

**Report title:** Traffic regulation Order objections associated with the proposed changes to waiting and loading restrictions on Ross Street, Cambridge

**To:** Cambridgeshire County Council's Traffic Manager and the local member representing the electoral division below

**Meeting Date:** 22<sup>nd</sup> March 2022

**From:** Executive Director: Place & Economy

**Electoral division(s):** Romsey

**Key decision:** No

**Forward Plan ref:** N/A

**Outcome:** To determine the objection received regarding the proposed changes to waiting and loading restrictions on the south-eastern side of Ross Street, Cambridge - in the vicinity of its junction with Mill Road. Potential outcomes involve the approval of the changes, as advertised, or in a reduced capacity.

**Recommendation:** a) Approve the implementation of the restrictions as advertised  
b) Inform the objector accordingly

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## 1. Background

- 1.1 Ross Street is a one-way residential street, which is located within the electoral division of Romsey, to the east of Cambridge City Centre. It links Coldhams Lane with Mill Road, which are both extremely busy arterial routes for the city (Appendix 1).
- 1.2 The proposal, to amend the current parking restrictions on the south-eastern side of Ross Street (Appendix 2), is being funded by the developers of 213 Mill Road. The aim of which is to facilitate the use of the new site access whilst replacing an unrestricted parking place (suitable for one car only) with a restricted parking bay (suitable for 2-3 cars at a time) to provide parking facilities for nearby businesses.
- 1.3 The development of 213 Mill Road will see the creation of 14 residential dwellings (3x three-bedroom terrace townhouses, 5x two-bedroom mews units, 3x two-bedroom flats & 3x one-bedroom flats), as well as a retail unit, where the townhouses and mews units will each be allocated one off-street parking place and the flats are designated as car free.
- 1.4 Changes to the parking restrictions were first proposed in 2017, albeit the timed waiting restriction was only added when the traffic regulation Order (TRO) was readvertised in early 2020 – legislation dictates that TROs must be made within two years of the proposals being advertised.

## 2. Main Issues

- 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 16<sup>th</sup> February 2022 and the statutory consultation ran from the 16<sup>th</sup> February 2022 to the 9<sup>th</sup> March 2022.
- 2.3 The statutory consultation resulted in representations and queries from two residents, however, only the one resident specifically objected to the proposals. The written objection is included in the table in Appendix 3, where, in the interest of data protection it has been redacted to omit identifiable information. The officer response to the points raised is also given in the table.

## 3. Alignment with corporate priorities

- 3.1 Communities at the heart of everything we do  
There are no significant implications for this priority. It is accepted that the development may put further stress on-street parking facilities, in the area, but this issue has already been identified and thus assessed through the planning process.
- 3.2 A good quality of life for everyone  
There are no significant implications for this priority.
- 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

- 3.4 Cambridgeshire: a well-connected, safe, clean, green environment  
There are no significant implications for this priority.

- 3.5 Protecting and caring for those who need us  
There are no significant implications for this priority.

## 4. Significant Implications

- 4.1 Resource Implications  
The necessary staff resources and funding have been secured through third party funding from the developers of 213 Mill Road.

- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications  
There are no significant implications for this priority.

- 4.3 Statutory, Legal and Risk Implications  
There are no significant implications for this priority.

- 4.4 Equality and Diversity Implications  
There are no significant implications for this priority.

- 4.5 Engagement and Communications Implications  
The statutory consultees have been engaged, including the County and City Councillors, the Police and the emergency services. The Police offered no objections, on account of the restrictions falling within a civil enforcement area, and no comments were received from the other emergency services.

Notices were placed in the local press and displayed on site, letters were sent to nearby residents and the proposals were made available for viewing online at <http://bit.ly/cambridgeshiretro>

- 4.6 Localism and Local Member Involvement  
County Councillor: Cllr Neil Shailer and City Councillors: Cllr Dave Baigent, Cllr Mairead Healy & Cllr Dinah Pounds were consulted, however, no responses were received.

- 4.7 Public Health Implications  
There are no significant implications for this priority.

- 4.8 Environment and Climate Change Implications on Priority Areas  
There are no significant implications for this priority.

## 5. Source documents guidance

- 5.1 Source documents

Copy of written representations (redacted), as well as the officer's response(s), received during the consultation period.

Copy of the draft traffic regulation Order

Copies of the consultation documents (public notice, site notice, statement of reasons and consultation letter – sent to residents and statutory consultees)

## 5.2 Location

Available upon request from the Policy & Regulation team

([policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk))