

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH ALBERT STREET, CAMBRIDGE

To: **Cambridge Joint Area Committee**

Meeting Date: **23rd September 2014**

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

Electoral division(s): **West Chesterton**

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

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

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

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

- 1.1** Albert Street forms part of a central residential area, lying close to the River Cam, Jesus Green and Cambridge City centre (**appendix 1**).
- 1.2** Albert Street is approximately 4 metres wide with parking prohibited by double yellow lines except for an area reserved for resident permit holders only, Monday to Saturday, 9am to 6pm. The area provides parking spaces for approximately 16 vehicles. Motor vehicles are not allowed in Albert Street except for access.
- 1.3** An application for a Disabled Persons Parking bay (DPPB) in the vicinity of 26 Albert Street was received on 8th January 2013. The applicant meets the County Council's criteria for a DPPB. The bay will allow them to park closer to their place of residence as an aid to mobility. In addition the intention of such bays is to maintain a parking place for any bona-fide disabled badge holder to use, not just the applicant.

2. TRO PPROCESS

- 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 Cambridge News on 12th March 2014. The statutory consultation period ran from 12th March 2014 to 4th April 2014.
- 2.3.** The statutory consultation resulted in 6 objections. Further information was provided to the objectors on 8th May 2014 confirming that the bay was being provided for a resident of Albert Street where a genuine need had been identified and explaining that the County Council would always look to provide a facility for blue badge holders (subject to available funding), in a street where there are no existing disabled parking bays, so long as it was safe to do so. Objectors were asked to confirm within 21 days whether they wished their original objection to stand. 4 objectors confirmed their objection, 1 objection was subsequently withdrawn and one did not respond, resulting in 5 objections to be determined.
- 2.4** The responses received and the officer comments are detailed in appendix 2. On the basis of this analysis, it is recommended that the Order is made as;
 - The applicant meets the County Council's eligibility criteria:
 - There is sufficient provision in the accessibility budget 2014-15 for the scheme.

3. SIGNIFICANT IMPLICATION

3.1 Resource Implications

The necessary resources to provide the disabled persons parking bay have been secured through the Council's Accessibility Budget.

3.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

3.3 Equality and Diversity Implications

There are no significant implications within this category.

3.4 Engagement and Consultation Implications

The statutory consultees have been consulted – County Councillor, the Police and Emergency Services.

Notices were placed in the local press and were also displayed in the roads affected by the TRO. The proposal was also available to view at the County Council Offices.

3.5 Localism and Local Member Involvement

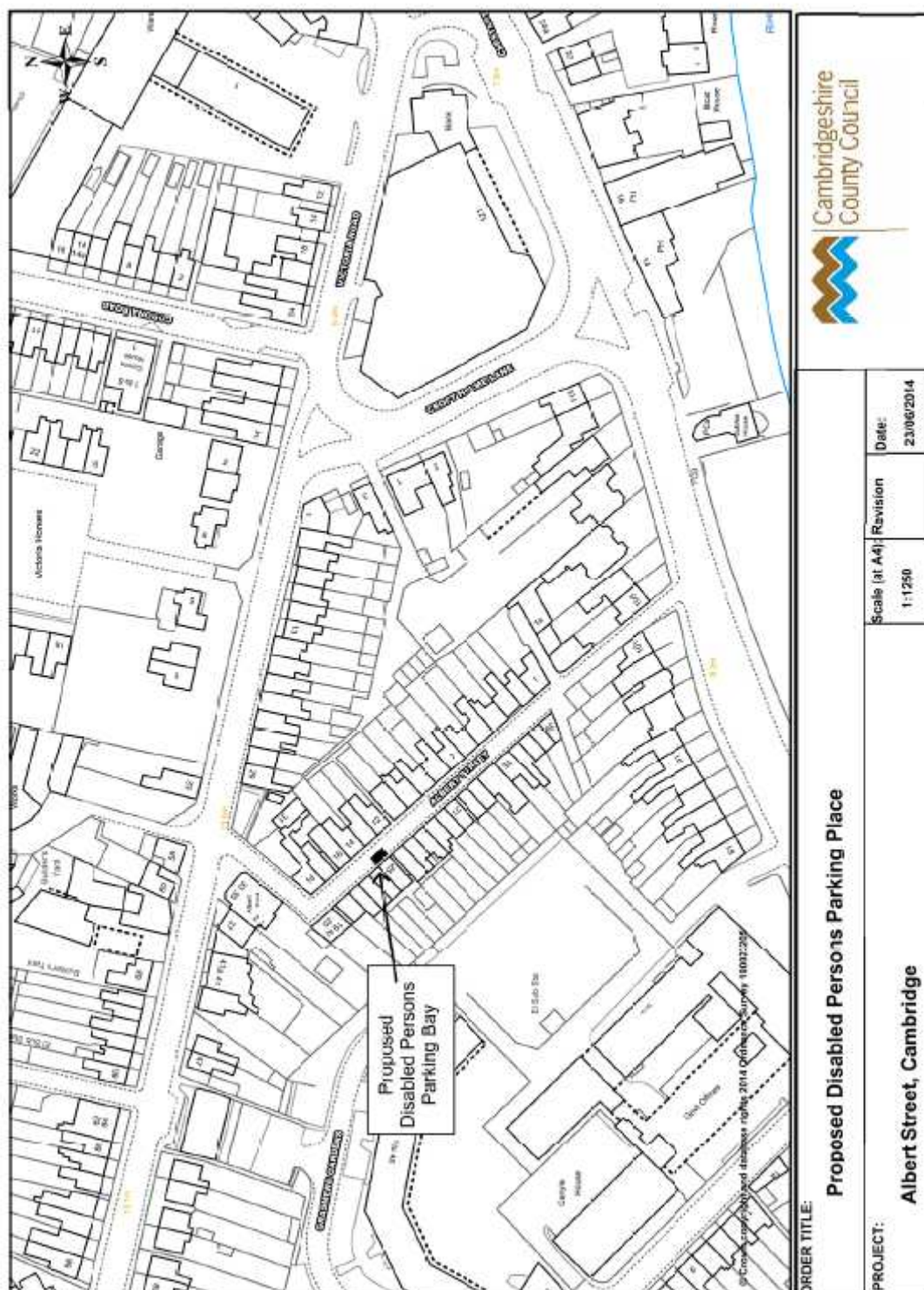
No comments were received from the local member.

3.6 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 – PLAN OF PROPOSAL



Appendix 2 – RESPONSES RECEIVED

No.	RESPONSE RECEIVED	OFFICERS RESPONSE
1	I live at 25 Albert Street; neither I nor any of my immediate neighbours requires a disabled parking space, though a number of us do depend on residents' parking outside our houses. I object to the place being designated outside my house rather than outside their house.	There is an existing resident's parking scheme in Albert Street. The bay has been located to best fit within the existing spacing's based on a 6.6m parking bay. The bay would therefore have to be place outside either 25 or 27 Albert Street when spacing it out from the northern end which is closest to the applicants address.
2	Albert Street has no disabled drivers who require parking facilities. It is an extremely narrow road with extremely limited parking for residents which makes the requirement for a disabled space very unnecessary. It will cause more parking difficulties in the surrounding area which is already struggling as you must know.	A legitimate application has been received for a Disabled Parking Place in Albert Street which complies with current policy.
3	There are not enough parking spaces as it is, and removing one to provide a disabled bay, would make the situation worse. I am a mother with a young baby and there are often times when I have been unable to park in the street. The proposed parking bay would be under utilised, and an empty bay that no one can park in would be extremely frustrating. this street is very unsuitable for disabled parking.	See response in 2 above
4	Removing one of the existing parking spaces for a disabled space which would probably have little usage will further compound the already inadequate parking situation for residents.	See response in 2 above
6	I am not in favour of replacing existing residents' car parking spaces with, presumably wider and longer, disabled parking parking spaces as Albert St. is a very narrow road, and prone to accidents and problems because of this. There are,	The dimensions for a disabled parking space are prescribed by the Department for Transport Bays should be longer and wider than normal to ensure easy access from

	also, insufficient resident parking spaces for those who have cars as it is.	the side and the rear for those with wheelchairs, and protect disabled people from moving traffic when they cannot get in or out of their car on the footway side of a bay on the highway.
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