

Report title: Consider Objections to Proposed Waiting Restrictions in London Road, Godmanchester

To: Delegated Decision Meeting

Meeting Date: 25th July 2022

From: Executive Director, Place and Economy

Electoral division(s): Godmanchester and Huntingdon South

Key decision: No

Forward Plan ref: n/a

Outcome: To consider objections received in response to the publication of a proposal to introduce lengths of no waiting at any time in London Road, Godmanchester

Recommendation: a) Introduce the waiting restrictions as published.
b) Inform the objectors of the outcome.

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Officer contact:

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1. Background

- 1.1 This proposal is a Local Highway Improvement (LHI) scheme, supported by Godmanchester Town Council. The scheme came about as a result of residents expressing concerns about road safety in London Road.
- 1.2 A proposed waiting restriction scheme was previously the subject of an informal consultation carried out by the Town Council to establish the level of local support. It was subsequently decided to take the scheme forward to the current statutory publication and consultation stage.

2. Main Issues

- 2.1 The effect of the Order would be to introduce no waiting at any time (double yellow lines) on three lengths of London Road, Godmanchester. The proposed lengths of road are shown in Appendix 2.
- 2.2 The proposal is intended to address concerns about on-street parking on this stretch of road, which creates vehicular conflict and a road safety hazard. More specifically, the proposed double yellow lines would improve forward visibility particularly for drivers travelling south-eastwards and would provide passing places to allow opposing traffic to pass. The yellow lines would also improve visibility and safety for residents accessing/egressing their driveways.
- 2.3 When promoting restrictions of this kind there is a statutory requirement for the Council to publish a notice of proposals to inform interested parties. This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21 day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.4 The TRO was published in the Hunts Post on 27th April 2022 and the statutory consultation period ran until 20th May 2022.
- 2.5 A total of 11 written representations have been received, with 10 objecting to the proposal. Huntingdonshire District Councillor Sarah Wilson supports the proposal. The main issues raised by the objectors have been summarised in the table in Appendix 4 with the officer responses to the objections also given in the table.

3. Alignment with corporate priorities

- 3.1 Environment and Sustainability.
There are no significant implications for this priority.
- 3.2 Health and care.
There are no significant implications for this priority.
- 3.3 Places and Communities.
There are no significant implications for this priority.

3.4 Children and Young People.
There are no significant implications for this priority.

3.5 Transport.
The following bullet points set out details of implications identified by officers:

- The proposal will have an impact on on-street parking availability, but is expected to have some road safety and traffic management benefits.
- The scheme is modest in scale, so the overall impact on the highway network is deemed to be negligible.

4. Significant Implications

4.1 Resource Implications
The following bullet points set out details of significant implications identified by officers:

- Funding has been identified within the LHI scheme budget.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications
The following bullet points set out details of significant implications identified by officers:

- The statutory process relating to the requirement to publish and consult on this proposal has been followed.

4.4 Equality and Diversity Implications
The following bullet points set out details of significant implications identified by officers:

- The protected characteristics likely to be affected by this proposal are Disability, Pregnancy/Maternity and Sex.
- Disability. Due to the loss of on-street parking, disabled people living on this stretch of London Road may find it more difficult to find a parking space. However, blue badge holders are permitted to park on double yellow lines for up to 3 hours, so the yellow lines may effectively provide them with short-stay parking spaces that might otherwise have been taken up by other drivers.
- Pregnancy/Maternity. Those who are either pregnant or have babies/young children may have to park further away from their home to find on-street parking. This could create difficulties walking to/from their car in the later stages of pregnancy or when carrying babies. However, the double yellow lines may provide more opportunities to stop outside their home for short-stay purposes, such as loading/unloading and picking up/setting down passengers.
- Sex. The proposed restrictions could mean that drivers have to find parking further away from their homes and women may feel vulnerable walking home, particularly during the hours of darkness.

4.5 Engagement and Communications Implications
The following bullet points set out details of significant implications identified by officers:

- The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services.
- Residents expected to be directly affected by the proposal were individually consulted by letter.

- Notices were available to view online or by request.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Relevant County and District Councillors were given the opportunity to comment as part of the statutory process.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

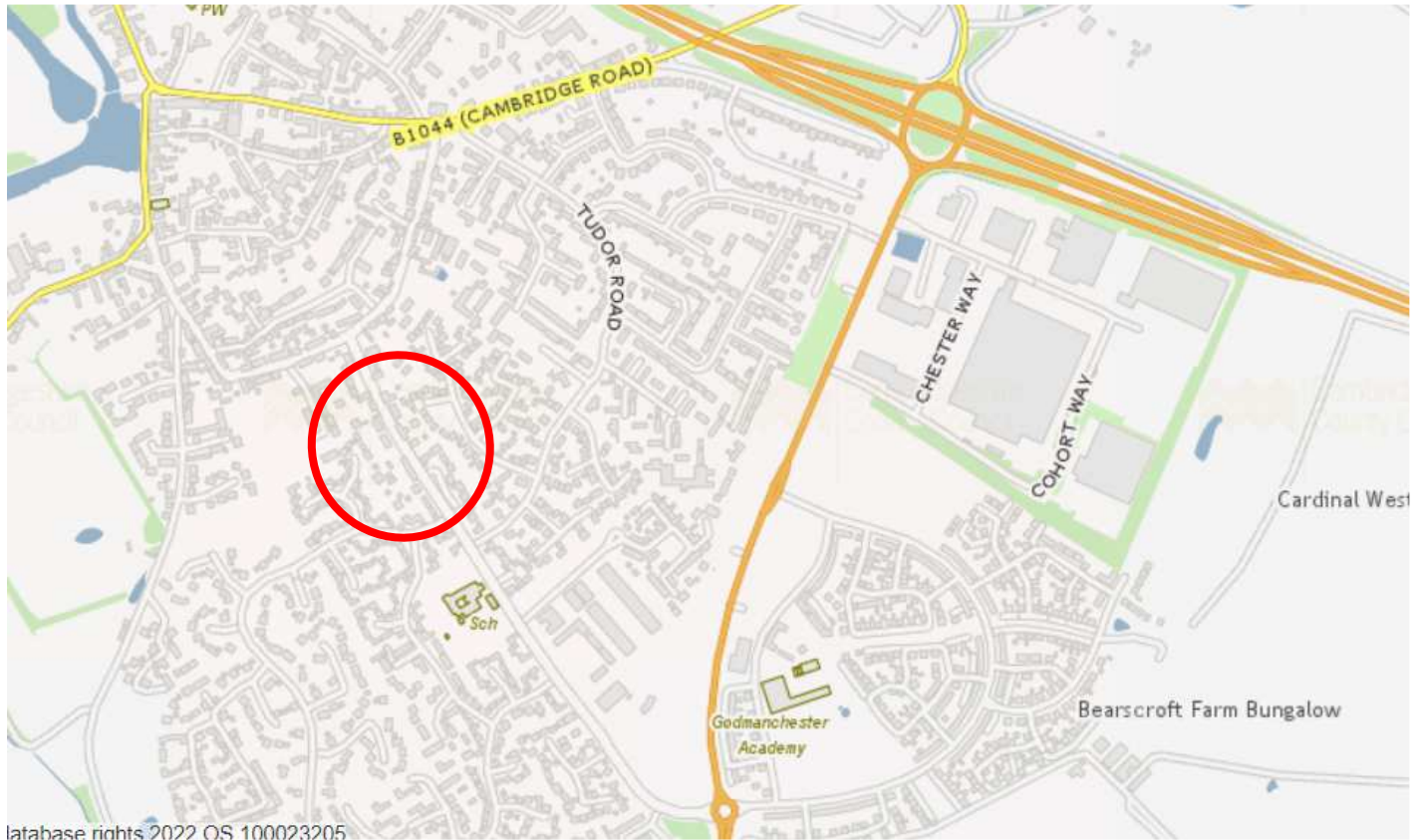
Explanation: n/a

5. Source documents guidance

5.1 Source documents

A document containing all representations submitted is available to view on our [Delegated Decisions - Openness Regulations page](#) and then by selecting this meeting date.

Appendix 1 Location of London Road, Godmanchester



Appendix 2 Public Notice

Cambridgeshire County Council (London Road, Godmanchester) (Prohibition of Waiting) Order 202-

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984.

The effect of this Order will be to introduce No Waiting at any time (double yellow lines) on the following lengths of London Road, Godmanchester:-

North-east side from a point 4m north-west of the south-east flank wall of no.33 London Road in a north-westerly direction for 15m.

North-east side from a point 9m north-west of the property boundary of nos.29 and 31 London Road in a north-westerly direction for 15m.

North-east side from a point in line with the north-west flank wall of no.15 London Road in a north-westerly direction for 18m.

These waiting restrictions are intended to address traffic management and road safety issues on this length of London Road.

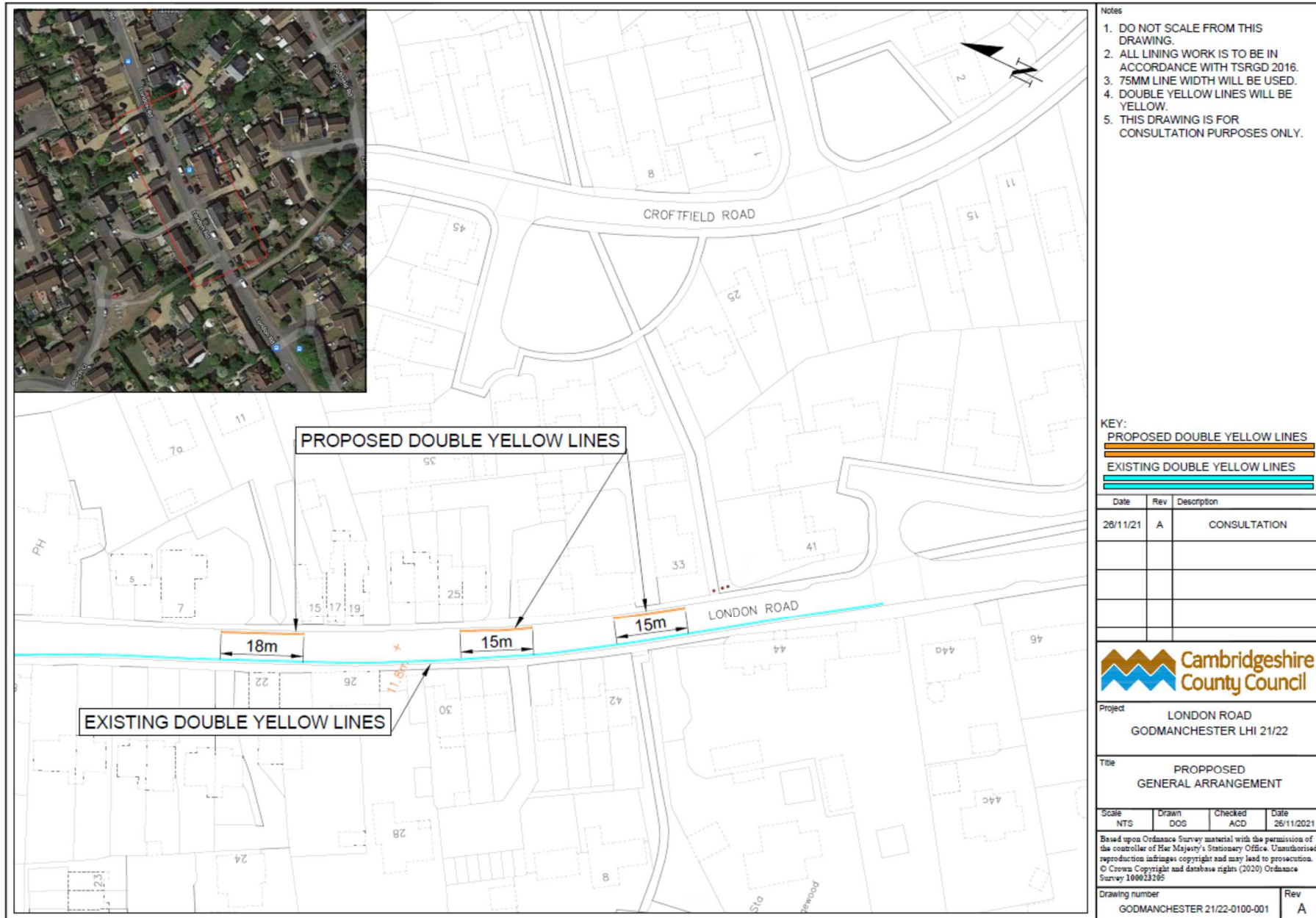
For further details of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0801. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 20th May 2022 quoting reference PR0801. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

27th April 2022

Appendix 3 Drawing



Appendix 4 Summary of Objections and Other Concerns Raised, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
1	<p>Opposition to the loss of on-street parking and related issues, such as transference of parking to nearby roads, including Porch Close and Earning Street, where parking is already heavy; concerns about walking back to home at night; and damage to cars parked out of sight, etc. (mentioned 7 times).</p>	<p>The three lengths of double yellow lines are likely to result in the loss of about 6 parking spaces in total, when taking into account the fact that the yellow lines would cover existing driveways. The proposed double yellow lines have been kept to a minimum to provide informal passing places and to assist with access to/egress from adjacent premises, whilst recognising the local demand for on-street parking. It is acknowledged that the proposed yellow lines will reduce parking capacity and, therefore, may result in the transference of parking to other lengths of road.</p>
2	<p>General concerns about the speed and volume of traffic in London Road. Suggestions that consideration should be given to implementing highway and safety improvements, such as a one-way system, traffic signals, a 20mph speed limit, road humps, cycle/pedestrian facilities (mentioned 7 times).</p>	<p>The current proposal is only intended to address specific localised issues, primarily related to on-street parking. It was never intended to provide a comprehensive solution to wider traffic management and road safety concerns in London Road. The suggestions put forward are outside of the scope of this relatively modest parking scheme and would need to be assessed on their merits as a separate project.</p>
3	<p>Due to the limited availability of on-street parking, consideration should be given to introducing a residents permit parking scheme to give priority to those without off-street parking (mentioned 4 times).</p>	<p>Resident permit schemes are expensive to set up, operate and enforce. They require support from local people due to the ongoing cost of permits to individuals. They work best in larger urban areas where a cluster of streets can be grouped together to form a zone to give greater parking opportunities and flexibility. Permit schemes rarely work well in single streets as some drivers are likely to simply park in adjacent streets to avoid any permit charges. At present, enforcement of such a scheme would be minimal, but could improve if civil parking enforcement comes into operation.</p>
4	<p>The double yellow lines will not help as drivers will still attempt to squeeze through, meaning that some mount the footway and endanger pedestrians. Also, the yellow lines will encourage</p>	<p>At present, drivers tend to pull into small gaps created by vehicular accesses. The view is that having larger more regular gaps for drivers to pull into will improve the situation by discouraging them from squeezing through the gap. Traffic speeds are unlikely to increase as the retention of some on-street</p>

	drivers to accelerate between the passing places and swerve into gaps between parked cars at speed (mentioned 4 times).	parking will naturally moderate traffic speeds as it does currently.
5	Parking capacity has been reduced by the removal of a parking space for no.15 London Road to provide a vehicular access to no.11, which means that the residents of no.15 have no alternative than to park on-street, thereby putting more pressure on parking (mentioned 3 times).	It is understood that there were some concerns about the impact that this would have on parking at the time of the planning application, but ultimately consent was granted. It is accepted that this has resulted in the residents of no.15 having to park on-street, which increases the pressure on parking.
6	Residents in streets that could be impacted by displaced parking should have been consulted on the proposals (mentioned 2 times).	Residents living along the affected part of London Road were consulted, but not those living in adjacent streets. It was felt that only a relatively small number of parked vehicles would be displaced and the impact would be negligible, particularly if they choose to park in several different roads.
7	The proposed yellow lines will have other negative outcomes, such as lower property values (mentioned 2 times).	There is very little evidence that small scale on-street parking schemes, such as this have any significant impact on property prices and/or desirability of nearby homes.
8	Alternative parking solutions, such as a longer length of double yellow lines at the southern end or switching the double yellow lines to allow parking on west side of London Road, should be considered (mentioned 2 times).	The current proposal has sought to achieve a balance between addressing hazards created by the current level of parking, but at the same time acknowledging the need to retain as many on-street parking spaces as possible. Any scheme that proposed additional lengths of no parking or a more radical solution is likely to be met with opposition from some. It is suggested that the current scheme be implemented and monitored and should further parking issues develop, further restrictions could be considered.