

**CAMBRIDGECITY JOINT AREA COMMITTEE: MINUTES**

**Date:** Tuesday 28th October 2014

**Time:** 4.00 p.m. – 8.05 p.m.

**Present:** County Councillors Cearns, Manning, Scutt, Taylor, Walsh and Whitehead (substituting for Councillor Kavanagh); City Councillors Blencowe, O'Reilly, Ratcliffe, Robertson, Smart and Tunnacliffe

**Apologies:** County Councillor Kavanagh

**6. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**7. MINUTES OF THE MEETING HELD ON 23RD SEPTEMBER 2014**

The minutes of the meeting held on 23rd September 2014 were agreed as a correct record and signed by the Chairwoman.

Councillor Scutt expressed concern about the timing of the September meeting, which had occurred during the national Labour Party Conference. She was of the view that meetings of the Joint Area Committee should not be held during party conference season. The Chairman agreed to ask the Democratic Services Manager to investigate the reasons for scheduling the meeting at this time.

Councillor Scutt was also concerned about an e-mail which had been sent to the Committee seeking responses from Members regarding the possibility of bringing forward the start time of the October meeting due to the volume of business to be considered.

**8. TRAFFIC REGULATION ORDERS (TRO) ASSOCIATED WITH:**

**(A) MARINER'S WAY, CAMBRIDGE**

The Committee considered representations and objections received in response to the formal advertisement of a Traffic Regulation Order (TRO) associated with Mariner's Way, Cambridge. Attention was drawn to 7 written objections, 2 representations of support and 4 representations to the advertised proposals.

Neil Emery, a local resident and a board member of Eights Management Company Limited, spoke in support of the alternative arrangements proposed by the Local Member, Councillor Manning. He explained that the Mariner's Way development had not been designed as a free car park for commuters and shoppers. The road from Logan's Way all the way round to the Eights Marina gates was too narrow as it could only accommodate two car widths. He added that the blind bend by Lancaster House gates was a danger to other road users as cars were parked on the bend. Emergency vehicles found it difficult to obtain access to reach elderly and other

residents particularly where cars parked opposite each other at the mouth of Capstan Close.

Mike Hawes, a resident of Capstan Close, explained the problem of traffic parking at the end of Capstan Close, and along Mariner's Way near the T-Junction. He presented the Committee with a photograph highlighting in particular the blind spot for cars exiting Capstan Close. Whilst he expressed his support for the scheme, he did acknowledge that cars could be displaced causing an inconvenience for residents in other roads.

Jon Abell, a resident of Capstan Close, expressed his support for the safety considerations. However, he was concerned that nothing was being done to prevent cars from being displaced and parking in Capstan Close. He felt the report was misleading to state that residents had declined the offer of restrictions. In fact, Capstan Close residents had only been offered the possibility of paying for restrictions. He felt that it was unfair to allow residents of one area to pay for schemes that adversely impacted on a neighbouring area. He therefore queried what the Council could do to mitigate the knock-on effects both in the short and long-term.

*Councillor Manning declared a disclosable pecuniary interest on the basis that his involvement in co-ordinating the Traffic Regulation Order meant he was pre-determined for the decision. He would therefore not remain in the meeting whilst the matter was being debated or participate in any vote taken on the matter at the meeting.*

*Further in the interests of transparency he declared that he was a Director of the management company of the VIE estate, an un-remunerated role, who employed Encore as managing agents. During the course of the time he had worked on this application he was made aware that Encore had been appointed managing agents for Eights Mariner.*

Speaking as a Local Member, Councillor Manning explained that he was proposing, following consultation with local residents, a compromise option to the original Eights Marina Scheme, which would involve three phases. He made it clear to the Committee that he was not working on behalf of Eights Marina as detailed in the report. It was noted that the compromise option addressed the safety elements of concern to local residents. He reported that Capstan Close residents had been offered the opportunity of paying privately for restrictions but had not taken up the offer. Instead their concerns would need to be addressed by phases 2 and 3, which would be subject to a funding bid process.

In response to questions put to the Local Member, Members noted that:

- concerns regarding displacement of vehicles would need to be addressed in a future TRO. Councillor Manning reported that he would need to discuss with officers the options for dealing with road restrictions, which could include removing the restrictions outside the bowls club.

- residents did not want restrictions on the corner due to the provision of block paving.
- there was no guarantee phases 2 and 3 would receive funding from Local Highway Improvements. Councillor Manning acknowledged that he would need to seek funding from other sources if he was unsuccessful.
- Eights Marina had contributed £700 and Chichester House £100 (as it was benefitting from a modification) towards the scheme.

*Councillor Manning left the meeting.*

During discussion, some Members felt that public money rather than local money should be used to pay for the restrictions particularly in relation to the entrance to Capstan Close. Other Members were of the view that all Cambridge residents should be consulted about parking in order to provide a holistic approach to solving the problem of parking in the city. It should not be the case that residents in one area could pay for restrictions, which could cause problems for residents in a neighbouring area. One Member was particularly concerned that the concerns of 7 objectors had not really been addressed particularly the issue of displacement. However, in response it was acknowledged that safety should be the primary issue.

On balance, it was resolved to:

- a) approve and make the Order as advertised;
- b) Inform the objectors accordingly.

## **9. LOCAL HIGHWAY IMPROVEMENTS 2014-15**

The Committee was asked to consider and score the applications from community groups for funding under the Local Highway Improvement Initiative. The Chairwoman reported that there were 42 bids. Following a meeting with the Vice-Chairman and Officers, it had been agreed to consider half at this meeting and the remainder at a meeting on 18 November 2014. The applicant would be given three minutes to present the scheme and the Committee would be allowed seven minutes for questions. The Service Manager – Local Projects gave a brief explanation of the scoring process.

It was resolved to determine by scoring the applications from the following, which should be taken forward for delivery in the 2015/16 Local Highway Improvement Initiative:

1. Lady Margaret Road (Castle) – City Councillor P Tucker
2. Madingley Road (Castle & Newnham) – City Councillor P Tucker  
It was proposed by Councillor Manning, seconded by Councillor Walsh, and agreed that this scheme should be removed as it was not suitable for Local Highway Improvements because of the excessive cost.
3. Grange Road near Cranmer Road (Newnham) – Selwyn College

4. Suez Road/Hobart Road – Simon Cooper (written presentation)
5. Union Lane/Pearl Close (East Chesterton) – CountyCouncillor I Manning
6. Union Lane/Pearl Close Junction (East Chesterton) – CountyCouncillor I Manning
7. Union Lane (East Chesterton) – CountyCouncillor I Manning
8. St. Andrew's Road area (East Chesterton) and Cutter Ferry Close (West Chesterton) – County Councillor I Manning
9. Green End Road/Nuffield Road (East Chesterton) – CountyCouncillor I Manning
10. Chesterton High Street (East Chesterton) – CountyCouncillor I Manning (Divided into two schemes a) bollards b) footpath)
11. Christchurch Street (Market) – County Councillor E Cearns
12. Emmanuel Street/St. Andrew's Street (Market) – County Councillor E Cearns
13. Glebe Road/Holbrook Road (Queen Edith's) – Mr Fincher
14. Cavendish Avenue (Queen Edith's) – County Councillor A Taylor (e-mails from Local Residents tabled)
15. Marshall Road (Queen Edith's) – County Councillor A Taylor
16. Purbeck Road (Queen Edith's & Coleridge) – County Councillor A Taylor
17. Rotherwick Way. Alwyne Road, Hinton Avenue, Chalk Grove (Queen Edith's) – County Councillor A Taylor
18. St Barnabas Court (Petersfield) – County Councillor A Walsh
19. Riverside Cycleway to rear of Tesco's (Abbey) – County Councillor J Whitehead

Chairwoman