

Agenda Item No:

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
ABERDEEN AVENUE, CAMBRIDGE**

To: Head of Local Infrastructure & Street Management
and the Local Member representing electoral division
below.

Meeting Date: 4th March 2016

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 Aberdeen
Avenue, 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** The Accordia Development, located off Brooklands Avenue and between the arterial routes of Trumpington Road and Hills Road constitutes approximately 380 dwellings across a site 9.5 hectares (23 acres) in size (Appendix 1).
- 1.2** Residents of Accordia have successfully received funding through the Local Highways Improvements initiative (LHI) to implement parking restrictions in Aberdeen Avenue. The Avenue itself is the only access route into and out of the estate; it connects Accordia to Brooklands Avenue to the north.
- 1.3** As a result of the growth of car ownership and general economic expansion in the Cambridge Area residents of Accordia, and in particular Aberdeen Avenue have been experiencing issues of inconsiderate parking. This is exacerbated due to the nature of certain parts of the estate where the access roads are narrow and not conducive to good traffic flow. This is highlighted particularly well in the square area of highway outside the Lauro Building (Appendix 2).
- 1.4** The proposed parking restrictions (double yellow lines) will be located predominantly on junctions and on parts of highway that are narrower where parking should be actively discouraged. The square area outside the Lauro Building will predominantly be double yellow lined with provision for 6 parked vehicles in marked bays. It should be noted that this is also the location of a small convenience store.

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 4th December 2015. The statutory consultation period ran from the 4th of December until the 4th of January.

The statutory consultation resulted in one objection; this is detailed in Appendix 3.

- 2.3** On the basis of this analysis it is recommended that this Order is made for the reasons:
 - General road safety in an area that is highly pedestrianized and could feature a high amount of cyclists.
 - For the safe and expeditious movement of highway traffic.

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 Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

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 Reception of Shire Hall, Castle Street, Cambridge CB3 0AP.

4.5 Localism and Local Member Involvement

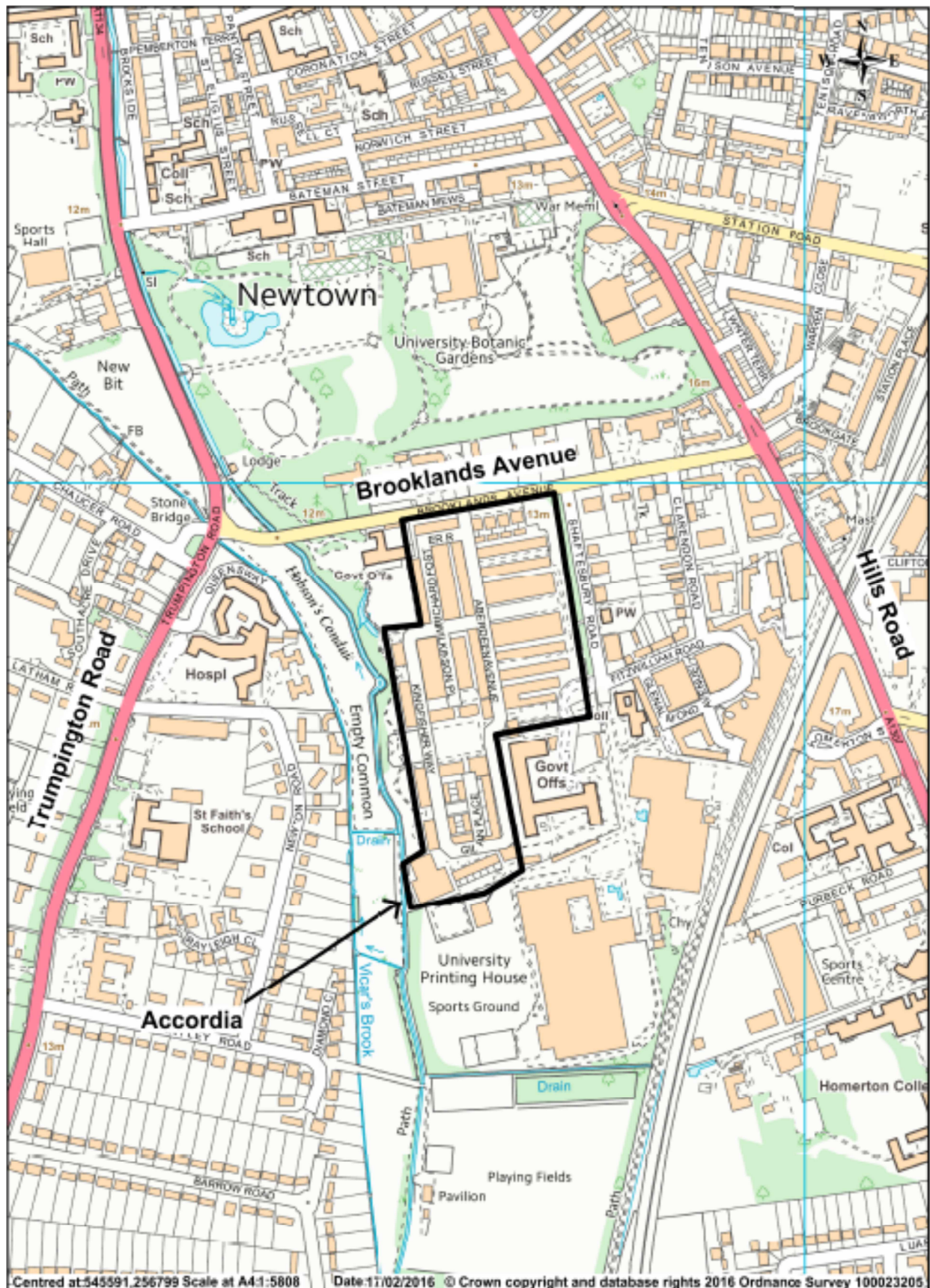
The Local Member, Councillor Barbara Ashwood has been consulted and supports the proposal.

4.6 Public Health Implications

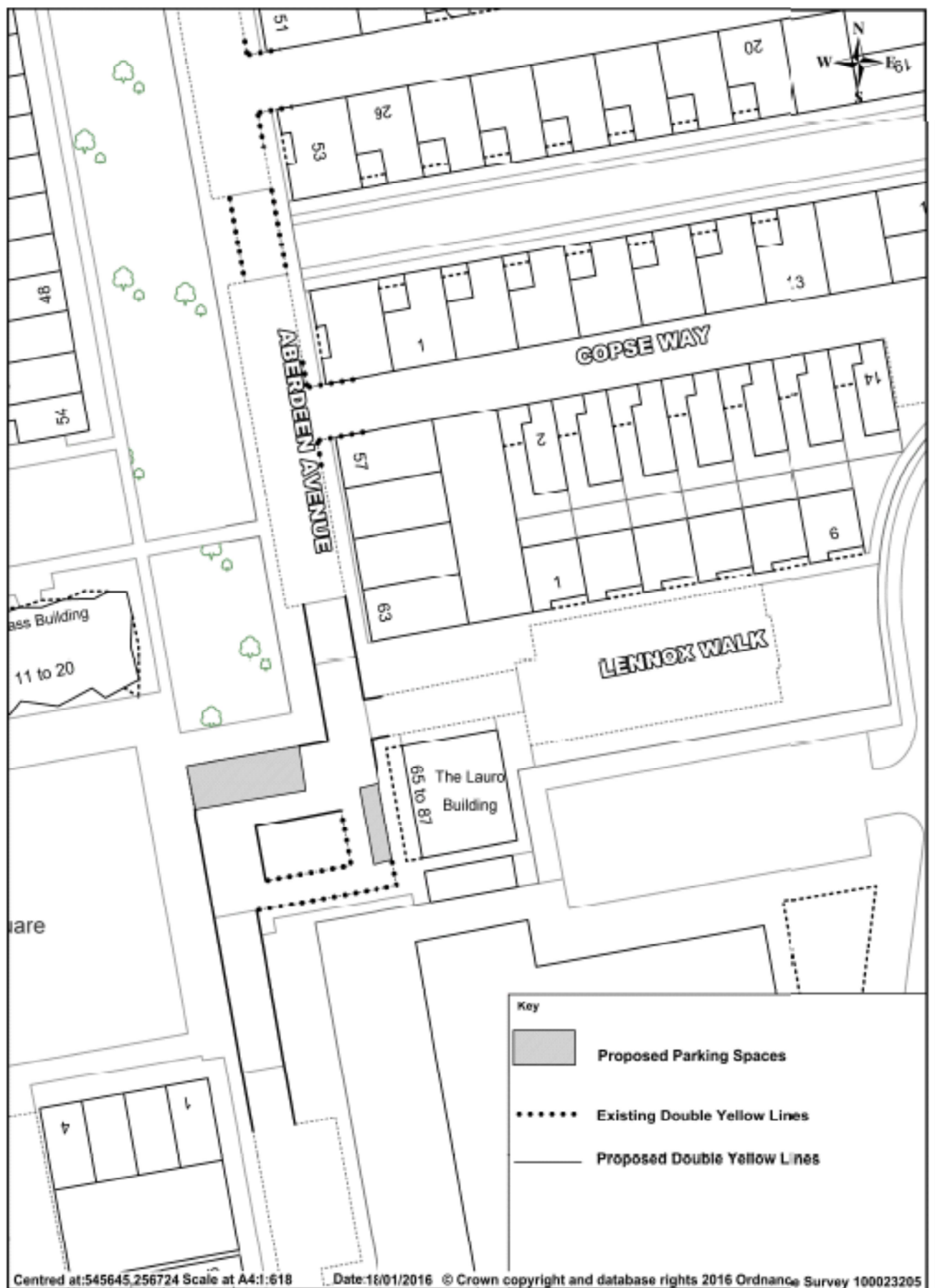
There are no significant implications within this category.

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

APPENDIX 1 – OVERVIEW



APPENDIX 2 – ABERDEEN AVENUE, PROPOSED PARKING RESTRICTIONS



APPENDIX 3

Objections/Comments	Officer Response
<p data-bbox="288 271 850 600">1. I believe the restriction on parking extends too far to the South of the Square. I know of no evidence that people parking on that southerly limb from the square is causing any kind of a problem. The restriction on that Southerly limb I regard therefore as unnecessarily aggressive.</p> <p data-bbox="344 674 850 1256">Moreover, restricting parking there, will simply push people further South where it really does cause a problem. This is because further South, as on the map, is a run of private parking bays. When cars or especially vans park opposite those bays, ingress and egress to the bays is very difficult, and can be impossible when the bays are fully occupied. So there is a need to make adequate provision for parking away from those bays. Another reason why the Southerly limb from the square should not be included.</p>	<p data-bbox="866 271 1409 524">Casual motorists will park in areas that are convenient and where they feel is 'safe', this can lead to haphazard and inconsiderate parking especially in areas where parking is limited and in high demand.</p> <p data-bbox="866 562 1409 965">The square is a pedestrian sensitive area that requires the maximum amount of visibility afforded in order to enhance safety. The proposed double yellow lines will provide this. There are two informal pedestrian crossings, one on the northerly and the other one on the southerly limb. Even more so, these areas should be free from parked cars obstructing visibility.</p> <p data-bbox="866 1003 1409 1115">As with many parking schemes there will be an element of displaced parking.</p> <p data-bbox="866 1153 1409 1697">There is only funding available for the scheme as it is, in its current format and no additional restrictions will be proposed at other points in the estate at this time. Whilst the County Council manages on street parking where appropriate, the purpose of the scheme is road safety and not the enhancement of parking provision in an area where most residents have access to one (allocated) car parking place. This separate issue could be resolved at another time with a follow up LHI bid if so desired.</p>