

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH KING STREET, SOMERSHAM**

*To:* Highways and Community Infrastructure Committee

*Meeting Date:* 17<sup>th</sup> March 2015

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

*Electoral division(s):* Somersham&Earith

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

*Purpose:* To determine objections received to the Traffic Regulation Order (TRO) associated with King Street, Somersham

*Recommendation:* a) Approve and make the Order as advertised  
b) Inform the objectors accordingly

<b><i>Officer contact:</i></b>	
Name:	Richard Lumley
Post:	Head of Local Infrastructure and Streets Management
Email:	<a href="mailto:richard.lumley@cambridgeshire.gov.uk">richard.lumley@cambridgeshire.gov.uk</a>
Tel:	01223 703839

## **1. BACKGROUND**

- 1.1** King Street is a no through road that adjoins the High Street in Somersham. It runs in a northerly direction for approximately 450 metres (**Appendix 1**). The junction of King Street and High Street features a high volume of through traffic and is also quite close to a sharp turn. Currently there are two sets of parking restrictions in place around the junction (**Appendix 2**), double yellow lines and a single yellow line. These are safety measures, designed to keep the junction clear of parked vehicles, improving visibility.
- 1.2** The County Council has been requested to install a disabled parking place in King Street opposite number 1 on the east side of the carriageway. Informal parking already occurs on this side thus allowing traffic to move freely on the west side.
- 1.3** The applicant actually resides on the High Street. However, due to the location of the property (located near the junction with several existing parking restrictions present) it was deemed inappropriate to site a disabled bay directly outside the applicant's property, on safety grounds. After further investigation it was noted that the applicant already parks their vehicle on King Street.
- 1.4** The County Council has a responsibility to residents who are disabled or suffer from issues of poor mobility to provide them with places to park their vehicles on the public highway where possible. By doing so, the Council can make a significant difference to people's lives should their area suffer from severe pressures on car parking facilities.

## **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 Huntingdon Weekly News and Crier on the 19<sup>th</sup> November 2014. The statutory consultation period ran from 19<sup>th</sup> November – 12<sup>th</sup> December.

The statutory consultation resulted in one objection and is detailed in **Appendix 3**. The Police offered no objection to the proposal.

- 2.3** On the basis of this analysis it is recommended that this Order is made for the reasons:

- To improve safety for vulnerable road users.

### **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**

Providing practical car parking for people who have mobility issues.

#### **3.3 Supporting and protecting vulnerable people**

Improving safety for vulnerable people whilst they board and alight from their vehicles.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The necessary resources to progress this project have been secured through the Accessibility Budget.

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

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

#### **4.3 Equality and Diversity Implications**

There are no significant implications for this priority.

#### **4.4 Engagement and Consultation Implications**

The proposal originated following receipt of an application for a disabled parking bay from a resident of High Street, Somersham. The statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the Huntingdonshire District Council Office, Pathfinder House, St Marys Street, Huntingdon and at the County Council Reception of Shire Hall.

#### **4.5 Localism and Local Member Involvement**

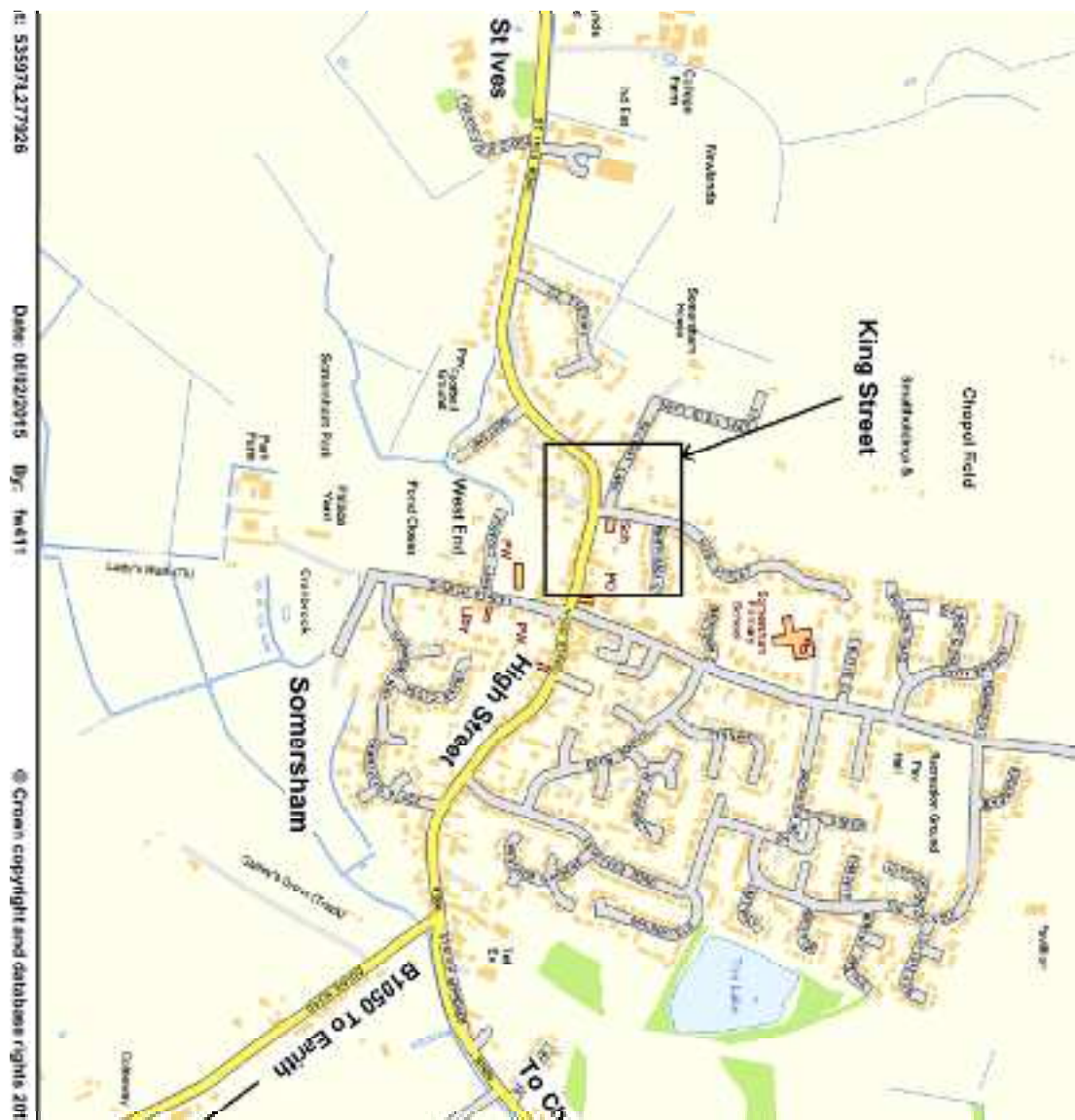
The Local Member, Councillor Criswell, has been contacted regarding the disabled parking place request and supports the application.

#### **4.6 Public Health Implications**

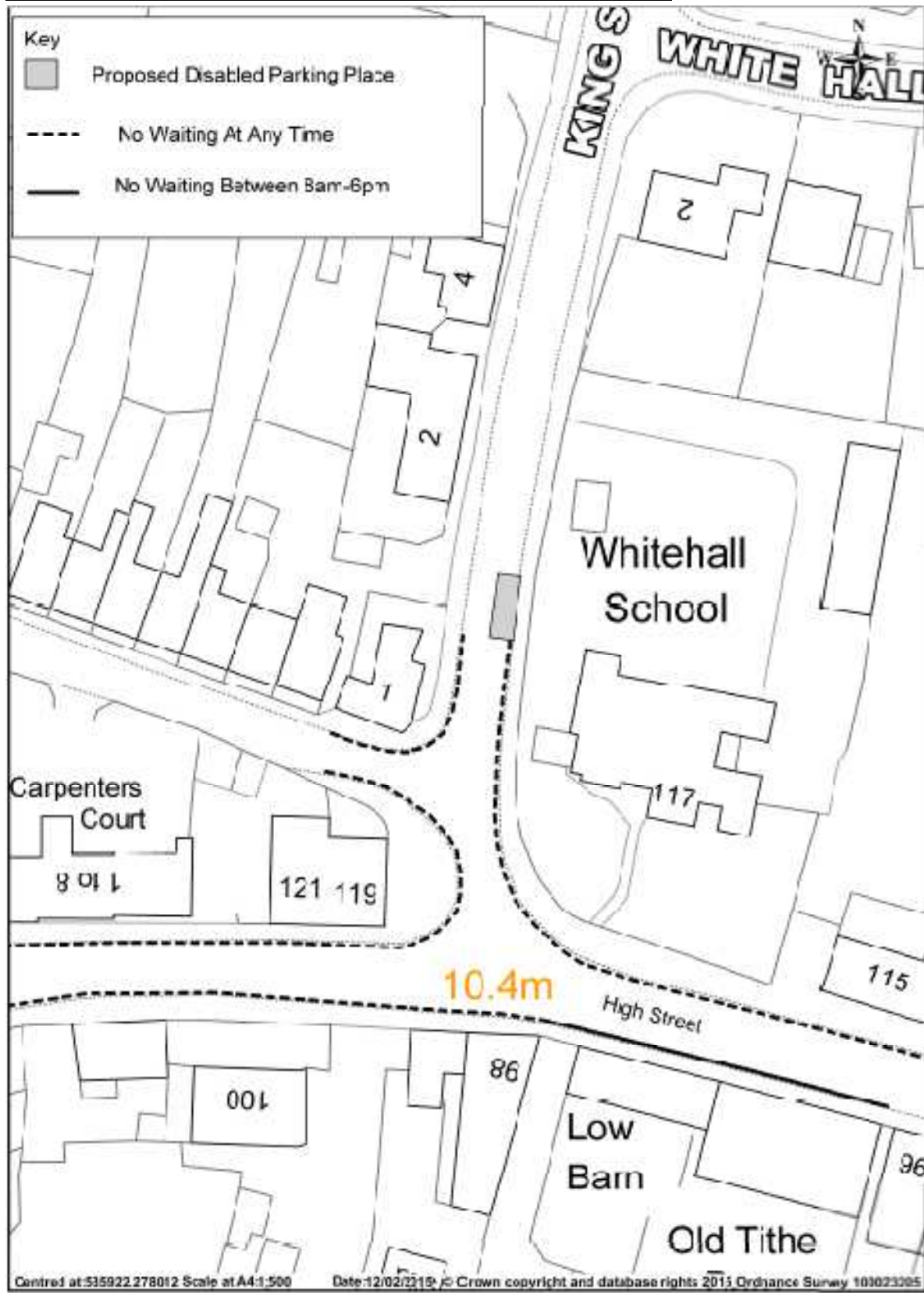
There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

## Appendix 1 – Somersham Overview



## APPENDIX 2 – PROPOSED DISABLED PARKING PLACE



**APPENDIX 3**

<b>Objections/Comments</b>	<b>Officer Response</b>
<p data-bbox="288 271 850 342"><b>1.</b> The need for a disabled parking bay is not proven.</p> <p data-bbox="344 454 820 633">No one has parked here with a blue badge displayed. There are no other shops or businesses for 100 yards. It is a residential area, apart from the Whitehall school.</p> <p data-bbox="344 674 842 1077">Because of the private school on the corner of High Street and King Street, parking is at a premium and is already abused by parents/teachers on a daily basis along the King Street and Whitehall Close area. By taking away 1 or 2 spaces you will only exacerbate the situation and will no doubt inflame the school and resident relationship further.</p> <p data-bbox="344 1117 834 1256">It would be more appropriate to move the disabled parking bays to the High street area where there is a more obvious need.</p> <p data-bbox="344 1408 687 1480">Other options should be considered:-</p> <p data-bbox="344 1520 847 1995">1) Outside the Low Barn, (adjacent to number 86 High Street). This is where several vans and cars are already being parked day and night, despite a single yellow line. It appears there is no policing of this, so why not turn this into an official disabled parking bay? There is very little traffic disruption on the High Street currently with existing vehicles which can pass each other with ease, so should not be a traffic issue.</p>	<p data-bbox="866 271 1404 409">The County Council has received a legitimate application for this disabled parking place from a resident of the High Street.</p> <p data-bbox="866 454 1380 562">The applicant currently parks at the proposed location whenever possible.</p> <p data-bbox="866 674 1401 1037">The proposed parking place is located in an area where informal car parking already occurs. After having assessed the site it was apparent that there is capacity for a disabled parking place on the street. Even at peak times the loss of one car parking space is unlikely to make a significant impact to the current situation.</p> <p data-bbox="866 1117 1390 1368">Siting a disabled parking place outside their property on the High Street would pose safety issues not only for the applicant using the bay, but for other highway users attempting to pass at what is a busy junction with poor visibility.</p> <p data-bbox="866 1520 1401 1995">The current parking restrictions were installed in order to keep the junction clear of parked vehicles as their presence would actually make that junction more unsafe by further limiting visibility. The County Council cannot install a parking place in an area where there are potential safety risks. The County Council and Police work in partnership to ensure that enforcement does occur when resources are available.</p>

	<p>2) There is also a parking lay-by on the curve just before Carpenters Court, on the High street, which is ideal for having a designated disabled parking bay.</p>	<p>The lay-by is situated at least 60 metres away to the east of the resident and is unpractical. The proposed parking place is approximately 40metres away from the applicant's property, although not ideal it is clearly a shorter more practical distance. In addition the applicant already parks on King Street.</p>
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