

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH LYNN ROAD, WISBECH

To: **Highways and Community Infrastructure Committee**

Meeting Date: **23rd September 2014**

From: **Executive Director : Infrastructure Management & Operations**

Electoral division(s): **Wisbech North**

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

Purpose: **To determine objections received to the Traffic Regulation Order (TRO) associated with Lynn Road, Wisbech**

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

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1** Lynn Road (B198) connects the A47 (Wisbech bypass) from the North East of Wisbech to the centre of the town (**appendix 1**).
- 1.2** It is a major thoroughfare through the town and experiences heavy congestion, particularly at the Freedom Bridge roundabout at peak times. This roundabout is located close to the centre of the town and is one of only two local crossing points over the River Nene.
- 1.3** Wisbech Town Council have identified this area as having particular issues with congestion and seek to address it through the Local Highways Improvements (LHI) initiative.
- 1.4** Currently cars are able to park in lay-bys adjacent to Wisbech Park all day without charge. Whilst parking outside number 18, Lynn Road is restricted to a period of 2 hours.
- 1.5** This project seeks to introduce a maximum 3 hour waiting restriction in the lay-bys adjacent to Wisbech Park to prevent all day parking and allow easier access to the nearby amenities and local businesses (**appendix 2**).
- 1.6** As part of this project the County Council will also extend the double yellow lines, from the Lynn Road / A1101 roundabout to outside number 18 Lynn Road, in order to improve traffic flow at a highly congested junction (**appendix 3**).

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 Fenland Citizen on the 29th January 2014. The statutory consultation period ran from the 29th January - 20th February 2014.
- 2.3** The statutory consultation received 1 objection from the Police, this is detailed in appendix 4 with associated Officer's comments. There were no further responses as a result of the consultation from other statutory consultees or members of the public.
- 2.4** The Police objection centres on the extension of the double yellow lines outside number 18 Lynn Road and does not concern the parking restrictions adjacent to Wisbech Park.

2.5 On the basis of this analysis it is recommended that this Order is made to:

- Avoid danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising.

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 Transport Delivery Plan.

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 within this category.

4.4 Engagement and Consultation Implications

The proposal has originated from the Town Council and the statutory consultees have been engaged – (County Councillor, 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 Wisbech Library and the Castle Court County Council Office.

4.5 Localism and Local Member Involvement

The Local Highway Improvement Initiative empowers communities to take forward highway improvements through contributing to the cost of locally important highway improvements.

County Councillors Alan Lay and Paul Clapp have been involved throughout the development of this project as well as District Councillor David Oliver who is also Leader of Wisbech Town Council, all of whom support the proposals.

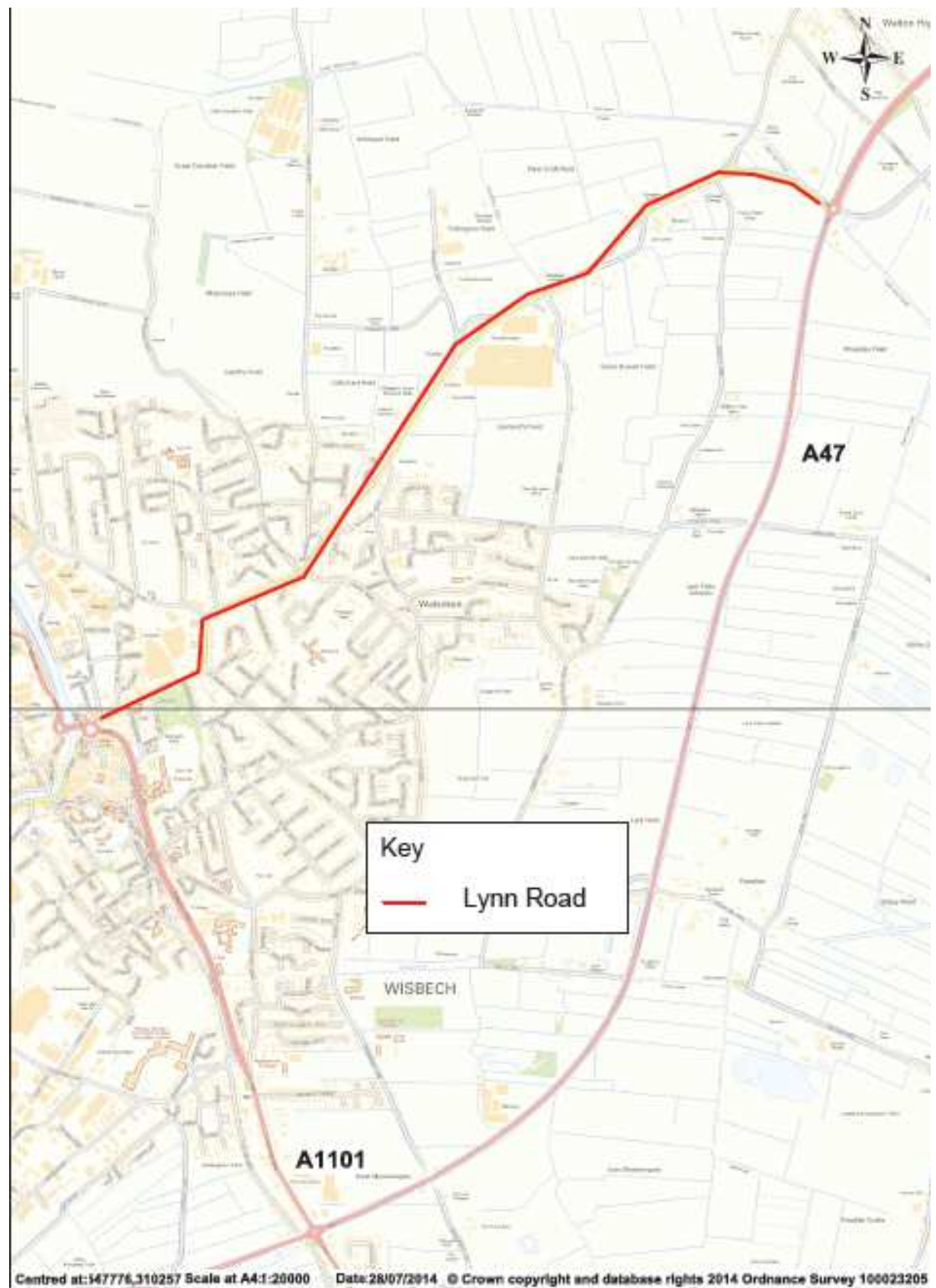
The County Council facilitated a further meeting with the Police and all other stakeholders, including Councillor Lay and Councillor Clapp, on the 25th of April, in order to discuss the Police's objection and seek to find a suitable way forward; however, unfortunately no agreement could be found and the Police's objection still stands.

4.6 Public Health Implications

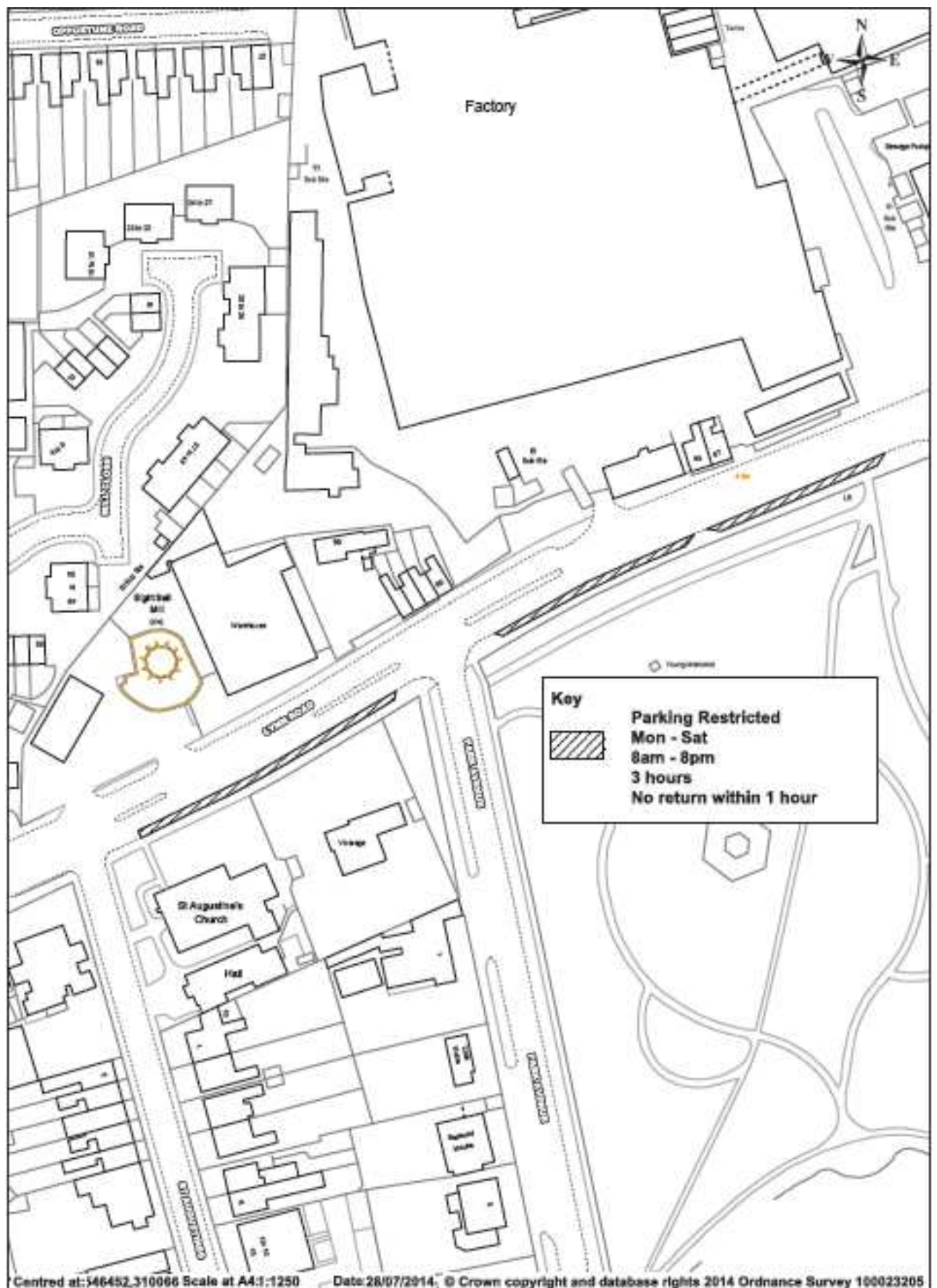
There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letter of Objection From Police	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

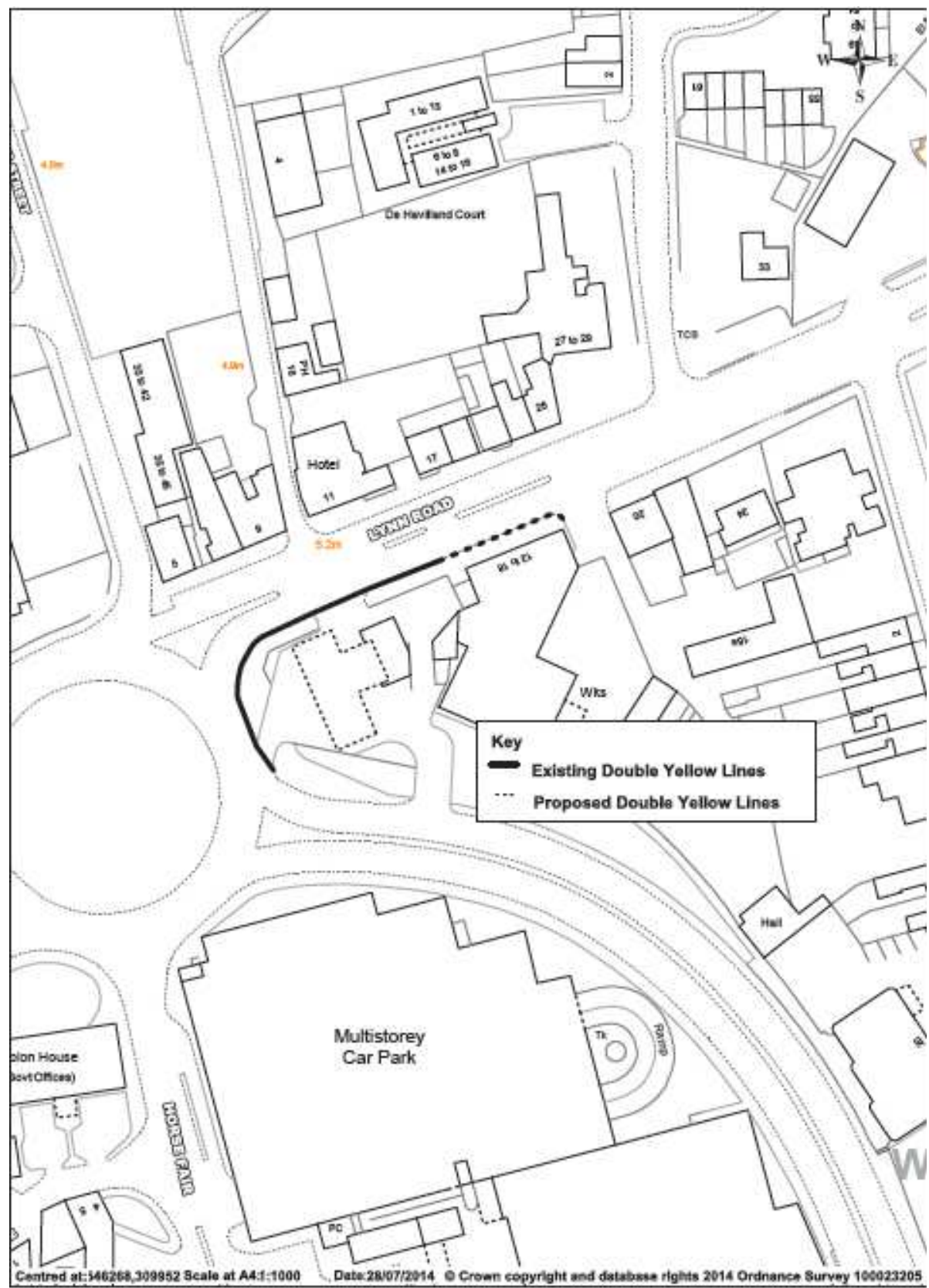
APPENDIX 1 – WISBECH OVERVIEW



APPENDIX 2 - LYNN ROAD, PROPOSED PARKING RESTRICTIONS



APPENDIX 3 – PROPOSED EXTENSION OF DOUBLE YELLOW LINES



APPENDIX 4

Objection/Comments	Officer Response
<p>1. Objects on the grounds of:-</p> <p>a) The Statements of Reasons used are invalid.</p> <p>b) Police research indicates that there is no vehicular collision history.</p> <p>c) The County Council has not considered the impact of making such an Order to the provision of parking facilities or access to premises.</p> <p>d) There will be unacceptable levels of vehicle displacement.</p> <p>e) The proposals are unnecessary.</p>	<p>Following legal advice the Council has removed 'For the purpose of relieving or preventing congestion of traffic', as a valid Statement of Reasons for making the Order. However, the statement 'For avoiding danger' has been kept as valid.</p> <p>The Council has records of minor incidents occurring slightly further East of the proposed restrictions, however potential for danger can still exist and the Order should be made to improve safety.</p> <p>Parking and access to premises have been considered. There has been no objection throughout the consultation process from residents and the restrictions still allow for loading/unloading.</p> <p>The Council estimates that 4 vehicles will be displaced; the premises likely to be affected still have parking available around the back.</p> <p>The area causes a bottleneck, removing the parking will allow two</p>

		lanes of traffic at a very busy roundabout.
	f) No account of the likely detrimental impact to the local economy has been considered.	Wisbech Chamber of Commerce supports the proposals. It is unlikely that the removal of spaces for 4 vehicles will have a significant impact.
	g) An alternative option that would be supported would be a single yellow line restriction.	During the informal consultation the Local Inspector didn't support the single yellow line proposed around 200m further along Lynn Road due to difficulty enforcing them, this is a contradiction to what is now suggested at the statutory process.