

**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED  
IMPLEMENTATION OF A DISABLED PERSONS PARKING BAY ON WEST STREET,  
GODMANCHESTER**

*To:* **Richard Lumley, Assistant Director of Highways and the  
Local Member representing the Electoral division below.**

*Meeting Date:* **8<sup>th</sup> February 2018**

*From:* **Executive Director: Place and Economy.**

*Electoral division(s):* **Godmanchester and Huntingdon South.**

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

*Purpose:* **To determine an objection to the Traffic Regulation Order  
(TRO) for the proposed implementation of a disabled  
persons parking bay on West Street, Godmanchester.**

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

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## **1. BACKGROUND**

- 1.1 West Street is located on the north-west side of Godmanchester and runs in a south westerly direction from its junction with Causeway, Godmanchester towards the villages of Offord Cluny and Offord D'Arcy (For location plan see Appendix 1).
- 1.2 Blue badge holders can apply to Cambridgeshire County Council for a disabled persons parking bay providing they meet the required criteria. The County Council will endeavour to provide applicants with a place to park their vehicles on the public highway where possible. Funding is provided through the Council's Accessibility Budget.
- 1.3 Providing a disabled persons parking bay can enable the applicant to maintain their independence. If there is pressure for parking spaces in the locality of the applicant's home address they may be deterred from leaving their home in their car because they fear they won't be able to park near to their home when they return.
- 1.4 A duly made application for disabled persons parking bay was submitted to Cambridgeshire County Council by the resident of 14 West Street, Godmanchester.
- 1.5 There is a disabled persons parking bay located on the southern side of West Street, Godmanchester approximately 62 metres from its junction with Causeway (11 metres south west of West Street's junction with Old Court Hall), this bay is however frequently in use and is located approximately 215 metres from the applicants home address.

## **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 Hunts Post on the 1<sup>st</sup> November 2017. The statutory consultation period ran from 1<sup>st</sup> November 2017 until 22<sup>nd</sup> November 2017. A Plan showing the location of the proposed restriction can be found at appendix 2.
- 2.3 The statutory consultation resulted in 1 objection, which is detailed in Appendix 4. There were no comments from any of the emergency services whilst the Police offered no objection. The officer responses to the objection are also given in the table.
- 2.4 On the basis of this analysis, it is recommended that the restriction is implemented as advertised.

## **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 Accessibility Budget.

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for this category.

### **4.3 Statutory, Legal and Risk Implications**

The statutory process for this proposal has been followed.

### **4.4 Equality and Diversity Implications**

There are no significant implications for this category.

### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services. Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions and a letter drop carried out to effected properties. The proposal was available to view in the reception area of Shire Hall, Vantage House at the office of Huntingdonshire District Council and online.

### **4.6 Localism and Local Member Involvement**

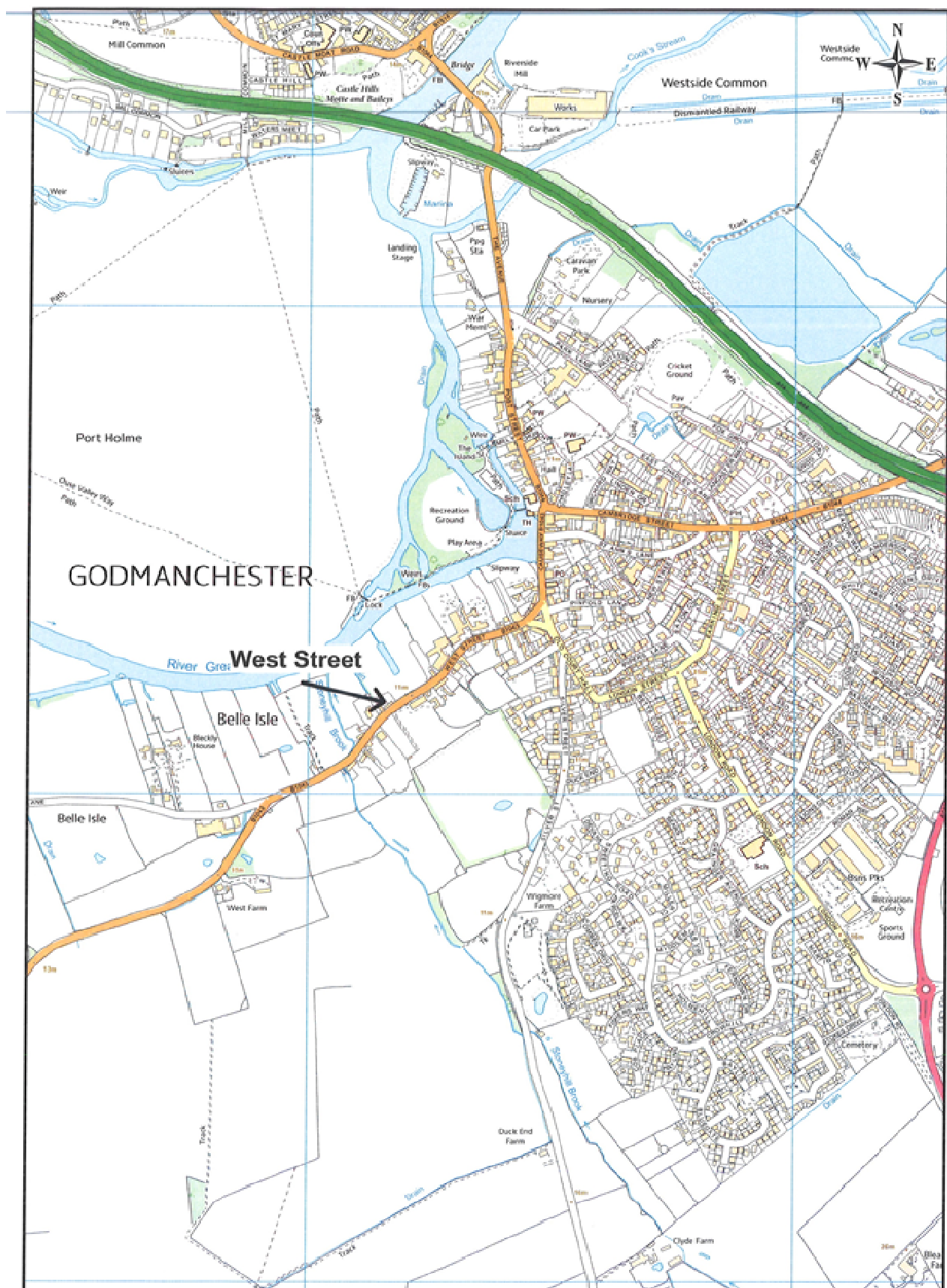
The County Councillor and District Councillors have been consulted regarding the scheme. The Local Member Cllr Wilson supports the proposal.

### **4.7 Public Health Implications**

There are no significant implications for this category.

<b>Source Documents</b>	<b>Location</b>
Objection Draft Traffic Regulation Order	Vantage House, Washingley Road, Huntingdon PE29 6SR

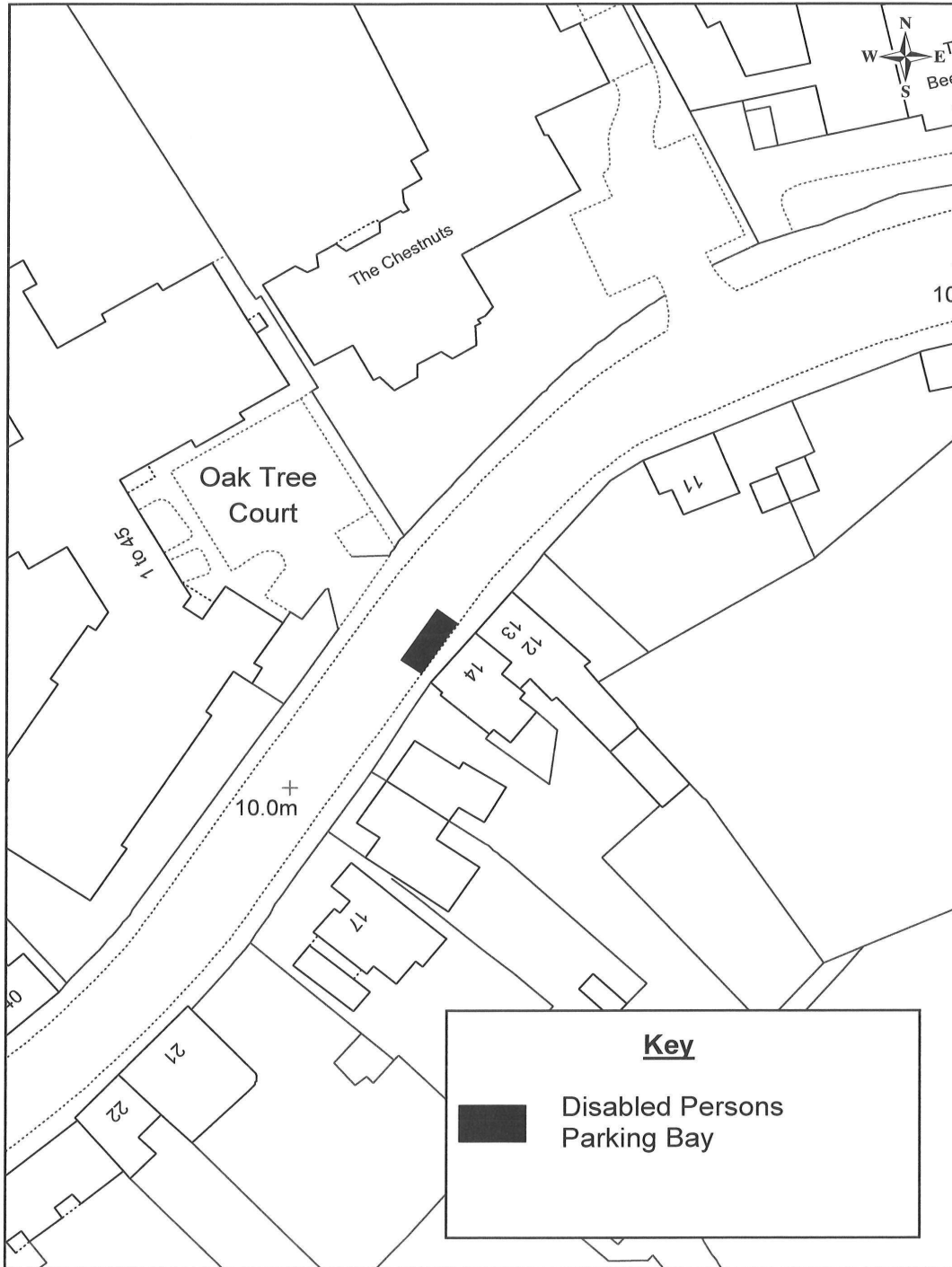
## Appendix 1 – Location Overview



Scale (at A4): 1:10000 Centred at: 524499,270000 Date:22/01/2018 © Crown copyright and database rights 2018 OS 100023205

## Appendix 2: Proposed Disabled Persons Parking Bay, West, Street, Godmanchester

### Disabled Persons Parking Bay: West Street, Godmanchester



Scale (at A4): 1:525 Centred at: 524311,270281 Date:09/10/2017 © Crown copyright and database rights 2017 OS 100023205

### Appendix 3 Google Maps Street View image from June 2017

37 West St - Google Maps

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37 West St

Looking north east along West Street towards Godmanchester (No. 14 is the nearest white and black cottage on the right). The black car is in the approximate location of the disabled bay



Image capture: Jun 2017 © 2018 Google

Godmanchester, England

Google, Inc.

Street View - Jun 2017



<https://www.google.co.uk/maps/@52.3164877,-0.1779622,3a,75y,46.11h,80.57t/data...> 24/01/2018

#### **Appendix 4 – Summary of Objections and Representations on West Street, Godmanchester** **Proposals and Officer Responses**

No.	Summary of Objection/ Representation	Officer Response
1	a) Godmanchester Town Council are concerned about this bay being directly opposite to the entrance to Oak Tree Court, who have already expressed concerns about the safety of their access and this has previously been discussed with CCC.	<p>Following the concerns raised by Godmanchester Town Council regarding the position of the proposed disabled persons parking bay in the vicinity of 14 West Street, Godmanchester a member of Cambridgeshire County Council's Road Safety Team assessed the site and their comments were as follows;</p> <p>I observed parking all along the bend that was already restricting visibility southbound as does the building line itself. Unless the alternative was to prohibit all parking on the bend from No's 10. to 17., I am not convinced that a bay here would make the situation worse.</p> <p>I have reviewed accident data, and no injury accidents have been reported in the period we have available from 2012 to the end of February 2017.</p> <p>I observed traffic on the road, which I thought was reasonably compliant with the speed limit; The white lining is painted centrally on the road leaving most southbound traffic to span the lanes to improve visibility, but edge back across when there is opposing traffic. I believe the restriction in forward visibility may actually be having a traffic calming effect and the removal of parking here will almost certainly increase traffic speeds.</p> <p>I measured the road width as 7.5m at the location of the proposed bay. Any bay would be a minimum width of 1.8m, leaving a two way running width of 5.7m. A bus route would normally be a minimum of 6m wide, although it is not uncommon to find narrower roads taking opposing flows of larger vehicles, and indeed you can have a road with marked traffic lanes as narrow as 5.5m. In the absence of any record of conflicts between opposing flows on what is already a reduced effective width, I can't see this being a problem.</p> <p>At the moment east bound traffic has a wide</p>

		<p>lane, giving them confidence to maintain speed. One thing that may help mitigate this (presuming parking remains) would be reallocation of lane width (2.85 each direction) or removal of centre lines through the narrowing.</p> <p>The suggestions regarding width reallocation would be beyond the scope of what can be done through our Accessibility Budget (through which disabled bays are funded) and therefore this would have to be funded through other funding streams for example the Local Highway Initiative is so desired.</p> <p>b) Godmanchester Town Council note that a number of properties without off street parking have changed hands recently and the new owners have then applied for designated disabled parking. This is somewhat perturbing.</p> <p>c) The Town Council have now confirmed on two occasions that they do not support the provision of a designated disabled parking bay. I would therefore reiterate that as there is unrestricted parking all along West Street, the Town Council believe that is the way it should stay for the benefit of all residents not just one.</p>
		<p>With regard to Godmanchester Town Council's second comment regarding the purchasing of properties without off street parking by blue badge holders, this is beyond our control and if an application is made to Cambridgeshire County Council for a Disabled Persons Parking Bay and our criteria is met we have a duty to attempt to implement a bay if it is practical within the highway.</p> <p>Whilst I appreciate the need for unrestricted parking for residents an application has been made to Cambridgeshire County Council by a Blue Badge holder for a disabled persons parking space in West Street. Providing a disabled persons parking bay can enable the applicant to maintain their independence and is a legitimate use of the highway. Apart from the no waiting restrictions that exist on the northern side of West Street from number 43 West Street to its junction with Causeway and the existing disabled persons parking bay outside of number 5 West Street large sections of West Street remain unrestricted for residents parking. The proposed restriction (the disabled persons parking bay) would be implemented over a very short length of the highway (6.6m) and will leave the remainder of the highway unrestricted for residents parking.</p>