

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH WASHINGLEY ROAD, HUNTINGDON

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

Meeting Date: 10th April 2010

Electoral division(s): Huntingdon West

Forward Plan ref: N/A

Key decision: No

Purpose: To determine the objections regarding the implementation of privately funded prohibition of waiting scheme on Washingley Road, Huntingdon as set out below.

Recommendation: a) Implement the restrictions as advertised
b) Inform the objectors accordingly

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

- 1.1 Huntingdon is a market town located approximately 24 kilometres northwest of Cambridge City (Appendix 1). Washingley Road is situated on Vantage Park an industrial area comprising office blocks, industrial units and car dealerships, on the outskirts of Huntingdon.
- 1.2 At present most of the workforce drive to their place of work, however there is insufficient on-site parking which leads to high demand on-street on Washingley Road. Additionally, car transporters and articulated vehicles regularly park or unload on street.
- 1.3 The reason for the application is that presently vehicles are being parked along the stretch of road which leads to the distribution depot that is currently being redeveloped. Upon completion of the redevelopment many heavy goods vehicles will be coming to and going from the site and therefore there is concern that the current parking scenario will cause problems and impede these vehicles. Further, there is concern that should there be a need for emergency services vehicles to access the site they may also encounter difficulty in trying to do so.
- 1.4 The applicants have provided swept path analysis (Appendix 3) of a 16.5m articular vehicle which shows that with the current unrestricted parking in place around the bend, there are locations where the vehicles will not be able to pass two-way. The analysis with double yellow line parking restrictions in place and all parking removed and demonstrates that vehicle can manoeuvre two-way around the bend in all locations.
- 1.5 This is a third party application by the developers of the distribution depot.

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 notice period.
- 2.2 The TRO was advertised in the Hunts Post on the 26th February 2020. The statutory consultation period ran from the 26th February to 18th March 2020.
- 2.3 The statutory consultation resulted in one objection which has been summarised in the table in Appendix 4 together with the officer response.

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 staff resources and funding have been secured through the privately funded highway improvement process.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

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.

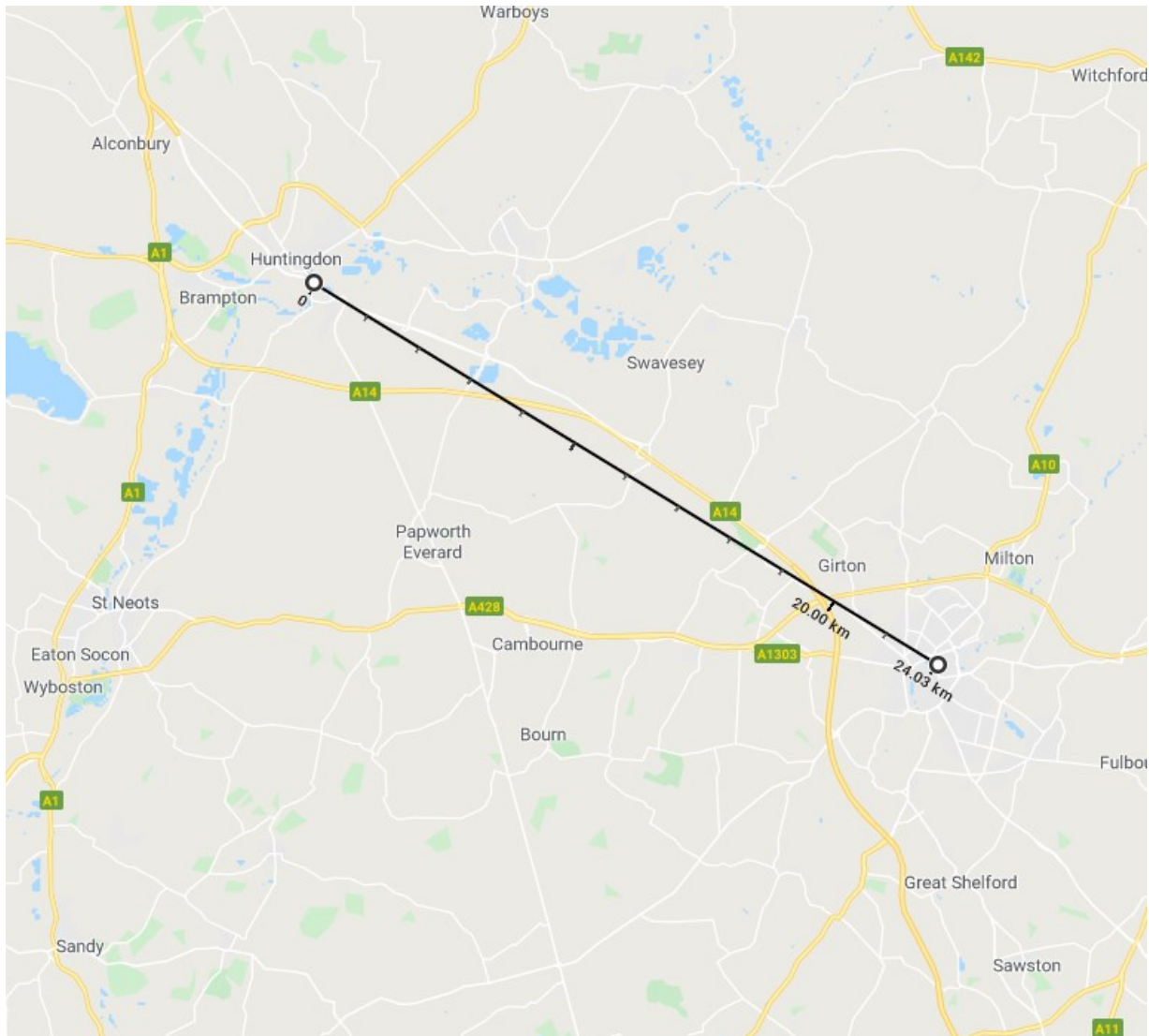
Notices were placed in the local press and displayed on site, letters were delivered to businesses likely to be affected by the restrictions. The proposal was made available for viewing at Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

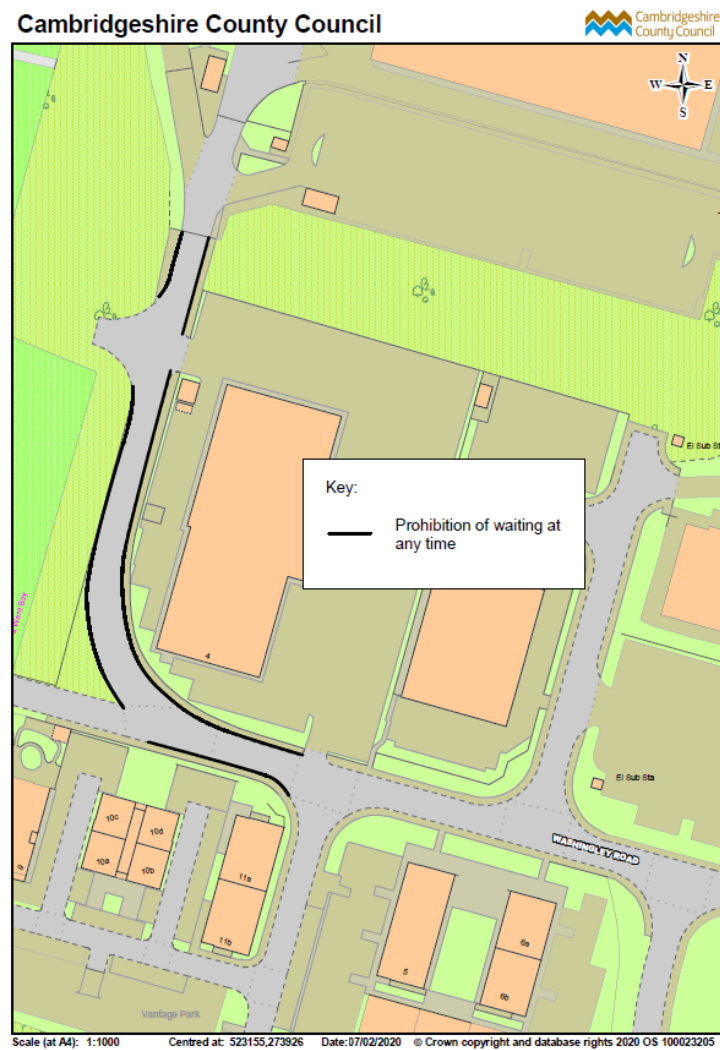
The County Councillor, Cllr Tom Sanderson and the District Councillors, Cllr Anita Diaz, Cllr Patrick Kedeware and Cllr Sam Wakeford were consulted.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of Objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

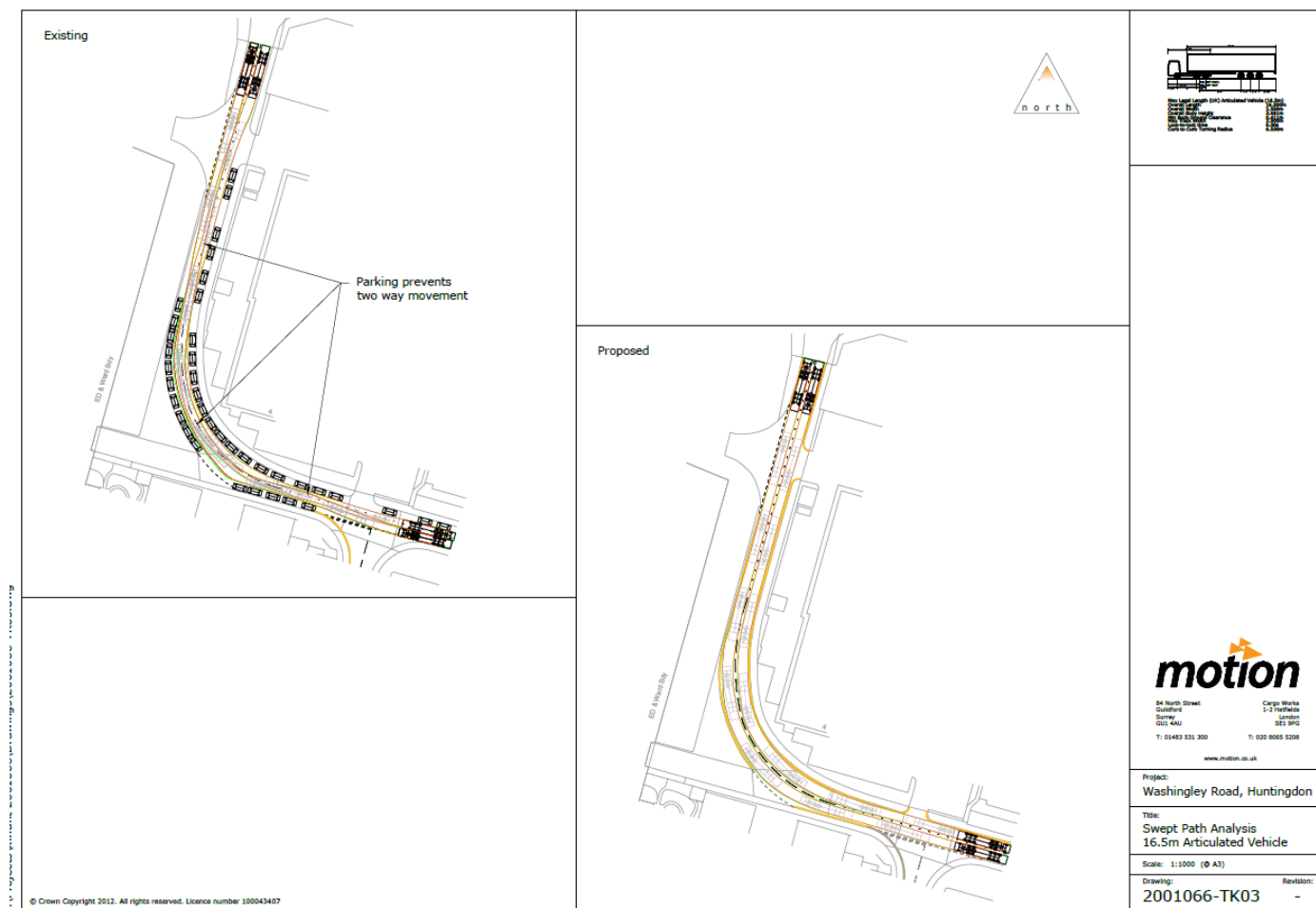
Appendix 1 – Location of Huntingdon



Appendix 2 – Consultation Plan



Appendix 3: Swept path analysis



Appendix 4: Objections

No.	Summary of Objection / Comments	Officer Response
1	<p>Clearly the roadway around our sites is used by our staff for parking along with employees of the businesses opposite us and without this parking opportunity our employees would be compromised as there is nowhere else to park. For many years, when the industrial site behind us was in use, staff did not park along the boundary of the field but did park adjacent to our property. This left ample room for HGV's to pass along the road without a problem.</p> <p>I would therefore suggest that, as a compromise, only the area of road adjacent to the field is yellow lined to ensure sufficient space is then left for HGV's. This would create minimal inconvenience to staff and provide sensible access to the industrial unit.</p>	<p>The swept path analysis clearly demonstrates that on-street parking on the length of Washingley Road, the subject of the proposed restrictions, will impede the movement of HGV's. The primary use of the public highway is to pass and repass, whilst parking is tolerated where it is not obstructive, it is not a legal right.</p>

