

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

*To:* Cambridge Joint Area Committee

*Meeting Date:* 25<sup>th</sup> March 2015

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

*Electoral division(s):* East Chesterton

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

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

*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 & Street Management
Email:	<a href="mailto:richard.lumley@cambridgeshire.gov.uk">richard.lumley@cambridgeshire.gov.uk</a>
Tel:	01223 703839

## **1. BACKGROUND**

- 1.1** The Vie Estate is situated in East Chesterton, Cambridge (appendix 1) and was designed as a Home zone, with limited on street parking provision. Currently there are no formal parking restrictions on the estate and as a result vehicles park in areas not intended for parking, this in turn obscures visibility, restricts access and restricts pedestrian movement.
- 1.2** A Home Zone can be defined as a people friendly residential area where cars take second place to pedestrians, especially children. To be successful, a Home Zone must bring about the following:-
- 1) consistently lower traffic speeds;
  - 2) an increase in the amount of space available to pedestrians (including space to sit as well as circulation space);
  - 3) lower general traffic impact, i.e. fewer accidents, less vehicle movements;
  - 4) increased levels of pedestrian activity on the street;
- 1.3** Given the design ethos behind Home zones it was proposed to prohibit parking on the whole estate, with the exception of some limited waiting bays and a car club bay in the central area of the estate, as detailed in appendix 2.
- 1.4** The local member Councillor Ian Manning has carried out informal local consultation with local residents over the introduction of parking control which showed a desire to see the removal of most on-street parking provision across the entire estate.

## **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 19<sup>th</sup> December 2014. The statutory consultation period initially ran from 19<sup>th</sup> December 2014 to 9<sup>th</sup> January 2015 and this was later extended to 18<sup>th</sup> January 2015 to allow more time for local residents to respond to the statutory process.
- 2.3** The statutory consultation resulted in 17 objections and 29 comments of support. There were no comments from any of the emergency services including Cambridgeshire Constabulary.
- 2.4** On analysis of the representations detailed in appendix 3 it is recommended that this Order is made 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**

Home Zones can create a safer environment for vulnerable road users.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The necessary resources to progress this project have been secured through the County Council's Local Highways Improvement (LHI) initiative.

#### **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 local member who is also a resident of the Vie Estate. 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 Shire Hall Reception.

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

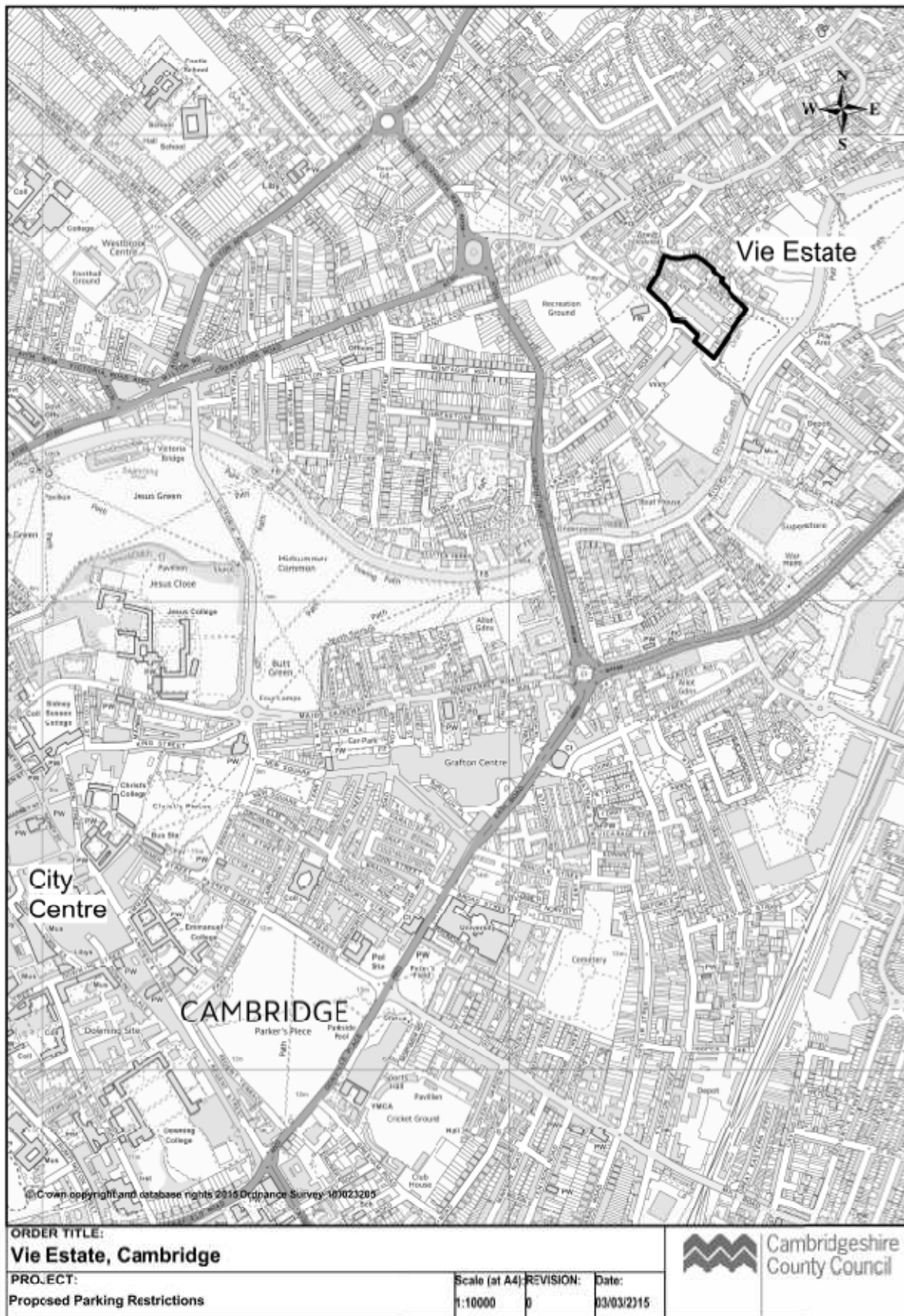
The local member County Councillor Ian Manning fully supports the proposal.

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

There are no significant implications within this category.

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

## Appendix 1



## Appendix 2



### Appendix 3–Responses Received & Officer Comments

Statements of Support		Officer Comments
1.	Wish to express strong support. Please consider moving the Car Club space further away from the corner of Scholar's Walk to allow our vehicles and associated boat trailers more manoeuvring space.	Comments noted.  We will ensure that sufficient space is left for manoeuvring vehicles through this area.
2.	Fully support. It will make cycling through the estate easier and safer.	Comments noted.
3, 4, 5, 6, 7.	Fully support (statement of straight support, with no additional comments was received from 5 respondents).	Comments noted.
8.	Fully support.  Current parking situation is hazardous for cyclists and pedestrians.  These parking restrictions will reinforce the ethos behind 'Home Zones'.	Comments noted.
9.	Support.  Restrictions need to go further by painting yellow boxes around bin stores as people are obstructing it.  How will these restrictions be enforced?	Comments noted.  The areas near the bin stores are not adopted highway. The introduction of the controlled parking zone will go some way to discouraging this parking but ultimately it is the remit of the site management company to control parking in these areas.
10, 11.	Fully support (same comments were received from 2 respondents)  Originally car parking was allocated at one bay per household but this is now insufficient as many households have at least 2 vehicles.  I have seen emergency services have difficulty in accessing the site.	Comments noted.

Statements of Support		Officer Comments
	The proposals will regulate the parking situation for the better.	
12.	Support.  How will these restrictions be enforced?	Comments noted.  The restrictions will be enforced by Cambridgeshire County Council Enforcement Officers.
13.	Support.  The car parking situation has been deteriorating since the removal of private parking enforcement.	Comments noted.
14.	Support.  Vehicles are left in dangerous positions.  Emergency vehicles have difficulty in accessing properties.  These parking restrictions will reinforce the ethos behind 'Home Zones'.	Comments noted.
15 16, 17.	Support (same statement received from 3 respondents).  There is too much dangerous and obstructive parking occurring.	Comments noted.
18.	Support.  Residents should only have one car per household to encourage greener living.	Comments noted.
19.	Support.  Need to support the principles of the 'Home Zone' and regulate parking.	Comments noted.
20.	Generally support.  The car club permit holder space needs to be placed nearer the protected tree.	Comments noted.  We will ensure that the car club space is located in a suitable position.

Statements of Support		Officer Comments
	<p>I welcome the introduction of yellow lines.</p> <p>Interested to see results of the limited waiting parking being proposed.</p>	<p>Yellow lines will not be used as the parking restrictions are being introduced as a controlled parking zone.</p> <p>We will continue to monitor the changes implemented and will take action as required.</p>
21, 22, 23.	<p>Support (same statement received from 3 respondents).</p> <p>The current car parking needs regulating as cars are parked dangerously and blocking accesses.</p>	Comments noted.
24.	<p>Generally supportive of proposals.</p> <p>I am concerned about not being able to park on land in front of my garage which I own.</p> <p>Also concerned that delivery vehicles will get fined whilst carrying out their duties.</p>	<p>Comments noted.</p> <p>If there is sufficient space between your garage and the highway boundary then you will be able to park there without being penalised. If any part of your vehicle is on the adopted highway then you will risk being fined.</p> <p>Delivery vehicles will be able to load / unload as required.</p>
25.	<p>Support.</p> <p>Current car parking needs regulating as cars are parked dangerously and blocking accesses.</p> <p>Car club permit holder space should be moved nearer the protected tree.</p> <p>The limited waiting time area would probably work.</p> <p>Yellow lines would be effective.</p>	<p>Comments noted.</p> <p>We will ensure that the car club space is located in a suitable position.</p> <p>Yellow lines will not be used as the parking restrictions are being introduced as a controlled parking zone, using on-street signing.</p>
26.	<p>Support.</p> <p>Current car parking needs regulating as cars are parked dangerously and blocking accesses.</p> <p>The current unregulated situation presents problems for cyclists who</p>	Comments noted.



<b>Statements of Support</b>		<b>Officer Comments</b>
	have to move in between cars that have been parked haphazardly.	
27.	<p>Support.</p> <p>Current car parking needs regulating as cars are parked dangerously and blocking accesses.</p> <p>There is a need to provide more car parking for visitors to residents and we would also be in favour of more parking restrictions around Ransome Close and in Block 2c/d as this seems to be a problem area.</p>	<p>Comments noted.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p> <p>Ransome Close is not adopted highway and therefore we cannot introduce restrictions here.</p>
28.	<p>Support.</p> <p>Would like further restrictions in the bay closest to the south end of Fitzgerald to allow more room for vehicles to turn.</p>	<p>Comments noted.</p> <p>The relocation of the car club bay will allow increased vehicle movement through this area.</p>
29.	<p>Support.</p> <p>Please allow parking at the end of Block 3F as parking here does not constitute an obstruction</p>	<p>Comments noted.</p> <p>The parking restrictions need to be applied across all of the adopted highway to provide a consistent approach.</p>

	<b>Objections</b>	<b>Officer Comments</b>
1.	<p>Objection.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>There appears to be sufficient space for larger delivery and emergency vehicles to pass through the estate.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>A number of issues have been highlighted especially in the central area where high levels of parking</p>

	Objections	Officer Comments
		obstruct the onward progression of vehicles through the estate.
2.	<p>Objection.</p> <p>There appears to be sufficient space for larger delivery and emergency vehicles to pass through the estate.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>Not enough consideration has been given for visitors, four bays is hardly enough.</p> <p>There has been no safety analysis of the area, no other forms of traffic calming has been proposed.</p>	<p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p> <p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p> <p>It is felt that at this time no additional traffic calming is required. We will continue to monitor the situation in the future.</p>
3.	<p>Objection.</p> <p>I agree with the ethos of the proposals but not with the execution.</p> <p>There is a lack of provision for visitors to the area, there may well be place for six additional vehicles to park safely with a Mon-Fri 9am-7pm No Return within 3hours limit.</p>	<p>Comments noted.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p>
4.	<p>Objection.</p> <p>Most people have one designated car parking space which is insufficient.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p>

	Objections	Officer Comments
		<p>Enforcement was initially carried out by the site management company.</p> <p>However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p>
5.	<p>Objection.</p> <p>Stopping all parking without making alternative arrangements is a disservice to the community.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company.</p> <p>However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p>
6.	<p>Objection.</p> <p>Propose residents only parking.</p> <p>There is no problem with larger delivery and emergency vehicles manoeuvring in the estate.</p>	<p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p>
7.	<p>Objection.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>There is no problem with larger delivery and emergency vehicles manoeuvring in the estate.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company.</p> <p>However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>A number of issues have been</p>

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		highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.
8.	<p>Objection.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>There is no problem with larger vehicles manoeuvring in the estate.</p> <p>No alternative car parking arrangements have been proposed.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p>
9.	<p>Objection.</p> <p>The proposals are overly restrictive.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>Some parking restrictions are necessary to allow for better access to the estate.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p>
10.	<p>Objection.</p> <p>The proposals are overly restrictive.</p> <p>Most people have one designated car parking space which is insufficient.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company.</p>

	<b>Objections</b>	<b>Officer Comments</b>
	<p>Some parking restrictions are necessary to allow for better access to the estate.</p> <p>There is a lack of car parking provision for visitors to the area 4 spaces are insufficient.</p>	<p>However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p>
11.	<p>Objection.</p> <p>The proposals are overly restrictive.</p> <p>There is no problem with larger delivery and emergency vehicles manoeuvring in the estate.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>There is a lack of car parking provision for visitors to the area.</p>	<p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p> <p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p>
12.	<p>Objection.</p> <p>The proposals are overly restrictive.</p> <p>There is no problem with larger delivery and emergency vehicles manoeuvring in the estate.</p> <p>There is a lack of car parking provision for visitors to the area.</p> <p>I would be interested to know the costs and projected returns for this</p>	<p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p> <p>The projected costs for implementation of this scheme are £3-4k. We do not have any information with regard</p>

	<b>Objections</b>	<b>Officer Comments</b>
	<p>project?</p> <p>Are you planning to issue parking permits?</p>	<p>projected returns.</p> <p>The scheme proposed is for a controlled parking zone with parking in allocated bays. No parking permits are required.</p>
13.	<p>Objection.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>There is no problem with larger delivery and emergency vehicles manoeuvring in the estate.</p> <p>The parking restrictions will not reduce the number of cars passing through the estate.</p> <p>Without cars parked here, vehicles will pass through the estate at quicker speeds.</p> <p>There is a lack of car parking provision for visitors to the area.</p> <p>The consultation is flawed as there were only two notices put up across the whole estate, whilst the deadline to lodge objections was the 9<sup>th</sup> of January which is insufficient during the festive period.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p> <p>Comments noted about number of cars and speed. The proposals should allow safer passage. The bays created in the central area will keep the roadspace here restricted and therefore slow vehicles through this area.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p> <p>During the consultation process a total of 10 notices were displayed around the estate. A letter drop was also carried out highlighting the consultation to all residents. The closing date was also extended to 18 January 2015.</p>

	<b>Objections</b>	<b>Officer Comments</b>
14.	<p>Objection.</p> <p>To offer only 4 restricted waiting places for the whole estate is hard to accept.</p> <p>No alternatives have been proposed.</p>	<p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p>
15.	<p>Objection.</p> <p>Most people have one designated car parking space which is insufficient.</p> <p>There is no problem with larger delivery and emergency vehicles manoeuvring in the estate.</p> <p>There is a lack of car parking provision for visitors to the area.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p> <p>A number of issues have been highlighted especially in the central area where high levels of parking obstruct the onward progression of vehicles through the estate.</p> <p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p>
16.	<p>Objection.</p> <p>Please consider the needs of the residents of the area.</p> <p>There is insufficient parking for everyone.</p>	<p>The original set up for the VIE estate was as a 'Homezone'. The remit of this was that parking was limited to allocated parking bays only (one per household).</p> <p>Enforcement was initially carried out by the site management company. However, since the highway adoption a suitable traffic regulation order has never been in place to allow enforcement. This process allows this to be put in place and enforcement carried out.</p>

	<b>Objections</b>	<b>Officer Comments</b>
17.	<p>Objection.</p> <p>Enforcing additional parking restrictions will simply displace vehicles elsewhere.</p> <p>There is a lack of car parking provision for visitors to the area.</p>	<p>Unfortunately due to restricted space on site we are unable to provide any additional visitor spaces.</p>