

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO PROPOSED
WAITING RESTRICTIONS ON ROADS IN LOVE'S FARM AREA OF
ST. NEOTS**

To: Traffic Manager and the Local Member(s)
representing electoral division below.

Meeting Date: 4th March 2019

From: Executive Director: Place & Economy

*Electoral
division(s):* St Neots East & Gransden

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

Purpose: To determine objections to proposed waiting
restrictions in various roads in Love's Farm, St
Neots

Recommendation:

- a) Implement the proposed waiting restriction scheme as published, except for some lengths of Hogsden Leys, as per Option C on page 4 of this report and as shown on the drawing in Appendix 3.
- b) The remaining published proposals for Hogsden Leys be deferred and not implemented at this time.
- c) Inform the objectors accordingly

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1. BACKGROUND

- 1.1** Love's Farm is a large residential development on the eastern edge of St Neots, as shown in Appendix 1. Most dwellings have limited off-street parking and the estate layout is not conducive to significant levels of on-street parking. This is because the roads have regular bends, junctions and traffic calming features that are designed to moderate traffic speeds. The result is that vehicles are often parked indiscriminately, which creates visibility issues and road safety concerns.
- 1.2** Furthermore, the estate is located near to St Neots train station to which direct access can be gained via a footbridge. Its close proximity to the station, together with the introduction of parking controls in the Longsands Road area in 2017, means that rail commuters use roads in Love's Farm for long-stay parking. Some of this parking creates a road safety hazard and an inconvenience to local residents.
- 1.3** Local residents and the Love's Farm Community Association (LFCA) have been concerned about the level of parking on the estate for some time. Local consultations have sought to find a solution which would address parking concerns, but not unduly inconvenience those residents who need to park on-street. The County Council, as highway authority, has agreed work with LFCA and Members of both the County Council and Huntingdonshire District Council to find a workable solution.
- 1.4** A parking scheme has been designed, the general principle of which is that the spine roads and selected other lengths of road would have double yellow lines prohibiting parking at all times, except for specific lengths of road where parking can be accommodated. The double yellow lines would generally extend a short distance into side roads to ensure that junctions remain clear of parked vehicles.
- 1.5** In selective side roads, primarily in the south-western part of Love's Farm, parking would be prohibited from Monday to Friday between 10am and 11am, except for specific lengths of road. This short-term restriction would address issues relating to all-day non-resident parking, but still allow residents and visitors to park for a substantial period of the working day and at all other times. The remaining lengths of road (mostly constructed bays) within this area, would be unrestricted parking.
- 1.6** In Station Square, a mixture of 2 hour and 20 minutes Limited Waiting (Monday to Friday 8am-6pm) is proposed to prevent all day parking and encourage a regular turnover of parking to assist nearby businesses and allow for short-duration parking for drop-off and pick-up purposes. The parking layout drawings are included in Appendix 2.
- 1.7** This is a Local Highway Improvement (LHI) scheme with the third party contribution coming from the developer.

- 1.8** A public consultation exercise, including a public exhibition, inviting residents' views was undertaken in June 2018. As a result of that the scheme was refined in readiness for the next stage in the process.

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 submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, including the emergency services. There are approximately 1450 dwellings in Love's Farm and they were all individually consulted by letter.
- 2.2** The proposed parking restriction scheme was advertised in the Hunts Post on 7th November 2018 and the statutory consultation period ran until 30th November 2018.
- 2.3** The statutory consultation generated a total of 69 representations, 52 of which are objections or are opposed to the scheme. 10 offer general support, but some have made specific comments. 7 respondents made comments, but neither opposed nor supporting the proposal.
- 2.4** It should be noted that 31 of the 69 representations were received from residents of Hogsden Leys or those concerned about the proposals for that road. A significant number of responses were from that part of Hogsden Leys near to the Cockrells junction. Most of those who commented on Hogsden Leys are generally against the proposed scheme. In addition, an online "change.org" petition entitled "Fairer parking restrictions for Hogsden Leys" containing 107 names was submitted, but this contained no specific addresses. This was signed by some who had already submitted individual comments.
- 2.5** The other representations were dispersed over the remainder of Love's Farm with no obvious concentration in any area. Some 6 responses did not provide a home address or road.
- 2.6** The points raised in the above representations are included in the table in Appendix 4. The officer responses to the objections are also given in the table.
- 2.7** District Councillor Dr Nik Johnson submitted written comments broadly welcoming the proposals, but wishing to highlight the difficulties faced by those living towards the northern part of the estate. District Councillors Philip Gaskin and Barry Chapman submitted some written comments, specifically relaying some local concerns about the possible displacement of parked cars to Hawkesden Road should the Love's Farm scheme go ahead. Cambridgeshire Police do not object to the proposals.

3. OPTIONS FOR TAKING THE PARKING SCHEME FORWARD

Option	Description	Officer Comment
A	Implement the full parking scheme as published.	This would achieve the aim of tackling all-day non-resident parking on all roads in the southern part and on the spine roads in the northern part of Love's Farm. A number of objections, primarily from residents of Hogsden Leys, were received from that area, so this option would not be popular with them.
B	Implement the parking scheme in roads in the southern part of Love's Farm (approximately up to where Great High Ground becomes Hogsden Leys) and use a combination of double yellow lines and single yellow lines along Hogsden Leys from that point northwards (alternative scheme put forward by residents).	This would satisfy the objective of tackling all-day non-resident parking in the south of Love's Farm and address some of the issues in Hogsden Leys. Residents have presumably suggested the use of single yellow lines to stop all-day parking, but still allow them to park in Hogsden Leys at most times, including evenings and weekends. However, officers have assessed the parking in Hogsden Leys and consider that parking should not take place on those lengths of roads on which residents have suggested single yellow lines. From a road safety and traffic management perspective it is irrelevant whether the parked cars belong to residents or non-residents, so this could not be recommended. Also, this approach would require the installation of a significant number of upright signs for the single yellow line restriction, which would be difficult to accommodate. This would be a significant change to the published scheme, so would require additional consultation, at least with those residents directly affected.
C	Implement the parking scheme in roads in the southern part of Love's Farm (up to nos.15/16 Hogsden Leys) and at	This would satisfy the objective of tackling all-day non-resident parking in the south of Love's Farm. The restrictions could be implemented on that part of the estate and an assessment could be made on the effect on the remainder of the estate. If it was

	selective locations further north as shown in Appendix 3. Defer a decision on the remainder. This approach is broadly supported by representatives of LFCA.	felt that unacceptable numbers of parked cars had transferred to the northern part of Hogsden Leys the remaining part of the scheme could be implemented. This could be undertaken up to 2 years after publication of the original scheme, i.e. by October 2020, without the need to re-publish the proposal. This would also allow time to see what impact any possible removal of the traffic calming narrowings had on parking.
D	Abandon the whole scheme.	Very few objections were received from those who live in the southern part of Love's Farm, so it is assumed that there is a reasonable level of local support from residents of that area. Hence, it would seem reasonable to implement restrictions in that area as a minimum.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

The necessary staff resources and funding have been secured through LHI funding and a contribution from the developer.

5.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 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 roads where it is proposed to implement the waiting restrictions. The documents associated with the proposal were available to view in the reception area of Shire Hall and at the Council's Highway office at Vantage House, Huntingdon.

5.5 Localism and Local Member Involvement

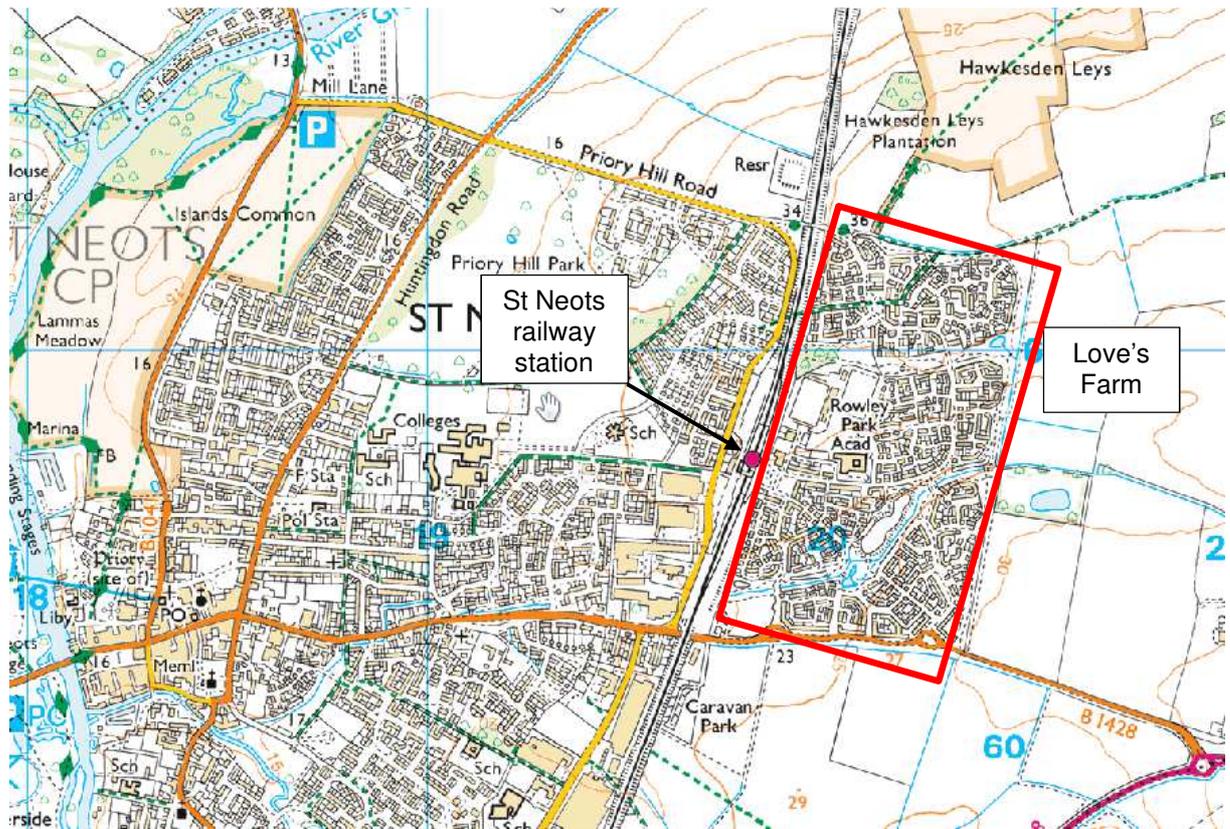
County Councillor Julie Wisson, the relevant District Council Members and St Neots Town Council were consulted.

5.6 Public Health Implications

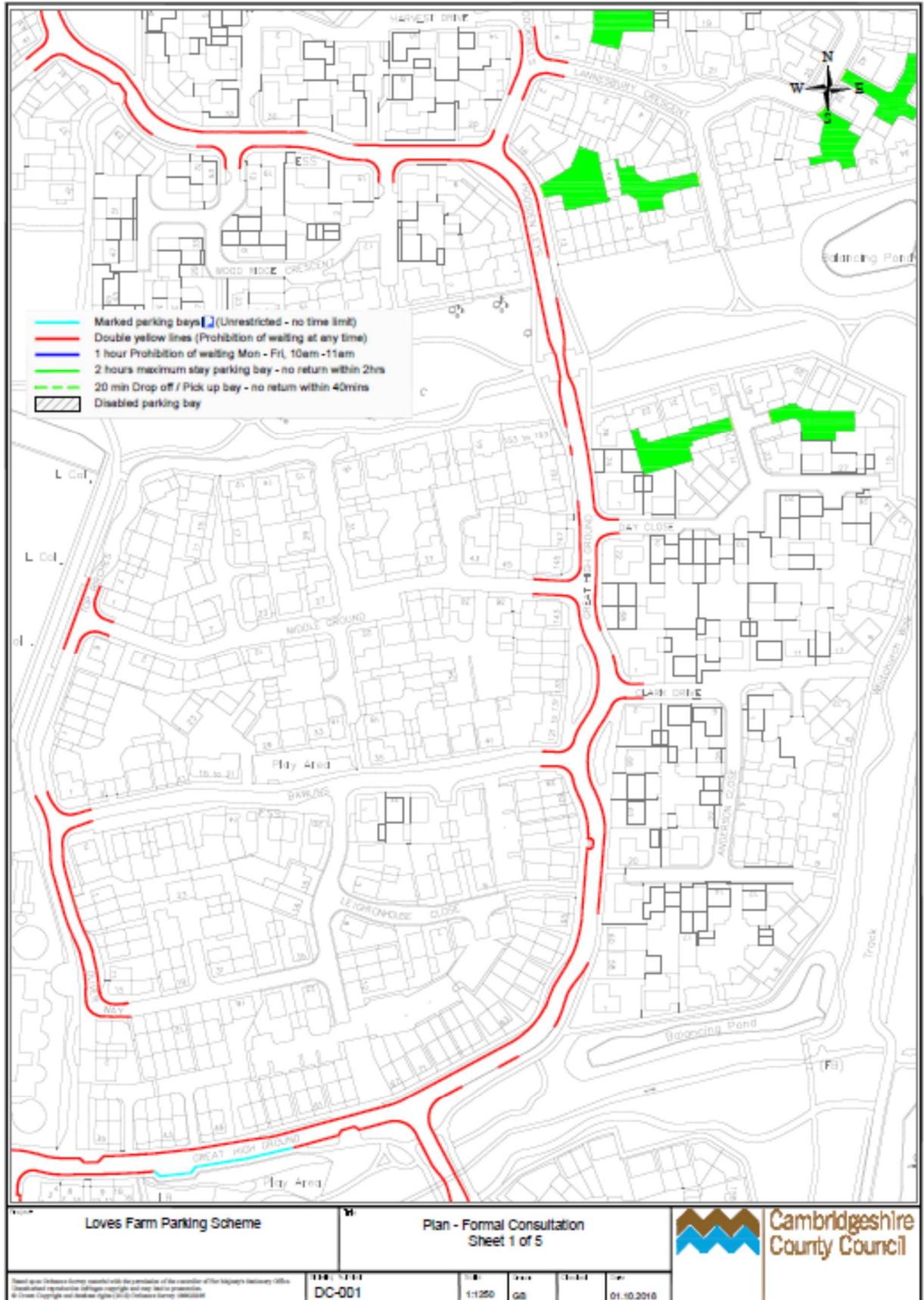
There are no significant implications within this category.

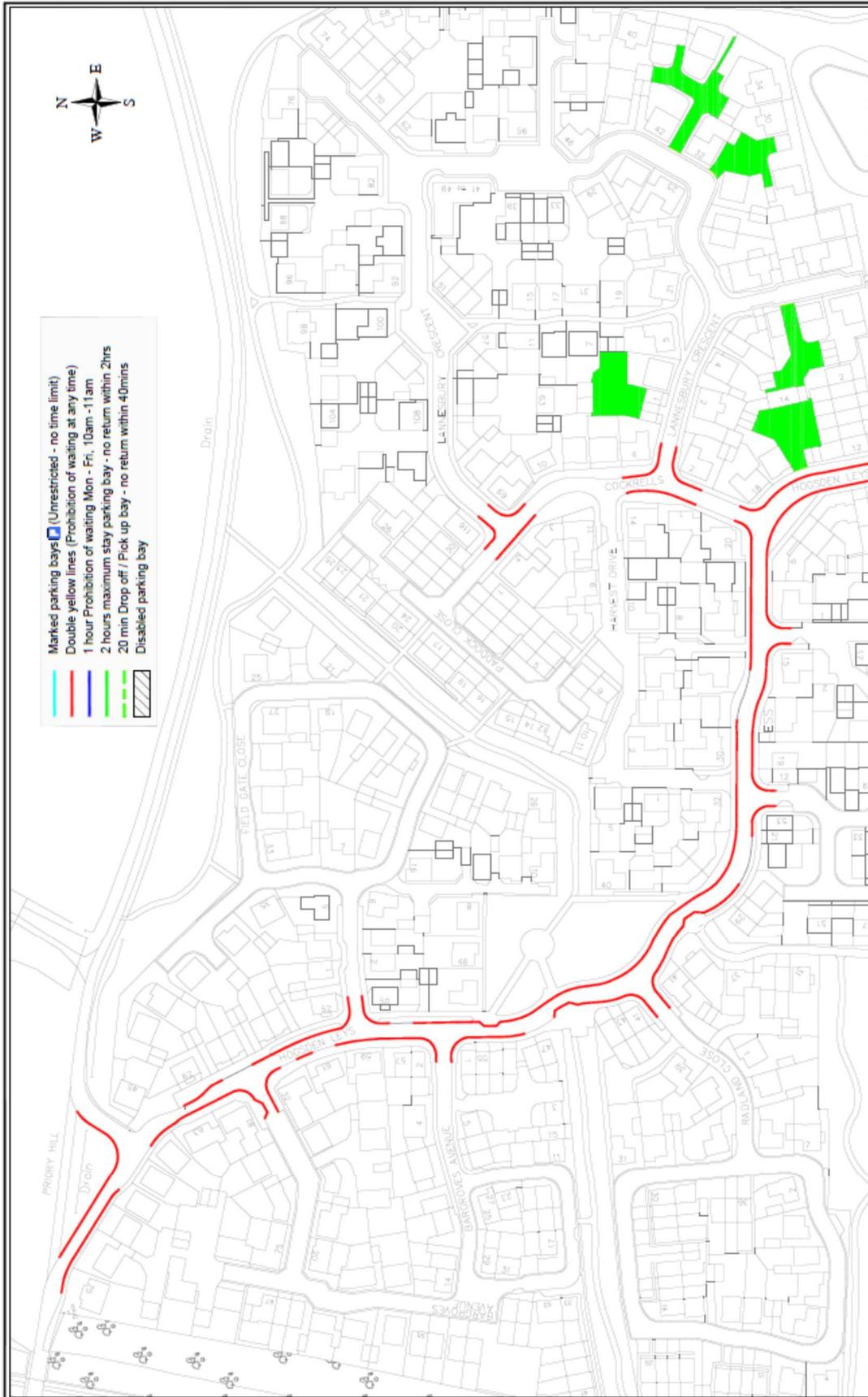
Source Documents	Location
Written representations received in response to published proposals.	Document is held at:- Vantage House Washingley Road Huntingdon PE29 6SR

Appendix 1 – Location Plan



Appendix 2 – Published Waiting Restriction Scheme



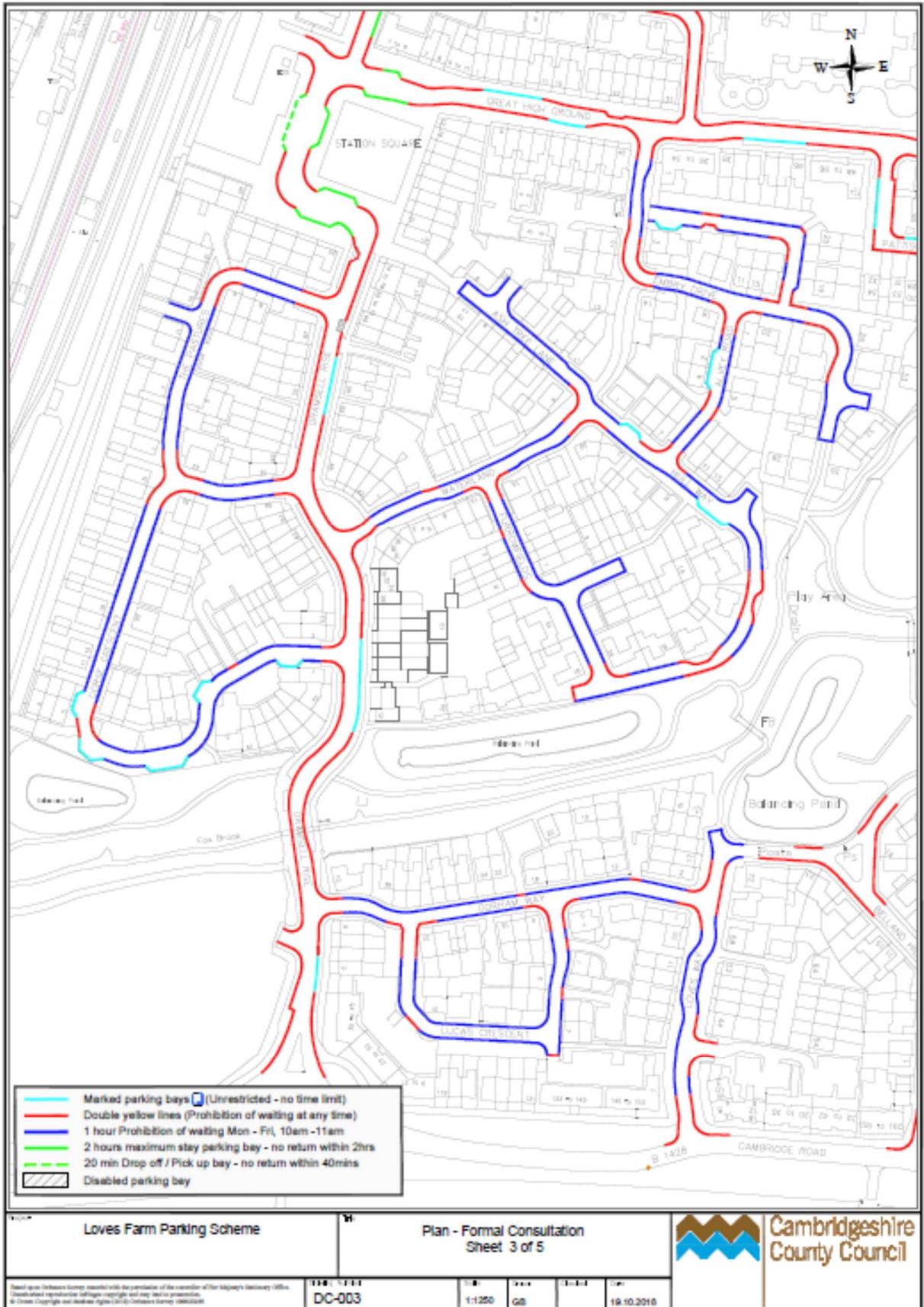


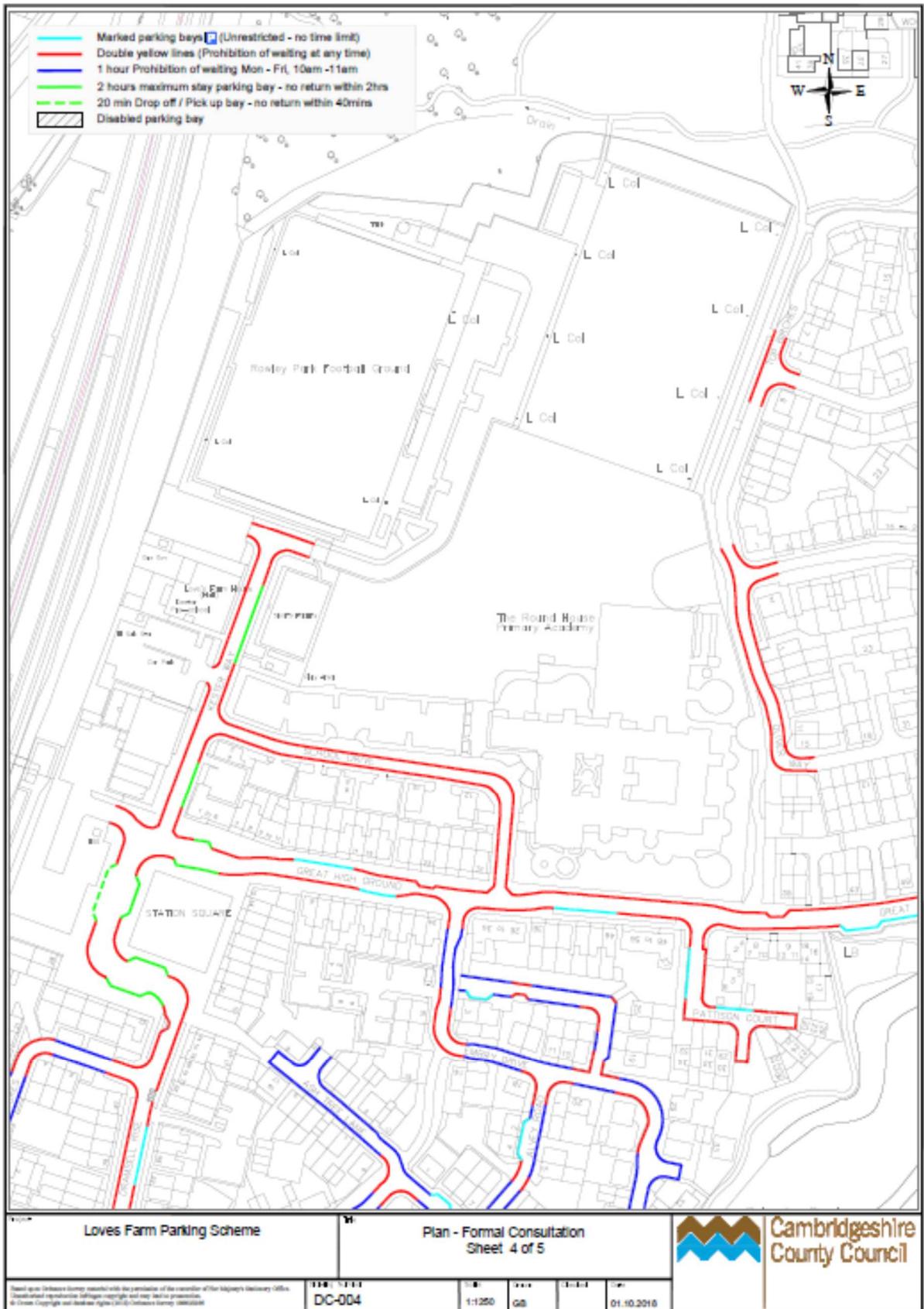
Cambridgeshire County Council

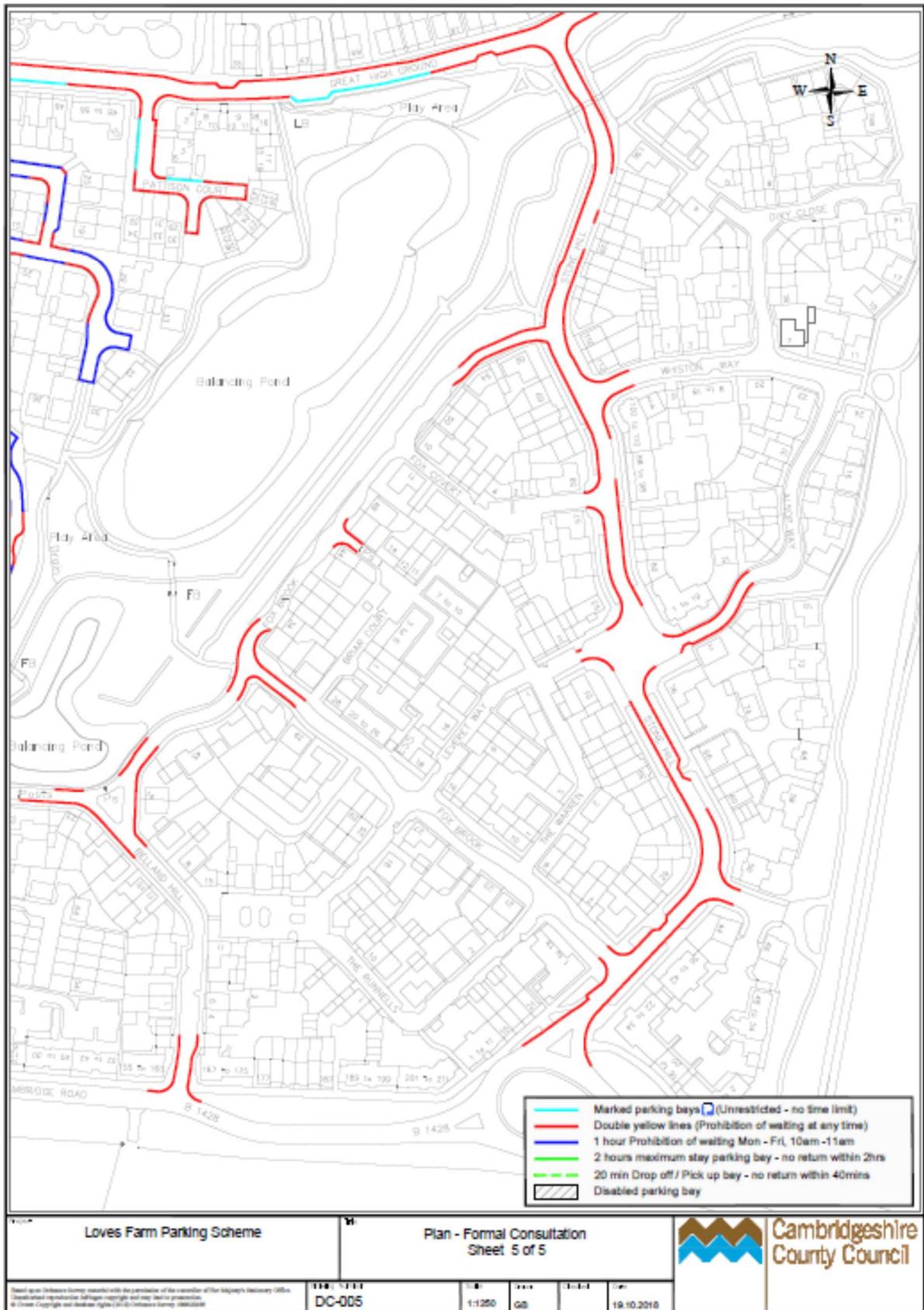
Plan - Formal Consultation Sheet 2 of 5

Project	DC-002	Scale	1:1250	Date	01.10.2018
Title	Loves Farm Parking Scheme	Scale	1:1250	Date	01.10.2018

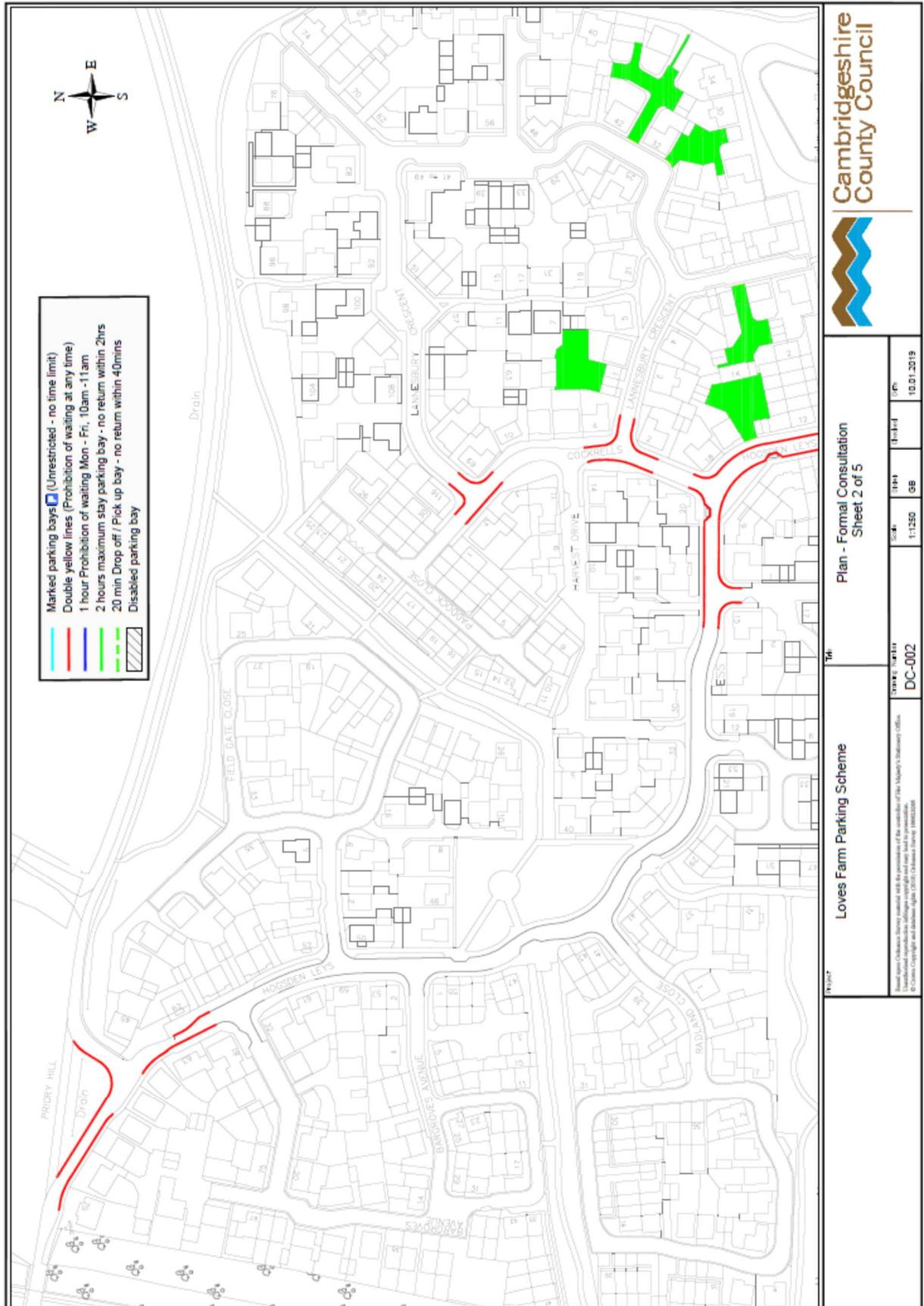
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Appendix 3 – Revised Proposal for Hogsden Leys (Recommended)



Cambridgeshire
County Council



Plan - Formal Consultation
Sheet 2 of 5

Loves Farm Parking Scheme

Project

TW

Drawn	Scale	Sheet	Project	Date
DC-002	1:1250	GB		10.01.2019

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Appendix 4

No.	Summary of Objection/ Representation ranked by number of times mentioned (includes issues raised in 3 or more representations)	Officer Response
1.	<p><u>Proposed Restrictions for Hogsden Leys</u></p> <p>a) The proposed restrictions will create problems for visitors, including family/ friends and deliveries. (Raised in 14 responses)</p> <p>b) The proposed restrictions extend too far north into the estate where parking is less of a problem. (Raised in 12 responses)</p> <p>c) The proposed restrictions will take away too many on-street parking spaces. (Raised in 11 responses)</p> <p>d) Restrictions on Hogsden Leys will transfer parked vehicles to unrestricted side roads. (Raised in 9 responses)</p>	<p>It is accepted that the double yellow line restrictions will prohibit parking for all drivers, including most visitors. However, the proposal is to install double yellow lines on lengths of road where even short-stay parking is unacceptable, due to junctions, bends, traffic calming features and vehicular accesses. It is permitted to load/ unload on double yellow lines and disabled drivers can park on them for up to 3 hours.</p> <p>It is acknowledged that there appears to be less non-resident parking in the northern part of Love's Farm. However, if restrictions were implemented near to the railway station, this is likely to lead to displacement of parking to roads further north in the estate, such as Hogsden Leys. It is the main spine road through the northern part of the estate and, therefore, carries reasonable levels of traffic, so it was felt that yellow lines were needed to counter any such displacement issues.</p> <p>The spine roads, including Hogsden Leys, carry reasonably high traffic volumes, so they need to remain largely unobstructed to allow access for larger vehicles, such as refuse trucks and emergency vehicles. The estate design and layout are not conducive to accommodating high levels of on street parking.</p> <p>This could occur, particularly outside of the working day and at weekends. No restrictions are currently proposed for the side roads as they do not currently suffer from high levels of non-resident parking. Also, parking in the side roads has less</p>

		<p>safety and traffic management implications. If the scheme was implemented, the situation would be monitored to see what effect this has. It has been anticipated that a phase 2 scheme might be necessary. Very few objections were received from residents living in the side roads off Hogsden Leys, so presumably they do not foresee a significant issue with displacement.</p>
e)	<p>Most properties have only one allocated off-street parking space, so residents need to park on-street. (Raised in 8 responses)</p>	<p>The planning vision for Love's Farm was to provide relatively dense housing with limited off-street parking provision. This was based on the desire to reduce traffic on the estate, create an environment that is less dominated by the motor car and encourage residents to use more sustainable forms of transport. St Neots mainline railway station is nearby and the town has good cycling facilities.</p>
f)	<p>The estate layout/design does not allow for much on-street parking, so alternative places to park will be hard to find. (Raised in 7 responses)</p>	<p>For the reasons stated above, Love's Farm was deliberately designed in such a way that little on-street parking is available. This limits the availability of spaces for those seeking alternative parking if restrictions are implemented in Hogsden Leys.</p>
g)	<p>Only short lengths of road, such as near junctions, need double yellow lines and single yellow lines would be sufficient on the remainder. (Raised in 4 responses)</p>	<p>Many lengths of Hogsden Leys are not suitable for high levels of on-street parking at any time, so single yellow would not be appropriate. Also, see paragraph 2. a) below.</p>
h)	<p>The restrictions will not be adequately enforced. (Raised in 3 responses)</p>	<p>Parking enforcement in Huntingdonshire is not decriminalised, as it is in Cambridge, so would be a police responsibility. It is acknowledged that this is unlikely to be a high priority for them.</p>
2.	<p><u>Alternative suggestions for Hogsden Leys</u></p>	
a)	<p>Double yellow lines should be replaced by single yellow lines on lengths of Hogsden Leys</p>	<p>As has previously been pointed out, many lengths of Hogsden Leys are unsuitable for on-street parking. The introduction of single yellow lines similar to those</p>

	<p>where parking can be accommodated. (Raised in 22 responses)</p> <p>b) A residents' permit parking scheme, such as those in operation in Cambridge, would be a more suitable and resident-friendly form of parking control. (Raised in 7 responses)</p>	<p>proposed for side roads closer to the station would allow drivers to park on those lengths of road for significant periods of time. This is being requested on the basis that it would stop all day parking by railway commuter and other non-residents, but allow residents to park there most of the time. From a road safety/ traffic management perspective if drivers are parking at an unsuitable location, it is irrelevant who owns the vehicle.</p> <p>Residents' permit parking schemes are a suitable solution to address the kind of parking issues that occur on Love's Farm. However, permit parking schemes are primarily used in areas where most homes have little or no off-street parking and have no option but to park on-street. In any event, this approach would not be appropriate in Hogsden Leys as most of the lengths of that road are unsuitable to accommodate parking.</p>
3.	<p><u>Safety Issues</u></p> <p>a) The double yellow lines on Hogsden Leys and other spine roads will increase traffic speeds and make the roads less safe. (Raised in 12 responses)</p> <p>b) There are no significant road safety issues to address in Hogsden Leys and the number of collisions is small. (Raised in 7 responses)</p>	<p>Extensive lengths of double yellow lines can present drivers with a clear road, which has the potential to increase speeds. However, the alignment of the roads, including regular traffic calming features and junctions, encourages lower traffic speeds.</p> <p>This is an on-street parking scheme and is not being promoted as a road safety initiative. However, better management of parking can have safety benefits, such as by ensuring visibility at junctions is not obscured. Thankfully, relatively few recorded traffic collisions have occurred on Love's Farm. There might well have been non-injury collisions, but the police do not record these.</p>
4.	<p><u>Consultation</u></p> <p>a) Consultation was inadequate. (Raised in 9 responses)</p>	<p>The County Council and Love's Farm Community Association (LFCA) have undertaken a significant amount of consultation with all residents. There have been opportunities to discuss the scheme</p>

	<p>b) There was a low response to the earlier consultation exercise. (Raised in 7 responses)</p>	<p>with elected Members, representatives of LFCA and Council officers. As ever, it is difficult to accommodate everyone's wishes.</p> <p>All residents in Love's Farm have been given several opportunities to have their say. As is usual, many people choose not to respond and it is difficult to make a judgement on how they feel about the proposals.</p>
<p>5.</p>	<p><u>Representations relating to roads other than Hogsden Leys</u> (includes issues raised in 3 or more representations)</p> <p>a) The proposed restrictions in Embry Drive will create difficulties for residents, affect property values and residents permits would be a better solution. (Raised in 5 responses)</p> <p>b) Proposed restrictions in Great High Ground will significantly reduce parking capacity, inconvenience residents and lead to displacement of parking to other roads. (Raised in 3 responses)</p>	<p>The proposed restrictions for Embry Drive, which is a side road in the southern part of Love's Farm, are a combination of double yellow lines and single yellow lines. They may create some inconvenience, but if the road was left unrestricted it might well be used by commuters as it is relatively close to the railway station. Impact on property values is difficult to determine, since all day commuter parking may also affect property values.</p> <p>As with Hogsden Leys, officers have tried to leave lengths of unrestricted parking where possible, but this is difficult due to the road layout.</p>

<u>Brief summary of other responses raised less than 3 times (no. received)</u>	<u>Officer comment</u>
<p>a) Alvey Road – Query about parking space (1)</p> <p>b) Bargroves Avenue – Concerned about displaced parking (1)</p> <p>c) Belland Hill – Extend double yellow lines to counter potential displacement issue (2)</p>	<p>Some of the more localised issues can be considered on their merits and, if appropriate, the extent of the restrictions could be</p>

<ul style="list-style-type: none"> d) Cockrells – Displaced parking could create access/ egress difficulties (1) e) Day Close – Support (1) f) Embry Drive – Replace some single yellow lines with double yellow lines (1) g) Field Gate Close – Support (1) h) Fox Brook – Parking scheme should extend further (1) i) Furrowfields – Restrictions would create problems for home workers (1) j) Furrowfields – Request for single yellow lines instead of double yellow lines on some lengths (1) k) Gorham Way – Restrictions would create problems for shift worker (1) l) Gorham Way – Single yellow line should not cover drive (1) m) Gorse Crescent – Concern about sign post location (1) n) Great High Ground – Problems created by electric gate and being unable to use drive, so needs road parking (1) o) Hogsden Leys – Restrictions will de-value property (2) p) Hogsden Leys – Extend double yellow lines near Field Gate Close (1) q) Hogsden Leys – Relocate parking south of Field Gate close to other side of road (1) r) Hogsden Leys – No proper research has gone into this (1) s) Hull Way – Concerned about loss of parking and request permit scheme (1) t) Kester Way – Parking creates safety issues and congestion for football ground traffic (2) u) Lannesbury Crescent – Support (2) v) Pattinson Court – Support but would like more parking (1) w) Radland Close – Support (1) x) Station Square – Concerned about loss of parking (1) y) Stone Hill – Increase parking to north of Whiston Way (1) 	<p>adjusted. Some issues could be addressed as part of a phase 2 parking scheme.</p>
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<p>z) Stone Hill – concerned about loss of parking and displacement to other roads (1)</p> <p>aa) Stone Hill and Great High Ground – Concerned about visibility issues due to parking in gaps (1)</p> <p>bb) Unknown roads/General comments – Support (3), Wants residents' permit parking (1), Station car park already full (2), Council should provide more parking (2), Scheme is too restrictive (2)</p>	
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