

Report title: Traffic regulation Order objections associated with the proposed waiting restrictions on Great North Road, Little Paxton

To: Cambridgeshire County Council's Traffic Manager and the local members representing the electoral divisions below

Meeting Date: 8th July 2022

From: Executive Director: Place & Economy

Electoral division(s): District of Huntingdonshire, Parish of Little Paxton

Key decision: No

Forward Plan ref: N/A

Outcome: To determine the objection received regarding the proposed waiting restrictions on Great North Road, Little Paxton. Potential outcomes involve the approval of the restrictions, as advertised, or to have the scheme suspended until such time as the additional measures can be added i.e. readvertisement of the proposals in an amended/extended capacity.

Recommendation:

- a) Request the readvertisement of the proposals to include the additional length of double yellow lines.
- b) Inform the objectors and parish council accordingly

Officer contact:

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Member contacts:

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1. Background

- 1.1 Little Paxton is a village and civil parish in the district of Huntingdonshire. The village is located off the A1, approximately 5 miles south of Huntingdon and 1.5 miles north of St Neots (Appendix 1) and is linked to St Neots itself via the B1041.
- 1.2 The proposal, to restrict parking on the B1041 in the vicinity of Rampley Lane (Appendix 2), comes as result of a successful local highways improvement (LHI) bid by Little Paxton parish council. The proposal seeks to prevent obstructive HGV (heavy goods vehicle) parking, which is currently impacting visibility for other road users and, in many incidences, obstructing pavements for pedestrians, as they travel to and from the Co-op/conservatory village.

(For the purposes of this report the A1 and B1041 shall be referred to by their road number and the unclassified road that extends northwards past The Orchard shall be referred to as the 'Great North Road'. In reality, all three roads share this title.)

2. Main Issues

- 2.1 The traffic regulation Order (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 period.
- 2.2 The TRO was advertised in the Hunts Post on the 20th April 2022 and the statutory consultation period ran from the 20th April 2022 to the 11th May 2022.
- 2.3 The statutory consultation resulted in two representations, both requesting an extension of the parking restrictions (Appendix 3 – extends upon the requests by proposing parking restrictions to the north of The Orchard). In many instances extensions to proposals are seen as being outside the scope of the project, and thus it's up to the requesting body to determine whether they want to entertain such a request. However, the highway authority cannot in good conscience approve restrictions, that potentially creates issues elsewhere, without due consideration.

The written representations are included in the table in Appendix 4, where in the interest of data protection identifiable information has been redacted. The officer responses to the points raised are also given in the table. The picture that was supplied to support one of the representations is shown in Appendix 5.

3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do
There are no significant implications for this priority.
- 3.2 A good quality of life for everyone
There are no significant implications for this priority.
- 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment
The report sets out the implications for this priority in 4.3 and 4.4.

- 3.5 Protecting and caring for those who need us
The report sets out the implications for this priority in 4.3 and 4.4.

4. Significant Implications

4.1 Resource Implications

The necessary resources have been secured through the LHI scheme, however, due to its proximity to the A1, a significant portion of the budget will be taken up by the requisite traffic management. As such, if the restrictions are to be extended the additional costs will have to be paid for by the parish council.

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

4.3 Statutory, Legal and Risk Implications

In its current configuration, there are concerns that the HGVs will simply park further along the road, specifically on Great North Road between its southern junction with the B1041 and its junction with The Orchard. In many instances the HGV drivers will mount the footway, to minimise the obstruction of the carriageway, but this has the adverse effect of obstructing the pavement – forcing pedestrians into the road. Additionally, the parked HGVs affect visibility for drivers exiting The Orchard – it is accepted that traffic is only permitted to travel southwards in the aforementioned-length of Great North Road, but this is not always complied with.

4.4 Equality and Diversity Implications

In general, pedestrians will travel to and from the Co-op/Conservatory village via Rampley Lane. As such, the current proposals will ensure the footways are unobstructed, which will benefit pedestrians of all the protected groups.

The concern with not extending the lines to the junction with The Orchard is that pedestrians from The Orchard, as well as from the 'MASS' office site (located to the north of The Orchard) may be impacted by parked vehicles and thus be forced to walk in the road, to pass. Unfortunately, there are a limited number of dropped kerbs, so in order to pass an obstruction wheelchair users would likely have to be in the road from the junction with The Orchard to the junction with Rampley Lane – given the speed of vehicles exiting the A1, this is unsafe.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged, including the County and District Councillors, the Police and the emergency services. The police offered no objections, and no comments were received from the other emergency services.

Notices were placed in the local press and displayed on site. Letters were also sent to nearby residents. The proposals were made available for viewing online at <http://bit.ly/cambridgeshiretro>

- 4.6 Localism and Local Member Involvement
County councillor Keith Prentice and District Councillors: Cllr Stephen Ferguson, Cllr Ben Michael Pitt and Cllr Richard Slade were consulted, though no comments were received.
- 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 – N/A
- 4.8.2 Implication 2: Low carbon transport – N/A
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management – N/A
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution – N/A
- 4.8.5 Implication 5: Water use, availability and management – N/A
- 4.8.6 Implication 6: Air Pollution – N/A
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change – N/A

5. Source documents guidance

5.1 Source documents

Copy of the written representation (redacted) received during the consultation period
Copies of the consultation documents (public notice, site notice and consultation letter – sent to residents and statutory consultees)

5.2 Location

Available upon request from the Policy & Regulation team
(policyandregulation@cambridgeshire.gov.uk)