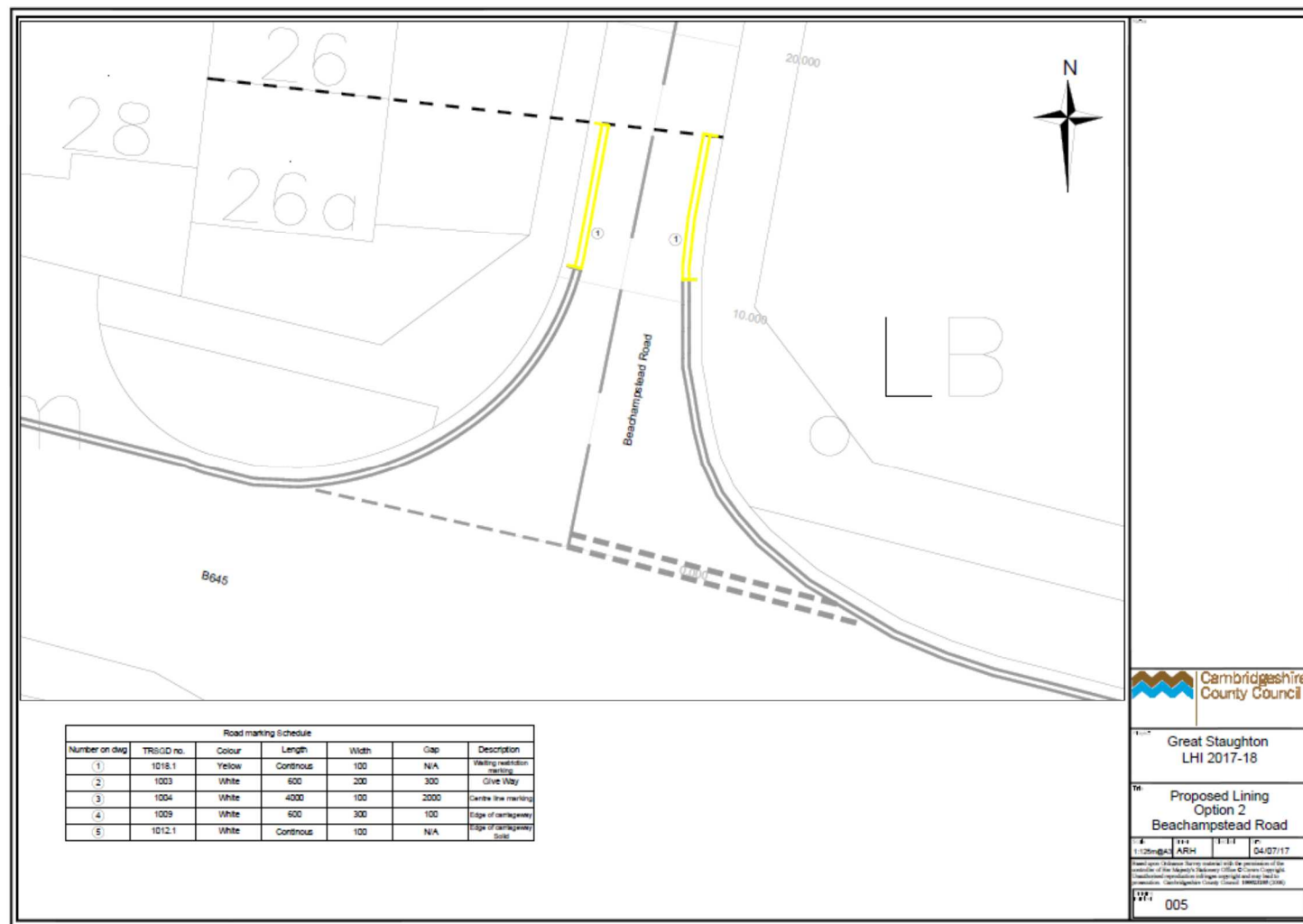
Appendix 2 – Location of Restrictions in Great Staughton



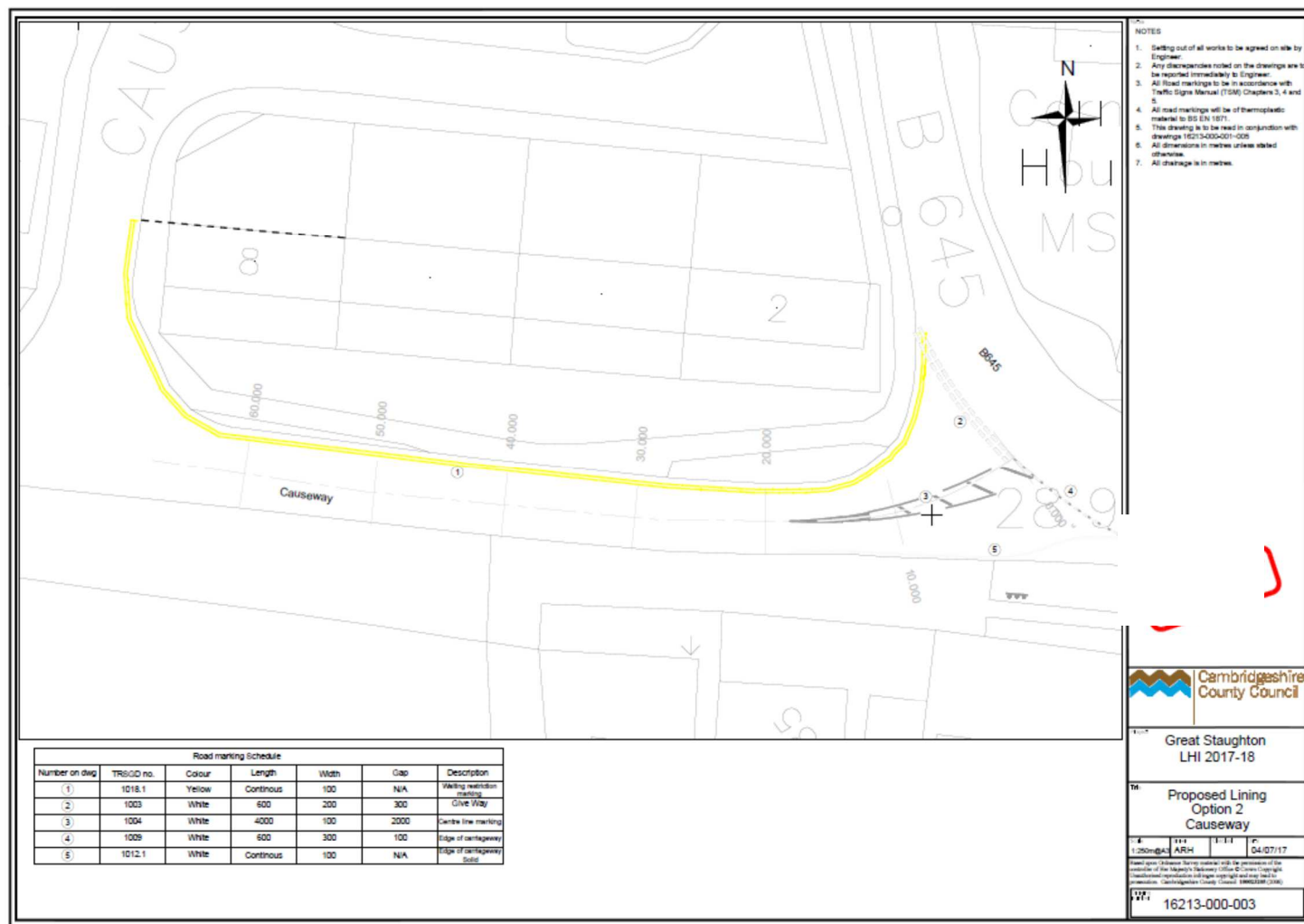
Appendix 3 – Proposed Restrictions on Cage Lane



Appendix 4 – Proposed Restrictions on Beachampstead Road



Appendix 5 – Proposed Restrictions on Causeway



Appendix 6

No	Summary of Objections/ Representations	Officer's Comments
1	<p><u>Cage Lane</u> (1 representation)</p> <p>Removal of parking for family, friends and visitors to nearby homes and businesses.</p> <p>Resident may not have purchased house if they had known that parking restrictions were being considered.</p> <p>Will create difficulties for workmen when maintaining adjacent trees and hedges.</p>	<p>The proposed double yellow lines would extend into Cage Lane for a distance of 19 metres from its junction with the B645. The Highway Code states that drivers should not park within 10 metres of a junction, so the proposal only extends about 2 car lengths beyond that. Hence, the proposal will result in the loss of only 2 legitimate parking spaces. The remainder of Cage Lane has no parking controls, so is available for residents and visitors to park in.</p> <p>Drivers may make short duration stops on the double yellow lines for the purposes of loading/unloading, setting down/picking up passengers and other essential activities.</p>
2	<p><u>Beachampstead Road</u> (1 representation)</p> <p>The proposed extension of the yellow lines is still not long enough and will provide insufficient space for the school bus to turn.</p> <p>Potential danger of a head-on collision with vehicles turning into Beachampstead Road will still be there</p>	<p>It is felt that the extension of the existing double yellow lines will be sufficient to ensure the safe operation of the junction without unduly inconveniencing nearby residents. It is considered that the restrictions offer a sensible balance between improving road safety, whilst retaining as much on-street parking as possible.</p>
3	<p><u>Causeway</u> (2 representations)</p> <p>The area to the front of the properties is used as residents have insufficient of-street space available. Also, parking in the rear access road would block the access for the bin lorry. It is often</p>	<p>It is acknowledged that the proposed restrictions will prohibit the residents of nos. 2 to 8 Causeway from parking immediately outside their homes, except for short duration stops. However, all homes appear to have</p>

	<p>convenient to park at the front when transporting shopping and children.</p> <p>A member of the family has health problems, needs easy access and also holds a blue badge.</p> <p>One homeowner's daughter is registered as severely sight impaired (completely blind) and is taken to school by taxi. There are concerns that it will not be possible for the taxi to stop at the front of the house. Taxis, tradesmen and delivery drivers need to park where the yellow lines are proposed.</p> <p>Parked cars act as traffic calming, which reduces accident levels and slows drivers down</p> <p>An area of grass at the front of the homes could be converted to off-road parking.</p>	<p>some off-street parking allocated to the rear. On-street parking is also available in the rear access road, although it is accepted that space is limited due to the road width.</p> <p>Blue badge holders are permitted to park on double yellow lines for up to 3 hours, which does offer some additional and convenient parking capacity.</p> <p>The proposed double yellow lines will not prohibit taxis or any other vehicle from stopping at the front of the houses to set down or pick up passengers.</p> <p>It is accepted that long lengths of yellow lines can result in an increase in traffic speeds. However, it is felt that the relatively short length of yellow lines involved and proximity of the B645 junction will mean that any increase in speed will be negligible.</p> <p>The current proposal is a relatively low-cost measure aimed at addressing road safety concerns. The provision of off-street parking areas would involve significantly higher costs that could not be justified. The County Council's priority is the safe operation of the road network and the construction of residential parking facilities is not generally funded by the highway authority.</p>
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