

Report title: Consider Objections Received in Relation to Proposed Waiting Restrictions in Various Roads, Arrington

To: Delegated Decision Meeting

Meeting Date: 18th March 2021

From: Executive Director Place & Economy

Electoral division(s): Gamlingay

Key decision: No

Forward Plan ref: n/a

Outcome: To determine objections received in response to proposals to introduce Waiting Restrictions in Various Roads, Arrington

Recommendation: a) Introduce the Waiting Restrictions as detailed in the report.
b) Inform the objectors of the decision of the meeting.

Officer contacts:

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Member contacts:

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1. Background

- 1.1 This report is related to a scheme to introduce on-street parking restrictions in Arrington. Several roads in the village suffer from high levels of non-resident parking at certain times. Many of these parked vehicles belong to visitors to the nearby Wimpole Estate which is owned by the National Trust. It would appear that some visitors choose to park on the highway in Arrington, rather than paying to park on-site at Wimpole. At times, the volume of parking, particularly in Church Lane has resulted in larger vehicles, such as buses, being able to pass. Other issues, such as blocked footways and obstructed driveways have resulted in the receipt of complaints from local residents.
- 1.2 Several years ago the National Trust submitted a planning application for a multi-use trail at Wimpole and as part of that process discussions took place about the potential for increased levels of parking in Arrington. As a result, a Unilateral Undertaking was agreed that committed the National Trust to fund a parking consultation and, if necessary, the introduction of parking restrictions in the main part of the village should parking issues develop. This money is being used to fund the proposed parking scheme.
- 1.3 Some time ago, Arrington Parish Council undertook their own consultation exercise with local people, which suggested broad support for some form of on-street parking restrictions. This was followed up by a County Council consultation towards the end of 2020 to get further feedback from residents on a draft parking scheme. This was also generally supported, so the required Traffic Regulation Order (TRO) was published in January 2021.

2. Main Issues

- 2.1 The introduction of waiting restrictions requires the County Council to publish a Notice to inform statutory bodies, members of the public and other interested parties of the proposal.
- 2.2 The proposal was advertised in the Royston Crow on 28th January 2021 and the statutory consultation period ran until 19th February 2021. Statutory bodies, such as the emergency services, and relevant County and District Councillors were consulted. In addition, a consultation letter was sent to all households in the vicinity to explain the proposal and give them an opportunity to comment. Copies of the public notice were displayed on-street and full details were published on the Council's website.
- 2.3 The statutory publication and consultation generated a total of ten representations, including two objections. Of the remaining representations, four have made comments about certain aspects of the proposals, with the other four supporting them. We wrote to a total of 110 households, so the number of responses received was relatively low. The written representations submitted are summarised included in Appendix 3 and officer responses are also given in the table.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone

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

- The current level of parking creates some inconvenience and irritation to residents of Arrington, so the proposed restrictions would go some way to addressing that.

3.2 Thriving places for people to live
There are no significant implications within this category.

3.3 The best start for Cambridgeshire's children
There are no significant implications within this category.

3.4 Net zero carbon emissions for Cambridgeshire by 2050
There are no significant implications within this category.

4. Significant Implications

4.1 Resource Implications

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

- The necessary funding has been secured through a Unilateral Undertaking with National Trust as a result of their planning application relating to the development of a multi-use trail at Wimpole Estate.

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

4.3 Statutory, Legal and Risk Implications

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

- The required statutory process for this proposal has been followed.
- The design and implementation, if approved, would comply with all relevant regulations, standards and other accepted practises.
- The proposals would improve safety for all road users.

4.4 Equality and Diversity Implications
There are no significant implications within this category.

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, the Police and the other emergency services. Notices were placed in the local press and displayed on-street. Residents living in the vicinity were individually consulted by letter. The documents associated with the proposal were available to view online.

4.6 Localism and Local Member Involvement

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

- County Councillor Sebastian Kindersley, the relevant the District Council Members and Arrington Parish Council were consulted. No adverse comments were received.

4.7 Public Health Implications

There are no significant implications within this category.

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:

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

Appendix 1 – Public Notice



PUBLIC NOTICE

CAMBRIDGESHIRE COUNTY COUNCIL
(CHURCH LANE, CROYDON ROAD, CHURCH END, CLIFDEN CLOSE
AND ERMINE WAY, ARRINGTON)
(PROHIBITION OF WAITING) ORDER 2021

Cambridgeshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of this Order will be to introduce No Waiting at any time on the following lengths of road in Arrington:-

- | | | |
|---------------|---|---|
| Church Lane | - | North side, from a point 64 metres west of its junction with Ermine Way in a generally westerly direction to its junction with Croydon Road and Church End. |
| Church Lane | - | South side, from a point 107 metres west of its junction with Ermine Way in a generally westerly direction to its junction with Croydon Road and Church End. |
| Croydon Road | - | Both sides, from its junction with Church Lane and Church End to a point 52 metres south-west of that junction. |
| Church End | - | Both sides, from its junction with Church Lane and Croydon Road in a northerly direction for 18 metres. |
| Clifden Close | - | Both sides, from its junction with Ermine Way in a westerly direction for 27 metres. |
| Ermine Way | - | Both sides, from a point 80 metres north of its junction with Church Lane in a southerly direction to a point 90 metres south of its junction with Clifden Close. |

For further details of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0681. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

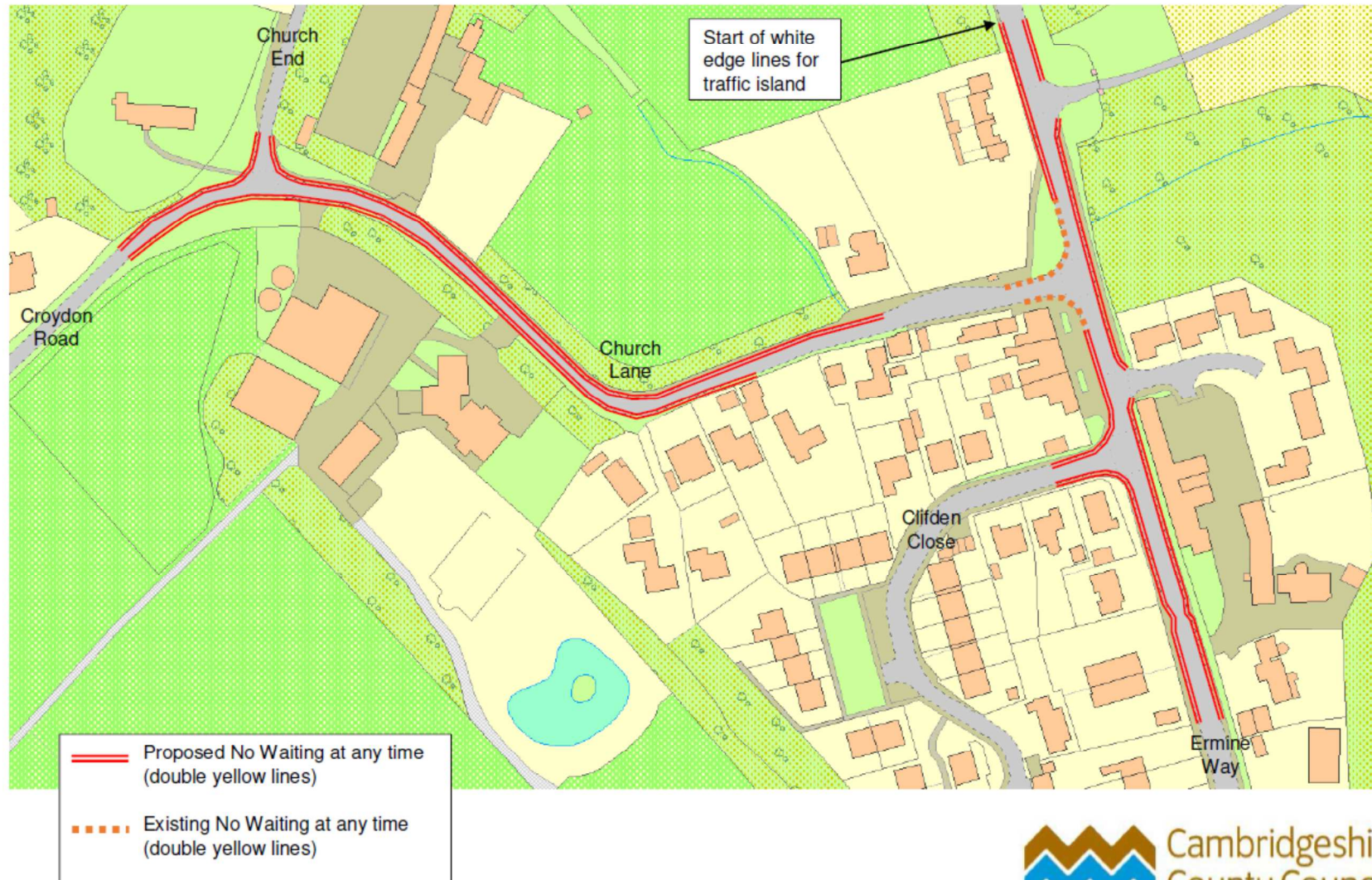
Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by 19th February 2021 quoting reference PR0681. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Shire Hall, Castle Street, Cambridge CB3 0AP

28th January 2021

Appendix 2 – Drawing

CHURCH LANE, CROYDON ROAD, CHURCH END, CLIFDEN CLOSE AND ERMINE WAY, ARRINGTON PROPOSED ON-STREET PARKING RESTRICTIONS



Appendix 5 – Representations Received and Comments

No.	Summary of Objections received	Officer's Response
1	<p>Although we entirely agree that the village needs parking restrictions, we disagree with the proposal of double yellow lines, on the grounds that such restrictions would push problematic parking into our part of the village. We live at no. xx Ermine Way, and are resident in a council house without a driveway. We therefore rely on being able to park in the village's laybys, as do our family and friends when they visit.</p> <p>Prior to the current coronavirus restrictions, our village has been seriously congested with traffic every weekend and holiday, as you know, and we fully expect it to be once again, when the restrictions have lifted. This has meant that our ordinary lives have been affected, with friends and family unable to visit, and having to restrict our own leaving of the village until the evening, for shopping etc. Although double yellow lines would no doubt benefit other areas of the village, I believe that it would make our own parking problems more severe.</p> <p>On these grounds, we would like to register our objection to the proposed TRO (PRO681).</p>	<p>The proposed restrictions are focused on roads in the village where the main parking difficulties occur and also take account of any expected displacement. The proposals do not extend as far as the objectors home, but it is possible that there might be some transference of parking to that part of Ermine Way. If there was some migration of parking, it could take up some of the space that the objector currently uses.</p> <p>With on-street parking restrictions it is always difficult to judge what lengths of road might be affected by any displacement. It is possible that additional restrictions might need to be considered in future.</p> <p>Overall, the scheme seeks to strike a balance between addressing the very real parking issues that exist in Arrington, but not causing undue inconvenience to residents.</p>
2	<p>I am very unhappy about the proposed closures/parking restrictions around the village of Arrington without a proper consultation, without alternate provisions for parking in place.</p> <p>Firstly, as a local walker I park around the village on a weekly basis and as a family have done since 1972. It was only on Sunday (after the review ended) that I saw two, water damaged and rather sad looking A4 paper sheets attached to two lampposts. This cannot be seen as adequate provisions for this review.</p> <p>Clearly people park around Arrington for the walks. We have to allow people access</p>	<p>There has been extensive consultation with local people, but it is accepted that it is difficult to bring such proposals to the attention of non-residents. In this case, notices were published in a local newspaper, site notices were displayed on-street and details were available on the Council's website.</p> <p>The Council wants people to enjoy the countryside, but in recent months the</p>

<p>to the countryside; the Cambridgeshire countryside is not just for those lucky enough to be able to afford houses here.</p> <p>When you considered the National Trusts application for a new major car park you should along with your colleagues, have insisted that the NT provide 40, free car parking places open 24 hours per day to compensate for this now proposed loss. OR, you provide a replacement parking area in Arrington village to replace on road parking, there is clearly an urgent need for such a space.</p> <p>So, in summing up, I feel that the process you have put in place is inadequate and not fit for purpose.</p> <p>Secondly, if, in your wisdoms you feel that Arrington needs parking restrictions then you need to respect the wishes of the locals (under present restrictions) who clearly want to park and take exercise.</p> <p>Thirdly, I do not think that it is Cambridgeshire CC place to act as a god like figure dictating what and where people are to be. You should NOT just listen to the local residents who have contacted you asking for these restrictions, open your nets and speak directly to those who want and have a right to our local countryside.</p>	<p>level of on-street parking, particularly in Church Lane has become unacceptable from a road safety and traffic flow perspective. For example, there have been reports of bus services being unable to operate.</p> <p>The National Trust has adequate car parking at Wimpole, but some visitors choose to park in Arrington and access the Estate via the gate and rights of way network at Arrington.</p> <p>The Council cannot dictate what the National Trust charges for parking on their land. It is not the County Council's role as highway authority to provide off-road parking. Our role is to manage the road network.</p> <p>The required statutory processes have been followed and the Council has done its best to give those affected a chance to provide feedback on the proposals.</p> <p>If the parking scheme is implemented, some lengths of road would be left unrestricted. This is, in part, to allow those residents who have little or no off-street parking to park on-road, but those spaces could also be used by visitors. The focus of these restrictions is on the main built-up part of Arrington. There are other roads around the periphery of Wimpole Estate that have unrestricted parking and there are no current plans to change that.</p> <p>The County Council has no desire to dictate how people access the countryside. However, as highway authority, the Council has a responsibility to manage the road network, which may include the control of parking. Realistically, the only way to address the concerns around parking in Arrington is by introducing parking restrictions in the form of double yellow lines.</p>
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3	<p>Thank you very much for all of this information. It is great to see the proposal for the yellow lines on the roads that currently really suffer from the dangerous parking.</p> <p>However as a resident of Clifden close, it is very worrying that we are basically the only road that is not being protected with the yellow lines (apart from a tiny stretch at the start of the road which is nowhere near long enough)</p> <p>What is going to happen is that everyone will come and park in our road as there is nowhere else to park and we will greatly suffer. I can already predict we will have cars outside our driveway and just causing great disruption. I believe, and talking to other residents, that the majority of the road needs to have yellow lines. There is a stretch opposite our house and just past it that looks very inviting for unauthorised parking and we already have people parking here and going to Wimpole. This area especially needs to be looked at.</p> <p>There is already a visitor parking and we don't have that many visitors so I don't think it will be a problem to visitors.</p> <p>I hope you will agree that by putting yellow lines everywhere except our road is just going to push the traffic into our road and all you are doing is moving the problem not solving it.</p> <p>I hope this is considered.</p>	<p>Support noted.</p> <p>Parking issues in Clifden Close are very difficult to address due to its residential nature, different house types and layout. There seems to be general support for double yellow lines at its junction with A1198, so these are part of the proposal.</p> <p>Further into Clifden Close, there is a parking area, primarily intended for use by nearby residents. As this is a parking area, a yellow line type restriction could not be used and some sort of residents' parking scheme is not feasible.</p> <p>The difficulties of finding a solution are compounded by the fact that beyond the aforementioned parking area, the road is privately owned.</p> <p>It is accepted that there could be some transference of parking to Clifden Close, but much of the available space is already taken up by residents.</p>
4	<p>My only comment would be that the double yellow lines be extended 50 - 100 metres further to the west of Croydon Road than currently proposed. The currently proposed end points are considered to be near enough to the pavement along Church Lane to tempt motorists to park on this section of the road which do not have pavements.</p>	<p>The proposed restrictions extend some distance along Church Lane and into Croydon Road. As always, it is difficult to decide how far any restrictions should extend. It is accepted that there is a possibility of drivers choosing to park further west on Croydon Road.</p>

	<p>The majority of individuals who park for the side entrance into Wimpole Estate and to whom actions this order looks to address, are old, or have dogs or children. Or a combination. As a result I see these people parked in Church lane having their car doors open for longer than normal periods of time to set up buggies, get in and out of cars, take wellies off, control dogs, strap children into cars etc. This creates people loitering in the middle of the road. The upshot is that whilst the double yellow lines address the issue of parking in church lane mainly, it may just push the problem into an adjacent area that has no pavements, nearer to the 40mph portion of road towards Croydon and result in the road being blocked with people getting in and out of cars, walking in the road etc. This is not in The interests of highway safety.</p> <p>Furthermore church lane and Croydon road is a national bicycle byway and popular local running route which increased activity on the road at this site will have a negative effect on the current existing road use.</p>	<p>We would hope that the double yellow lines extend far enough to dissuade people from parking in Croydon Road. The extent of the proposed double yellow lines has been chosen to cover the bends in Church Lane and its junction with Church End. Beyond that point, the road straightens out where forward visibility is good. Therefore, any parked cars and associated activity should be seen by approaching drivers. If there is displacement further out of the village, further parking restrictions may need to be considered.</p> <p>We would anticipate that the current proposals will improve safety for cyclists and pedestrians, by prohibiting parking on those lengths of road where parking is currently causing concern. If implemented, the level of parking on roads beyond the current proposals will be monitored.</p>
5	<p>Having looked at the plans, I still have concerns about the proposals and would like to make some comments.</p> <p>People want to walk at Wimpole and they are parking at many different places on verges around the Wimpole estate. Without addressing the issue with the National Trust, parking will remain an issue.</p> <p>As for the specific plans, beyond the first bend on Church Lane going away from the A1198 the road widens and I don't see the need for restrictions there. Prior to and including the bend does need some restrictions. Hopefully the current plans will help the situation.</p>	<p>It is true that visitors park alongside other roads around the Wimpole Estate. However, they have much less impact on local residents. It is possible that in the future these issues might need to be addressed, but the current focus is on the main built-up part of Arrington. Also, the National Trust funding can only be used for parking restrictions in that specific part of the village.</p> <p>It is felt that the double yellow lines need to extend beyond the first bend in Church Lane. That length of road has limited forward visibility and drivers will be tempted to park partly on the footway, thereby obstructing pedestrians.</p>

6	<p>Can you confirm that the double yellow lines on the north side of Church Lane start before my driveway (no.x) then heading west up the Lane?</p> <p>I do think the area opposite me that is not covered will be a huge problem with people still parking. Why can this not be done? The two properties coming into the Lane on the south side should surely be marked out as residents parking only then the rest double yellow lines.</p> <p>The lay-by also needs double yellow lines so as to allow busses to pull in off the road which at the moment they can't do due to always full of cars!!</p> <p>Also the area between my house and the lay-by has cars parked right over the pavement up to my boundary thus preventing pedestrians getting through, so really the double yellow lines need to be from the junction of Ermine way all the way through to Croydon Road</p>	<p>Yes.</p> <p>A length of road on the south side of Church Lane has been left unrestricted primarily to assist residents who have little off-street parking. It is accepted that this might be taken up by visitors, but it was the residents who asked for that length of road to be left unrestricted. Residents only parking is not a viable option.</p> <p>There were discussions with the Parish Council about possible restrictions in the bus lay-by, but on balance it was decided to leave it unrestricted.</p> <p>There would be some merit in extending the double yellow lines slightly to cover the tapered ends of the bus lay-by, as leaving them unrestricted tends to encourage drivers to park half on the footway which is not ideal. This is a minor change that can be incorporated in the final scheme.</p>
7	<p>Having examined the documentation provided in the regulation orders page, and the associated drawing, I write on behalf of myself and my wife Xxxx Xxxx to mainly, concur with the findings and comments therein.</p> <p>It would seem to us, that the proposed Church Lane, Croydon Road, Church End and Clifton Close restrictions whilst reasonable and hopefully, satisfactory to remedy the issues there, it is likely that this will increase the impact on the A1198 Ermine Way.</p> <p>Over the years, as in many areas, partly due to the increasing housing developments, particularly to the north of Arrington, this road has become very busy (the current 'lockdown' situation we are now in is disguising this fact) and as a clear</p>	<p>Support noted.</p>

	<p>straight road from the roundabout at the BP garage traveling north, it is a high temptation for some drivers of vehicles, including many heavy lorries, to travel at excessive speeds. The idea that cars parked on this road would induce a traffic calming effect, is I believe, as much wishful thinking as the, albeit necessary, speed limits already in place.</p> <p>In conclusion, we are both in general agreement with the proposals thus far and in particular, concur with the Ermine Way third option as stated:-</p> <p>'The third option means that it may be prudent to publish longer lengths of yellow line at this stage. If necessary, the more critical lengths could be introduced in the first instance and a decision on the remainder could be deferred to test the impact of the original restrictions.'</p>	<p>Had there been substantial opposition to the proposed restrictions in Ermine Way, the implementation of them could have been deferred. However, that does not appear to be the case, so it is suggested that all of the proposed restrictions be implemented immediately.</p>
8	<p>Thank you for sending this to me. It was very helpful to know what has been going on as I can't attend Parish Council meetings as it clashes with other commitments and a lot of information doesn't seem to make it up the hill where we live!</p> <p>I notice someone had suggested reinstating the A1198 as a Clearway. I wonder why it was not left as a clearway and would parking restrictions be enforceable if it were? (I always assumed the many residents without off-road parking on the A1198 didn't park there as it was still a Clearway)</p>	<p>Support noted.</p>
9	<p>We welcome the proposal of no waiting at any time to prevent the unregulated parking.</p>	<p>Support noted.</p>
10	<p>Thank you. I approve of your recommendations.</p>	<p>Support noted.</p>