

**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH
SILVER STREET, BUCKDEN.**

To: **Head of Highways and the Local Members
representing electoral division below.**

Meeting Date: **17th March 2017**

From: **Executive Director: Economy, Transport &
Environment**

*Electoral
division(s):* **Buckden**

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

Purpose: **To determine objection to the installation of a
Prohibition of Waiting on Silver Street, Buckden**

Recommendation: **a) Implement the restriction as advertised
b) Inform the objector accordingly**

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

- 1.1** The Parish of Buckden is located to the south of Huntingdon. The A1 runs adjacent to Buckden as shown in Appendix 1.
- 1.2** This is a third party funded scheme to implement a Prohibition of Waiting as shown in Appendix 2.
- 1.3** The implementation of a Prohibition of Waiting on Silver Street, Buckden is proposed to allow ample room for refuge vehicles and HGV's to turn around. Currently there are cars parked on both areas highlighted in Appendix 2. This then causes issues for HGV's to access the houses past this point.
- 1.4** Highway Project Officer discussions with Third Party representatives from the Parish Council resulted in the development of the proposals shown in Appendix 2. The aims were to improve road safety by implementing a Prohibition of Waiting in the Parish.

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 30th November 2016. The statutory consultation period ran from 3rd January 2017 until the 24th January 2017.
- 2.3** The statutory consultation resulted in two objections which have been summarised in the table in Appendix 3. 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 staff resources and funding have been secured through the third party funding.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the offices of Huntingdonshire District Council and reception area of Shire Hall.

4.5 Localism and Local Member Involvement

The County Councillor, Councillor Wisson has been consulted regarding the scheme and gave no comment.

4.6 Public Health Implications

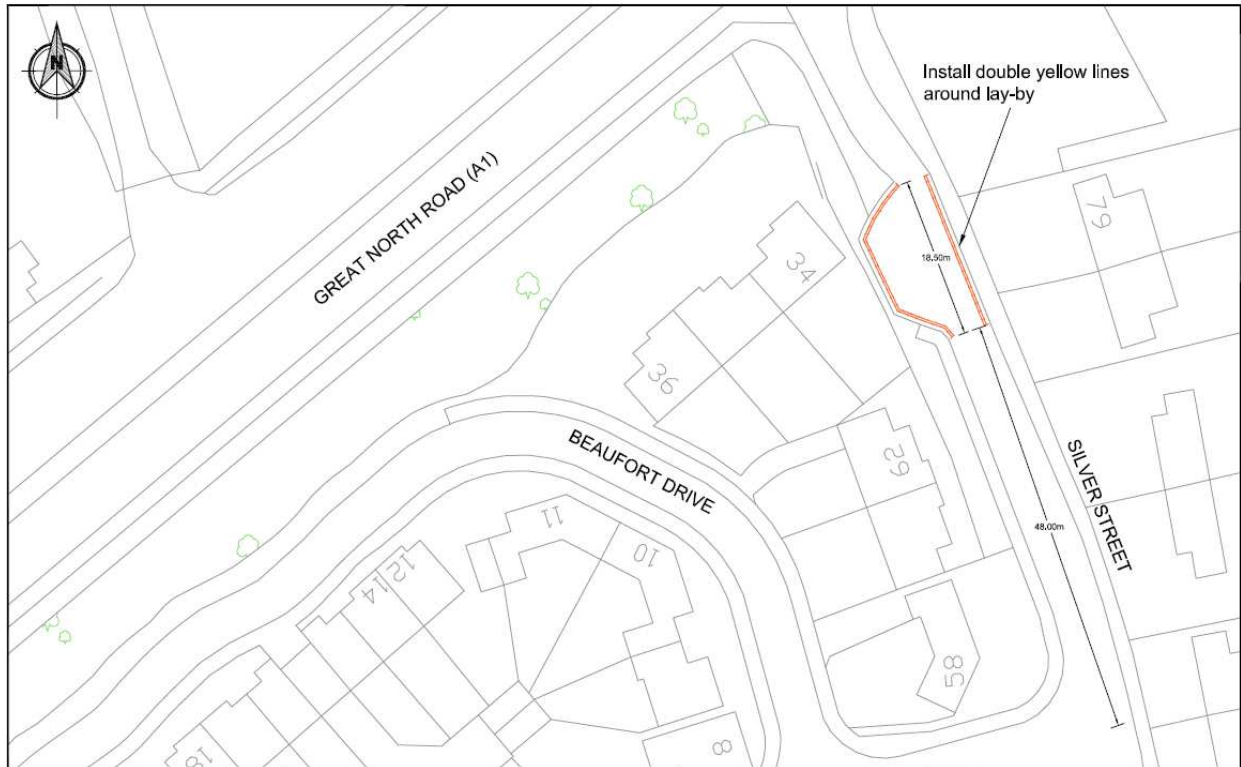
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>I have been able to park here without a problem for 26 years. The problem has occurred due to the property on the other side of the road.</p> <p>The main reason for my objection is I have a bad hip and my husband has a heart condition, also when my father visits he would find it difficult due to his COPD.</p> <p>I have no objection to the lines being put in the turning bay, as originally it had Keep Clear written that was not replaced when resurfaced.</p> <p>I feel that somebody should make provisions for parking facilities for my property.</p>	<p>The objectors' comments are noted.</p> <p>Whilst it is regrettable that the scheme could affect you negatively it could be possible to install a disabled person parking place nearby to enable you gain better access to your property.</p> <p>Noted.</p> <p>The County Council is not required to provide private parking facilities for residents. The scheme's aim is to prevent parking in an area that is unsuitable and needs to be clear for vehicles to turn around in.</p>
2.	<p>I believe the proposed restrictions will only cause vehicles to park further down the road where it is narrower, which will cause more of an issue for buses, refuse trucks and emergency services.</p> <p>This whole proposal is purely to benefit one resident who is running a business from a private address and has built an excessive extension to their house, who often causes restrictions for other residents with all their vehicles and trailers</p> <p>I have to reverse out onto Silver Street every-day, I have</p>	<p>As with most parking controls, there will be an element of displacement. Vehicular parking may well move on down the street, however this street is wide enough to accommodate parked vehicles. The layby area should be left clear to enable vehicles to turn around as they are not permitted to proceed beyond onto what is essentially the A1.</p> <p>The proposal will aid the movement of traffic, who may require to turn around in the lay-by which would not be possible if parked vehicles were there.</p> <p>Noted.</p>

<u>Appendix 3</u>		
	never had any problems with access or issues with cars in the lay-by.	