

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
ACCORDIA ESTATE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **20th January 2015**

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

*Electoral
division(s):* **Trumpington**

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

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

Recommendation: **a) Approve and make the Order as amended
following the statutory consultation
b) Inform the objectors accordingly**

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

- 1.1** Accordia is a city centre site which is situated to the south of Brooklands Avenue, Cambridge (appendix 1). There are currently no parking restrictions on the site and as a result vehicles park around junctions obscuring visibility or on footway areas causing an obstruction to pedestrians.
- 1.2** The Accordia Residents Association carried out a survey and presented the results to officers in March 2014. The results showed a desire for parking to be safer on the site.

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 Cambridge News on the 29th August 2014. The statutory consultation period ran from 29th August 2014 to 22nd September 2014.
- 2.3** The statutory consultation resulted in 16 objections, 5 comments of support and 11 general comments. There were no comments from any of the emergency services whilst the Police offered no objection.
- 2.4** Following the comments received during the statutory consultation period the proposals shown in Appendix 2 were refined further, resulting in the proposals shown in Appendix 3. On the basis of this analysis it is recommended that this Order is made as Appendix 3.

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 Local Highways Improvement Schemes

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 from a request from the Residents Association with support from the Local Member to address parking issues on the site. Following a meeting with officers and the Residents Association the scheme to address safety issues at junctions was progressed (this fitted the remit of the South Area Parking Review so funding in the Transport Delivery Plan 2014/15 was available to progress the scheme). 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 East Cambridgeshire District Council Office and the County Council Castle Court Reception.

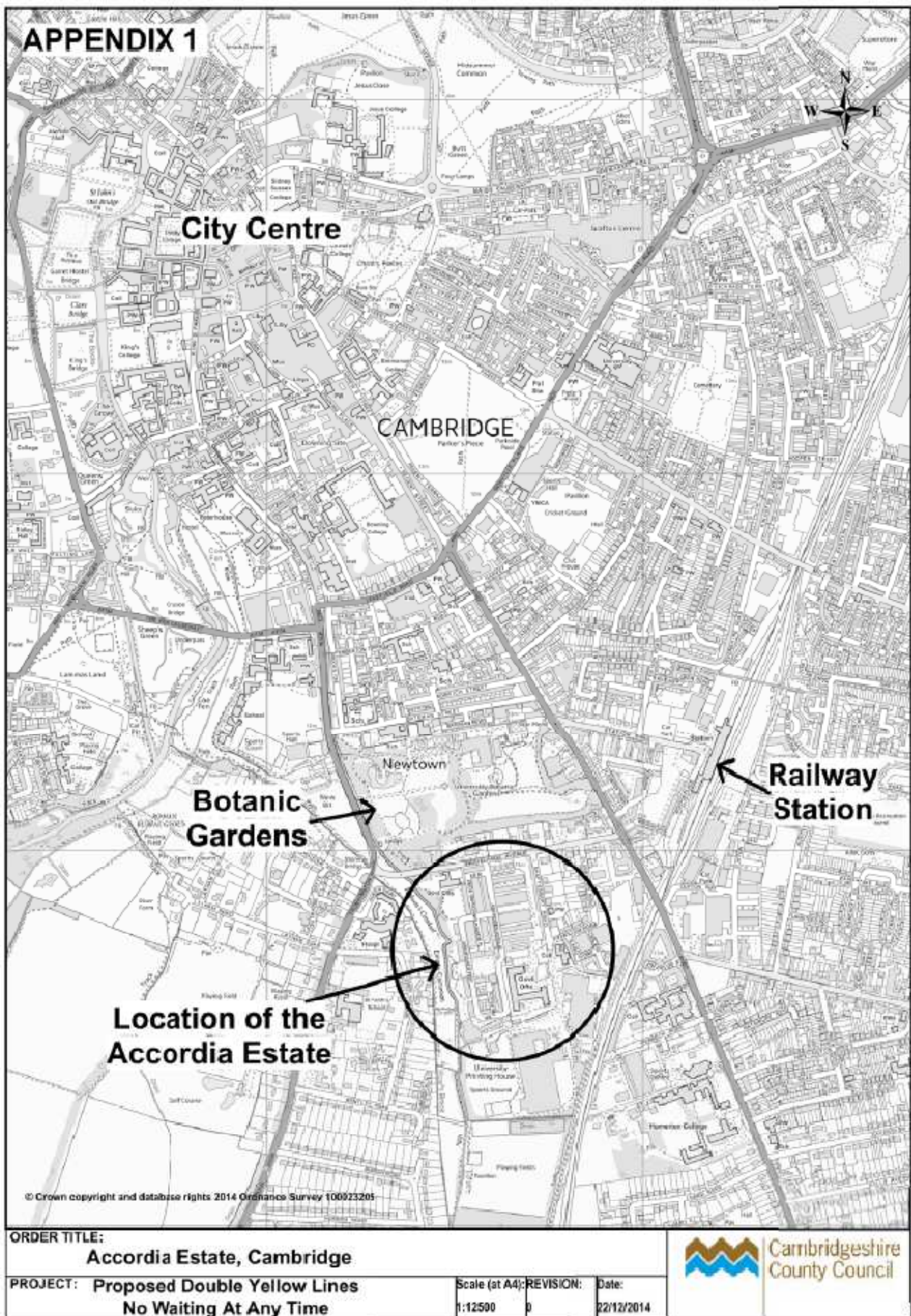
4.5 Localism and Local Member Involvement

The local member County Councillor Barbara Ashwood is in support of the proposal.

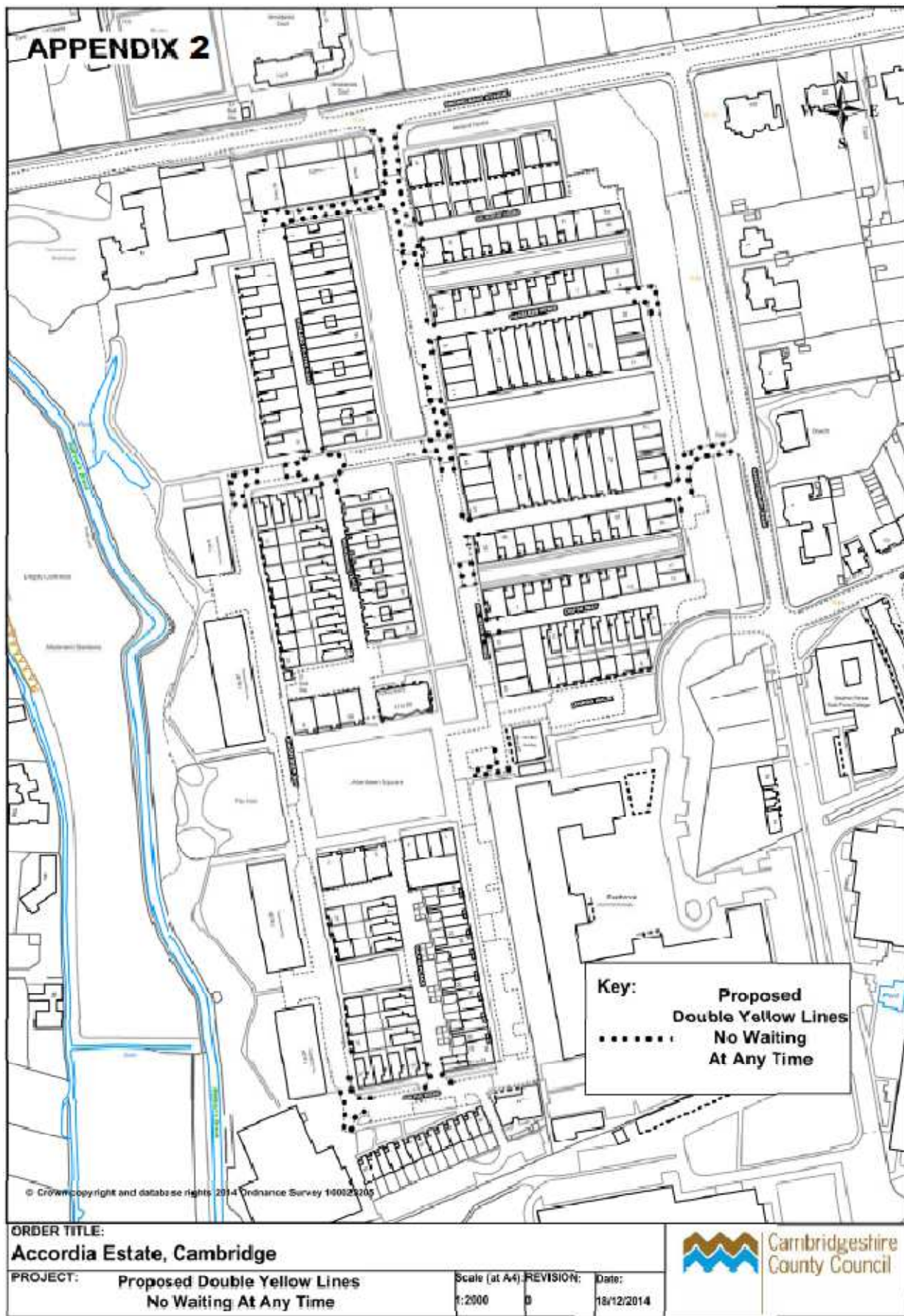
4.6 Public Health Implications

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 2



APPENDIX 3

Accordia Estate, Cambridge

**Proposed Double Yellow Lines
No Waiting At Any Time**

Key:
 ———— Proposed Double Yellow Lines
 - - - - - No Waiting At Any Time

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ORDER TITLE: **Accordia Estate, Cambridge**

PROJECT: **Proposed Double Yellow Lines
No Waiting At Any Time**

Scale (at A4): 1:2000

REVISION: 0

Date: 22/12/2014

Cambridgeshire
County Council

ORDER TITLE:

Accordia Estate, Cambridge

PROJECT:	Proposed Double Yellow Lines No Waiting At Any Time
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Scale (at A4):	REVISION:	Date:
1:2000	0	22/12/2014



APPENDIX 4		
Summary of objections / comments		Officer Response
1.	The restrictions would not make the parking situation any better.	The restrictions will keep key junctions clear of parked vehicles.
2.	Vehicle speeds will increase due to the restrictions.	Parking has been allowed on both sides of the road throughout the site, so vehicle speeds should remain constant.
3.	The proposals are not the right approach a residents parking scheme is needed.	The scheme is to address safety issues at junctions not restrict access for non-residents.
4.	Double yellow lines are unsightly.	The restrictions will be marked in 50mm primrose as opposed to 100mm yellow.
5.	The Henslow Mews restrictions will cause issues; there is no need to restrict both sides of the eastside corners.	Restrictions removed on one side of the corners.
6.	Why put restrictions on the raised areas.	These lengths of restrictions will restrict vehicles parking on the footway areas adjacent to the raised areas.
7.	There should be areas to park on length of Richard Foster Road to Aberdeen Ave.	Restrictions removed on south side between the junction and corner.
8.	Restrictions should not cover the garages at the top of Henslow Mews.	Restrictions will not extend in front of garages, only opposite.
9.	Shop area needs more restrictions.	Suggest on street parking places created in future. However no future funding has been identified for this.
Support		
1.	Parking restricts the access for delivery and service vehicles. Parked vehicles present increased dangers to the children that congregate in the area. Parking Restrictions should go further and be both sides of the area in front of the shop.	Comments noted.
2.	Delighted with the proposed parking restrictions. However concerned that the new restrictions will move the problem to other parts of the estate.	Unfortunately the negative aspect of introducing parking restrictions is the displacement of parking to other areas.
3.	Fully support the proposal.	Comments noted.

4.	Broadly in support of the proposals. However the proposal indicate that the double yellow lines will be painted halfway across the garage, could these be reduced to the edge of the garage to allow resident to park outside.	Comments noted and the proposal will be amended accordingly.
5.	Fully support restrictions	Comments noted.