

Report Title: Traffic Regulation Order objections associated with the proposed revocation of part of a residents parking bay and installation of a prohibition of waiting at any time on De Freville Avenue, Cambridge

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

Meeting Date: 25th August 2021

From: Executive Director: Place & Economy

Electoral division(s): Local Member representing Chesterton, Cambridge.

Key decision: No

Outcome: To determine objections received to the proposed revocation of part of a residents parking bay and installation of a prohibition of waiting at any time on De Freville Avenue, Cambridge

Recommendation: a) Approve the proposed Traffic Regulation Order.
b) Inform the objectors accordingly

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1. Background

- 1.1 Cambridgeshire County Council has published a proposal to revoke 5.5 metres of the residents parking bay outside of 55 De Freville Avenue and replace with 5.5m of double yellow lines to facilitate a dropped kerb access.
- 1.2 De Freville Avenue is located in the electoral division of Chesterton, Cambridge and is located approximately 1 kilometre north east of Cambridge City centre. A residents parking scheme (De Freville) is in operation at this location and De Freville Avenue is within a 20mph speed limit zone. A plan of the location can be viewed at appendix 1.
- 1.3 A plan showing the extent of the proposed revocation of part of the residents parking bay and installation of a prohibition of waiting at any time can be found at appendix 2.
- 1.4 This Traffic Regulation Order (TRO) is being proposed following the submission of an application for a third party funded TRO from the owner of 55 De Freville Avenue to facilitate a dropped kerb access for a driveway and electric vehicle charging facilities.

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 public notice invites the public to formally support or object to the proposals in writing within a 21 day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 16th June 2021. The statutory consultation period ran from the 16th June 2021 to the 7th July 2021.
- 2.3 The statutory consultation resulted in 4 objections which has been summarised in the table in appendix 3 along with Officer responses. The TRO applicant's responses to the objections can be seen at appendix 4.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone
There are no significant implications for this priority.
- 3.2 Thriving places for people to live
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children
There are no significant implications for this priority.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050
There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

The necessary staff resources and funding has been secured via a third party funded TRO application.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

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 priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and City Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were advertised in the local press, were also displayed on site and local residents were consulted. The proposal documents were made available for viewing on Cambridgeshire County Council's website at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County Councillor and City Councillors were consulted, no comments were received.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: The revocation of part of the residents parking bay and installation of prohibition of waiting at any time will enable the applicant to install facilities to charge an electric vehicle.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.5 Implication 5: Water use, availability and management:

Status: neutral

Explanation: There are no significant implications for this priority.

4.8.6 Implication 6: Air Pollution.

Status: neutral

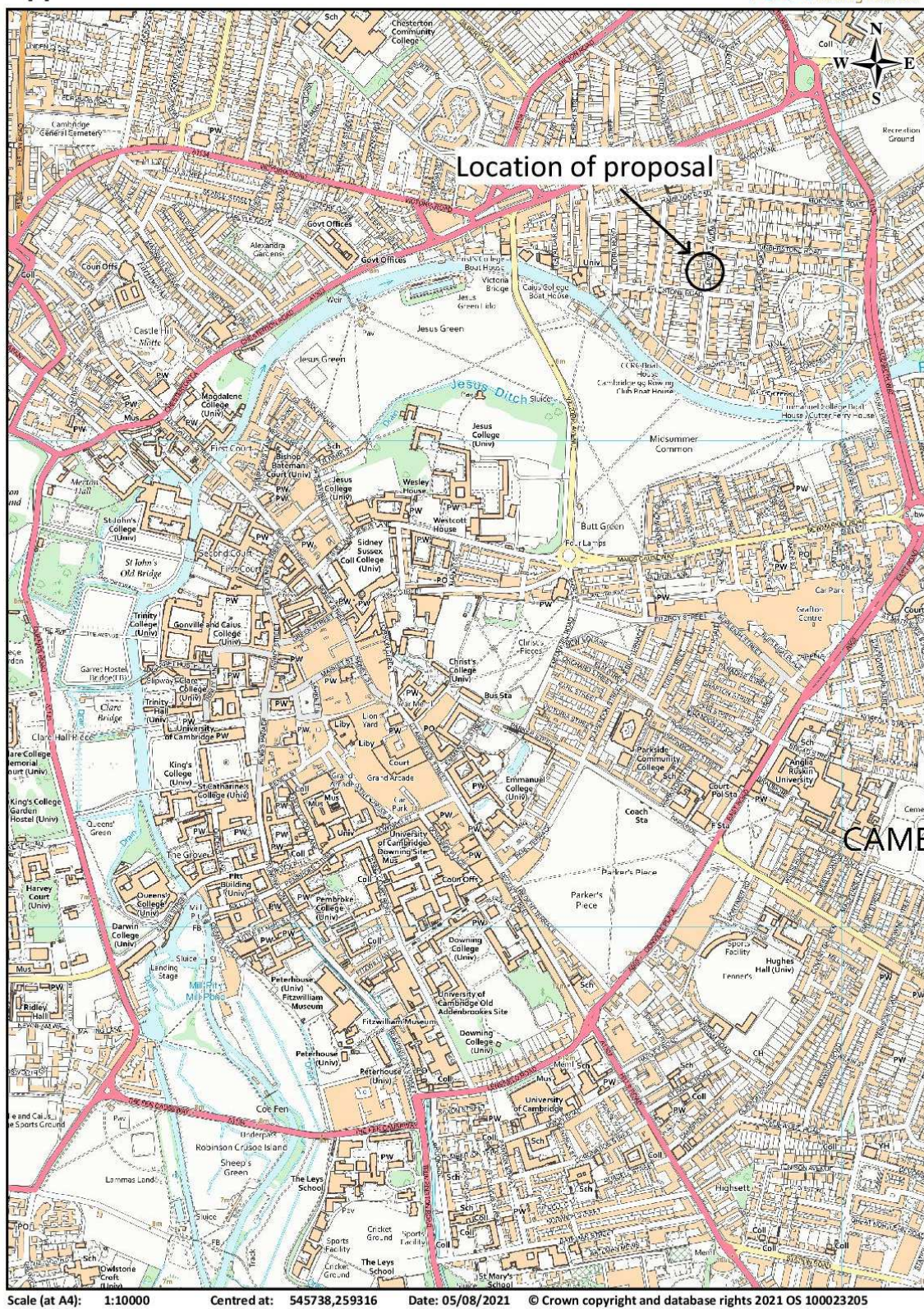
Explanation: There are no significant implications for this priority.

5. Source documents

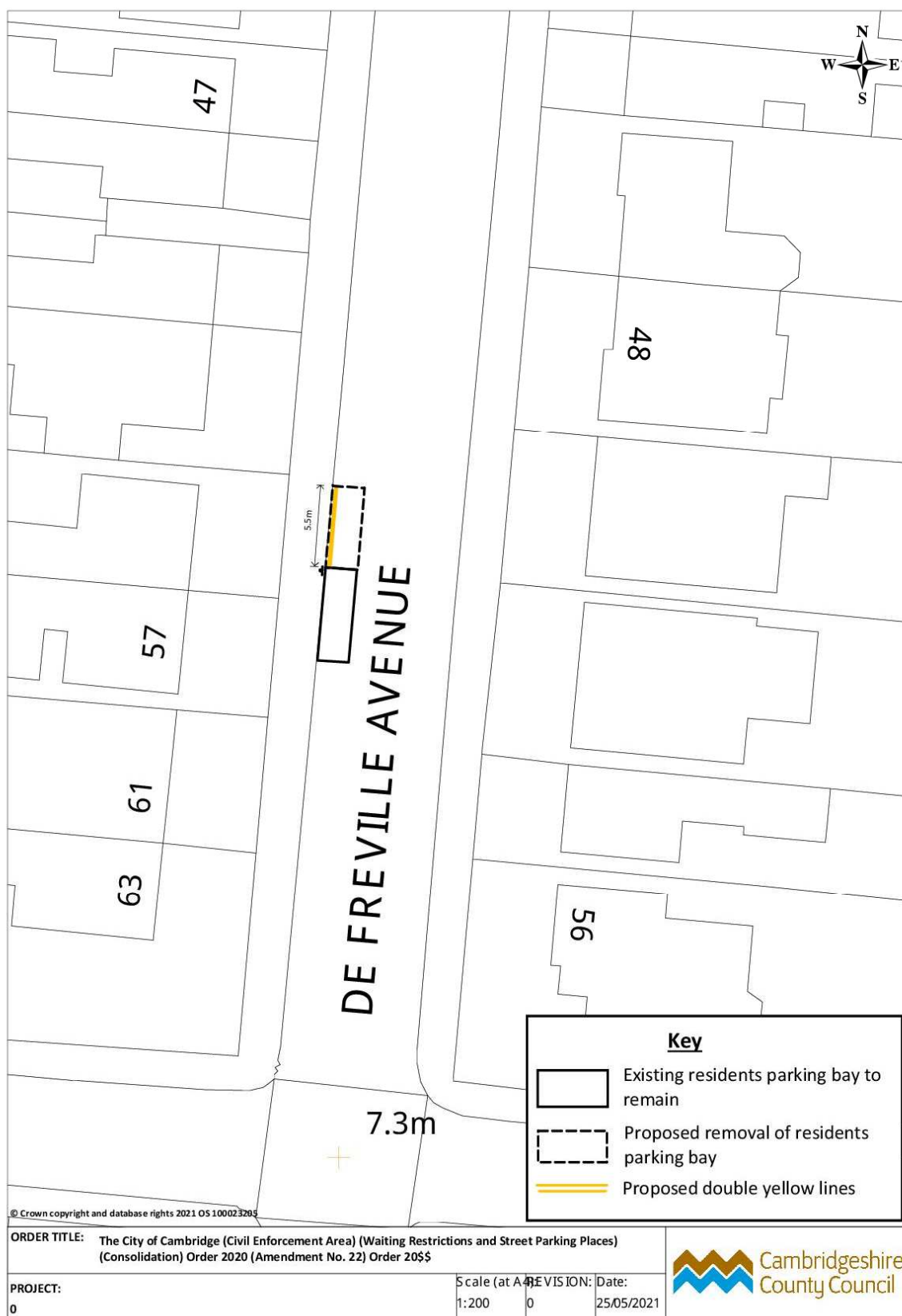
Source Documents	Location
Draft Traffic Regulation Order Copies of written representations (redacted) received during the public notice period	policyandregulation@cambridgeshire.gov.uk

Appendix 1: Location Plan

Appendix 1



Appendix 2: Plan showing the extent of the proposed revocation of residents parking bay and installation of a prohibition of waiting at any time on De Freville Avenue, Cambridge.



Appendix 3: Comments received during the statutory consultation period to the proposed revocation of part of a residents parking bay and installation of a prohibition of waiting at any time.

No.	Summary of Objection / Comments	Officer Response
1.	<p>I would like to raise a comment, and indeed my objection.</p> <p>Nos 57 and 53 De Freville Avenue already have off street parking in what used to be their front gardens.</p> <p>Yellow lines facilitating that means parking spaces have been lost over the course of the last 10 years or so.</p> <p>The same phenomenon can also be found further up the road – at no 39, 37, 35 among others</p> <p>This comes with 2 problems</p> <ol style="list-style-type: none"> 1) Environmental: we are losing ever more green space to gravel and tiling of front gardens – which is very unfriendly to wildlife, really ugly in what is otherwise a leafy street, and bad bc water gets collected on those surfaces with plastic or cement underneath. 2) Parking space wise: Please note, nos 57 and 53 effectively never park their car on their gravelled "front-garden" cum drive. Yet their dropped kerb access, takes away car parking space for other residents. <p>The rest of us cannot park where the double yellow line is, and in fact, because these neighbours then most days park in the residents' bays rather driving up to place their car in front living room window, even less space is available. If no. 55 do the same we lose a further 5.5m of space in whole stretch nos 57-53 inclusive!</p>	<p>To give you a bit more background information the resident at number 55 De Freville Avenue is wanting to convert an area of their front garden into a driveway so that they can purchase an electric vehicle and be able to charge this vehicle on the driveway. So whilst I appreciate the points you are making regarding the effect on the environment of converting a front garden into a driveway the resident is seeking to do this to be able to travel more sustainably. The development of front gardens would be a matter for the local planning authority (in this case Cambridge City Council), there is some information on their website regarding what types of driveways need planning permission with regard to the use of permeable and non-permeable materials here (link and contact details supplied)</p> <p>I acknowledge that this proposal would result in the loss of 1 car space of residents parking but as I assume that when possible the resident at number 55 would park outside their property in the residents parking bay anyway it is likely to have a small effect on other residents (although I do acknowledge the point that you are raising about a number of residents doing this and I will raise this with colleagues who deal with the resident parking schemes).</p> <p>Parking Policy Manager response to the above question: There are no limit/restriction on the number of dropped kerbs on any one street.</p>

	<p>This is in no way making the parking situation better. It is making it worse for everybody else, and much uglier in what is a conservation area (*architecturally and considering the environment). What is the point of the latter, if we end up with a road that is turned into a car park instead of a tree lined avenue, lush front gardens and architecturally interesting Victorian and Edwardian houses (hence conservation area) .</p> <p>If you add to that the practical aspect - and let me take here the view of a resident who has lived at no. 51 for 20 years – some of these new neighbours have two not one car, big not small cars, and no wonder the parking situation has become rapidly worse. Everybody has the right to have as many chic cars as they like, if they so wish, but when it impacts the ecology/ environment, the aesthetics, and furthermore other residents' possibility to park - this is a matter for concern.</p> <p>After all, no. 55, as it is, could park their cars (or one of them at least) further up the road or on the opposite side where there is continuous residential parking and it's only a 20-50 yards walk?</p> <p>What exactly is the Council's overall plan, when every few years in a quietly creeping process, one after another kerb side gets dropped and front garden incl trees destroyed.</p>	
2.	<p>The reasons for our objection are:</p> <ul style="list-style-type: none"> It has been shown in urban design studies that front garden parking reduces the overall availability of on-street parking over time. Every time a stretch of residents' parking is removed, it breaks 	<p>I can understand your concern regarding the piecemeal loss of sections of residents parking bays and I acknowledge that this proposal would result in the loss of 1 car space of residents parking but as I assume that when possible the resident at number 55 would park outside their property in the residents parking bay anyway it is likely to have a</p>

	<p>up the length of parking available, leaving inefficient lengths that fewer and fewer cars can park in.</p> <ul style="list-style-type: none"> • People with front garden parking in De Freville generally don't use it - except when there's no convenient space on the street or for visitors and people doing work on their houses (also leading to loss of revenue for the parking scheme from visitor permits). This is because it's awkward to make a 90 degree turn into the space and it's much easier to park on the street. • Front garden parking endangers cyclists and people on the footway - the manoeuvre requires motorists to reverse into the road or onto the footway. • The replacing of a green front garden with paving (even if porous) leads to a loss of ecosystem services provided free by the natural world. The replacement of soil and plants with hard materials quarried and transported across the 	<p>small effect on the availability of on street parking places for other residents. I have shared this concern with colleagues in our parking policy team who have said that once a residents parking scheme is implemented there is currently no policy to limit/restrict the number of dropped kerb accesses on any one street. If residents were prevented from having dropped kerbs and parking within their properties it could cause an increase in demand for on street parking and see resident parking schemes become over-subscribed.</p> <p>We have no way of making those people who do have off street parking facilities to use it although I would've thought it would be more convenient for the property owner to park their vehicle within their own property than to park it on the road.</p> <p>When residents apply for a dropped kerb access they are assessed by Cambridgeshire County Council's Local Highways Officer who would assess whether there were any road safety concerns with the proposed dropped kerb and in this case the application was approved. As with any manoeuvre on the public highway exiting/entering driveways requires the driver to exercise due care and attention.</p> <p>Any decision to change the use of the frontage of properties for off street parking would be a matter for the local planning authority (in this case Cambridge City Council), there is some information on their website regarding what types of driveways need planning permission with regard to the use of permeable and non-permeable materials here (link and contact details supplied)</p>
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	<p>country has a high carbon footprint.</p> <ul style="list-style-type: none"> I understand part of the rationale is to charge a new electric car (massive amount of embodied carbon). Could an electric charging point be put in the road instead? There must be a less damaging way to deal with this problem - as more people get electric cars, charging will become a more urgent issue and it can't be solved with concreting front gardens. 	<p>Cambridgeshire County Council is working with Cambridge City Council to look at providing electric vehicle charging points however as you may appreciate providing individual charging points on the public highway for individual households would require a huge investment of public funds and assurances would need to be made that any installation of charging infrastructure would not be at the detriment of footway space needed by pedestrians (and those users who need more footway space such as those using mobility scooters, wheelchairs and pushchairs) and not hinder visibility for road and footway users.</p>
3.	<p>We wish to object to this proposal for the following reasons and hope that the parking bay will not be removed.</p> <p>At present most of the time all the parking bays are fully occupied. The majority of the houses in De Freville Avenue do not have dropped kerbs so cars are parked in the parking bays in the road. The current arrangement allows flexibility and maximises the use of available space. If the parking bay was removed and there was no vehicle in the driveway of 55 De Freville Avenue, another driver could not use the space. There are also usually trade vehicles parked, associated with building works and skips. We experienced the loss of the parking bay outside 55 De Freville Avenue whilst the house was being renovated which resulted in congestion further down the street.</p> <p>To my knowledge the few current dropped kerbs in the road were constructed many years ago, there have been no recent ones and I had thought that no further ones would be approved. Removal of this</p>	<p>I can understand your concern regarding the piecemeal loss of sections of residents parking bays and I acknowledge that this proposal would result in the loss of 1 car space of residents parking but as I assume that when possible the resident at number 55 would park outside their property in the residents parking bay anyway it is likely to have a small effect on the availability of on street parking places for other residents.</p> <p>I have shared this concern with colleagues in our parking policy team who have said that once a residents parking scheme is implemented there is currently no policy to limit/restrict the number of dropped kerb accesses on any one street. When residents apply for a dropped kerb access they are</p>

	<p>parking bay sets a precedent for more to be removed in the future with associated parking problems for other residents and inefficient use of available space.</p> <p>I understand, perhaps incorrectly, that there may be communal electric car charging points sited in this/adjoining street which would require the loss of more parking bays, it therefore seems inappropriate to remove the one from outside 55 De Freville Avenue.</p> <p>We also feel that the change of a front garden to a car parking area is undesirable on both environmental and aesthetic grounds. De Freville Avenue is in a conservation area, the key purpose of such designation is to protect and enhance the area. Parking in the front 'garden' alters the character and appearance of the street scene detrimentally, in direct opposition to the stated aims of a conservation area particularly at a time when the Council is encouraging wildlife through planting and management, recognising the importance to general wellbeing and biodiversity.</p>	<p>assessed by Cambridgeshire County Council's Local Highways Officer who would assess whether there were any road safety concerns with the proposed dropped kerb and in this case the application was approved.</p> <p>Each request for a dropped kerb access and request to revoke part of a resident parking bay is considered separately and assessed for feasibility from a highway point of view.</p> <p>I am not aware of any plans to replace residents parking spaces with communal electric vehicle charge points in the De Freville area. Any such a scheme would require the making of a Traffic Regulation Order (TRO) which would require public consultation prior to any changes being made. If electric charging points were proposed which resulted in the loss of residents parking bays I would expect there to be consultation with residents who use the residents parking scheme prior to a formal TRO stage to assess the feasibility and demand.</p> <p>Any decision to change the use of the frontage of properties for off street parking (and consideration to planning constraints such as conservation areas) would be a matter for the local planning authority (in this case Cambridge City Council), there is some information on their website regarding what types of driveways need planning permission with regard to the use of permeable and non-permeable materials here (link and contact details supplied).</p>
4.	<p>I question why this proposal is necessary as it seems to have detrimental effects to the local environment and flexibility for on-street parking.</p> <p>If approved the residents will be able to park in their front garden rather</p>	

	<p>than take a short walk from the pavement outside their house. The negative effects of this change seem to significantly outweigh the advantage for the residents of 55. The disadvantages seem to be:</p> <ul style="list-style-type: none"> • Removing a public parking space from outside no 55 where pressure on parking is high. This public space serves not only the residents of no 55 De Frev but residents from the whole street. • Lack of space for builders, tradespeople, delivery vans. There is a constant flow of work and deliveries in the area. • Difficulty for disabled visitors visiting the area who appreciate an ease of parking. • Blocking the potential for any future use of public road space and pavement such as electric transport points. • Environmental erosion of a front garden as it is replaced with car hard standing. • Changing local expectation that gardens can be used for parking. A behaviour change affects the streetscape negatively and has environmental implications. • The house wasn't designed to have a car in the front garden. A few houses do have drives but they are wider houses and have had dropped kerbs for many years. It is a conservation area so I 	<p>I acknowledge that this proposal would result in the loss of 1 car space of residents parking (and trades people with valid permits and blue badge holders) but as I assume that when possible the resident at number 55 would park outside their property in the residents parking bay anyway it is likely to have a small effect on the availability of on street parking places for other road users.</p> <p>Any scheme to replace residents parking spaces with communal electric vehicle charge points would require the making of a Traffic Regulation Order (TRO) which would require public consultation prior to any changes being made</p> <p>Any decision to change the use of the frontage of properties for off street parking (and consideration to planning constraints such as conservation areas) would be a matter for the local planning authority (in this case Cambridge City Council) (link and contact details supplied).</p>
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	<p>wonder how restrictions apply in this instance.</p> <ul style="list-style-type: none">• Reduced parking revenue to the council but free if residents park in their gardens.	<p>Residents parking schemes are not run to create revenue for the local authority, the revenue received for residents parking scheme is used to fund the ongoing costs of such schemes (administrative costs, enforcement and ongoing maintenance).</p>
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Appendix 4: Applicants response to objections.

- Objectors noted that where other houses have had driveways installed these are infrequently used with the residents still using resident parking bays to park their vehicles in.

As added reassurance, as we will need to charge a future electric car then we will be using the off-road space to do this and your argument of 1 for 1 is very valid and no net effect to available street parking. We also have a child and would be using the space to get her in and out of the car safely rather than on the road/ in traffic.

- The effect on the environment of replacing a front garden with a surfaced driveway. I think as mentioned it will likely be low maintenance chips either way. Whether we have the space for a car or not, will not have a bearing on this.

- The detrimental effect to the character and appearance of the 'street scene' within a conservation area.

Not quite sure I understand this one and would have thought for aesthetics that less cars on the street was better. As well as on safety grounds being safer to cross the street especially as the street has a number of young children on it.

In terms of impact to the area I feel this is minimal as the offroad parking space is adjacent to another open plan parking space that the neighbour has. (and their boundary is an open metal rail).