

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
LANSDOWNE ROAD, CAMBRIDGE.**

To: **Cambridge City Joint Area Committee**

Meeting Date: **14th March 2017**

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

*Electoral
division(s):* **Castle Ward**

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

Purpose: **To determine objections to the installation of No
Waiting at Any Time on Lansdowne Road**

Recommendation: **a) Implement the restriction as advertised
b) Inform the objectors accordingly**

<i>Officer contact:</i>	
Name:	Richard Lumley
Post:	Head of Highways
Email:	richard.lumley@cambridgeshire.gov.uk
Tel:	01223 703839

1. BACKGROUND

- 1.1** Lansdowne Road is situated in Cambridge in the ward of Castle and lies on the western edge of the city to the East of the M11. It is situated off the northern side of Madingley Road.
- 1.2** The scheme is a Cambridge City Council project to implement a restriction of no waiting at any time on this road and a restriction of waiting between 8AM and 4PM Monday to Friday as shown in Appendix 2.
- 1.3** This scheme was allocated funding by the Local Highway Improvement (LHI) Initiative 2016/17. A local public consultation was undertaken, from here it was determined to proceed with the next stage of the process; that of statutory advertisement.
- 1.4** County Council Officers' discussions with (Castle Ward) resulted in the development of the proposals shown in Appendix 2. The aims were to improve road safety by implementing a restriction of waiting at any time in the proposed area.
- 1.5** This report was presented to CJAC on 24th January 2017 but appendix 4 was omitted due to an administrative error. Members are therefore asked to review the objection which was not considered previously.

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 19th October 2016.
- 2.3** The statutory consultation period ran from 19th October 2016 until the 9th November 2016.
- 2.4** The statutory consultation resulted in in two objections which have been summarised in the tables in Appendices 3 and 4. The officer's response to the objections is also given in the tables.
- 2.5** On the basis of this analysis, it is recommended that the restriction is implemented 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

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 the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

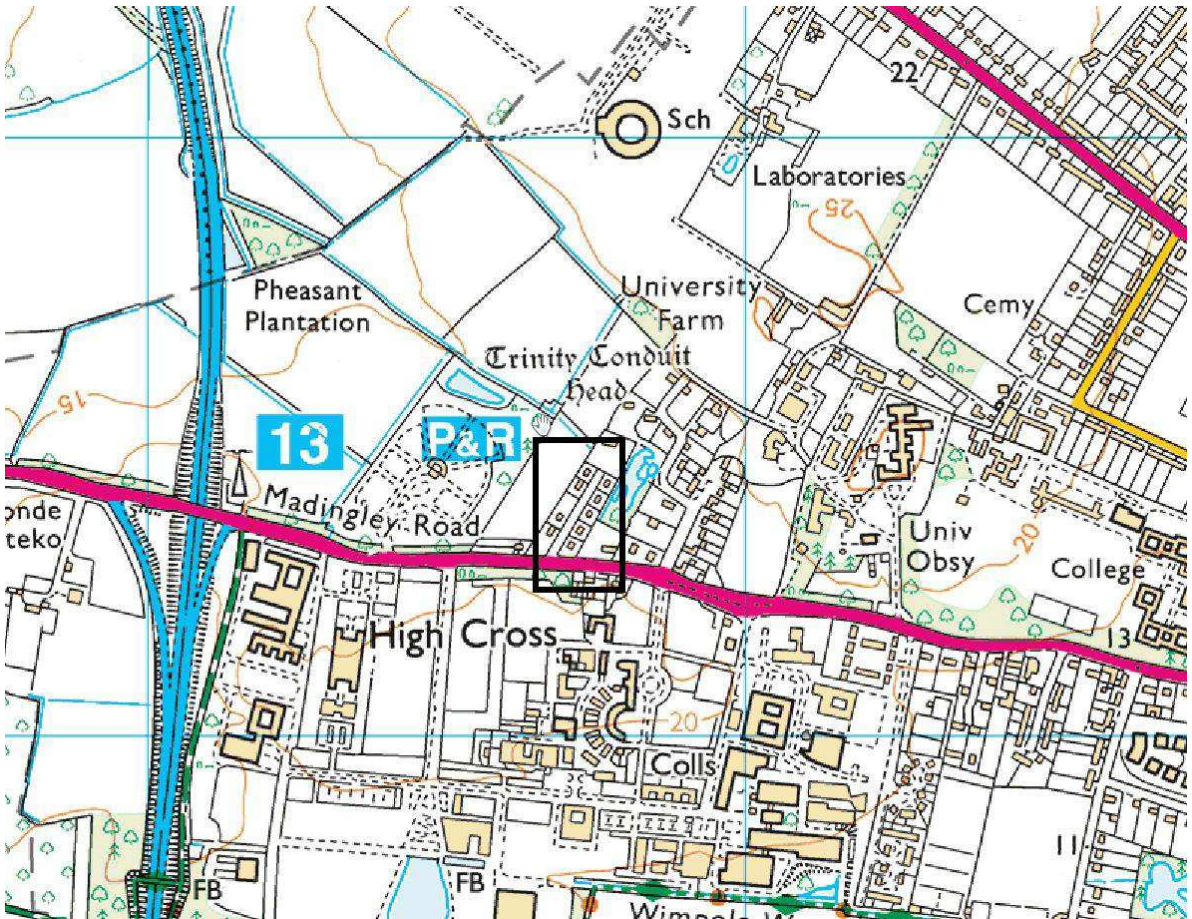
No response therefore assumed support from local member.

4.6 Public Health Implications

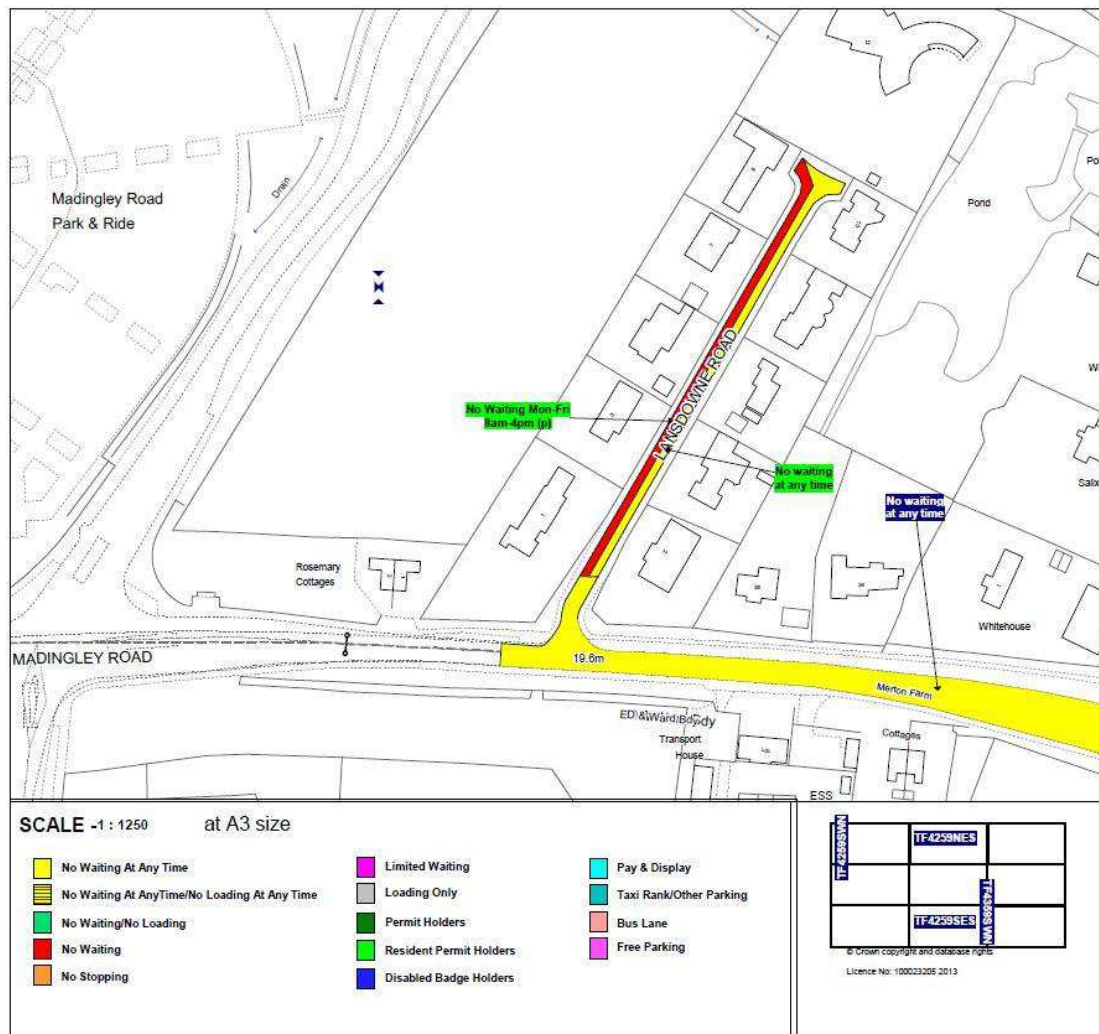
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p><u>Local resident</u></p> <p>28 October 2016 10:16 “I am a directly affected stakeholder with respect to the proposed parking scheme which I understand is being put in place for our and other Lansdowne Road residents. However, I strongly object to the positioning of any new</p>	<p>2016-10-31 08:41, Local Projects wrote “Thank you for your email regarding the proposed waiting restrictions on Lansdowne Road.</p> <p>We appreciate your concerns and will work with you to ensure the aesthetics of the area are not unduly</p>

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<p>signpost in front of our property. The signpost, setting-out single yellow line parking restrictions, proposed outside number 9 is in a prominent and highly visible location for our property.</p> <p>Since the property was recently heavily renovated and landscaped by a third party developer prior to our purchase in March of this year, it has a very immature hedge and no privacy or visual barriers to the road in front of the property. Therefore, the proposed positioning of the signpost would be a real eyesore for us when looking out from the front of the property as well as heavily detracting from the property's aesthetics. When we purchased the property, we did so on the basis of an unencumbered view from the front of the house.</p> <p>We understand that existing lampposts will be used for signage where possible. However, there is no lamppost in front of our property. There is a telegraph pole and we would urge the council to arrange that any signage proposed in front of our property simply be attached to that telegraph pole. Should the telegraph pole not be usable for any reason, please procure that the transition from single yellow to double yellow is altered such that the double yellow line is extended so that it follows around the cul de sac at the end of the road and continues right up until the entrance to the driveway of number 9 (our driveway). This</p>	<p>disturbed. After checking over the design and regulations we are unable to mount the sign on the telegraph pole as it would be too far from the start of the single yellow line restriction (we can site the sign up to 15m from the start of the restriction). However, we would be able to install a new post at the very start of the restriction in the corner of the cul-de-sac and mount the sign there. We can ensure that this post is painted black to reduce its conspicuousness.</p> <p>Unfortunately we cannot at this stage amend the location of the lines as these are being formally advertised. To amend the lines an objection would have to be submitted stating the reasons for the new location of the lining (as per your letter). This would be discussed at the Delegated Decision meeting held shortly after the consultation closes. If the delegates vote to amend the restrictions then a whole new round of formal consultation would be undertaken again.</p> <p>Please could you let me know how you would like to proceed?"</p> <p>Thu 10/11/2016 15:24 "Your objections have been logged with the Policy & Regulation team and will be reviewed at the Delegated Decision meeting that will be held in due course. The Policy & Regulation team will inform you on the result of the Delegated Decision meeting once it has taken place. "</p>
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would remove the need for a sign outside our property, since the single yellow line parking restrictions would not extend past no. 9. Although we would then not be able to accommodate parking for any visitors to our property on the road outside of our house, we would be willing to accept that restriction given that we have room for visitor parking in our driveway.

I appreciate your time and consideration on this matter, but, as it currently stands, I cannot agree to the proposals and submit my objections in the strongest possible terms. As outlined above, there are simple solutions that would allow the intention of the proposal to be fulfilled without affecting the aesthetics, view and value of my property.”

2016-11-01 11:45

“In relation to the telegraph pole, has anyone double-checked the distance to the start of the proposed single yellow line zone? I agree it is close, but it may well be within 15m.

If using the telegraph pole is not feasible, thank-you for the offer to move the signpost to the start of the zone. That is obviously better than being positioned towards the middle of my house, but it would still be directly in front of the dining room and still clearly affecting

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	<p>the currently unencumbered view. As mentioned previously, this would be an eyesore for my property and certainly not what was >> envisaged when we purchased the property earlier in the year.</p> <p>As such, and I apologise for the further administrative burden, but I wish to continue with my official objection to the proposed positioning of the signage and propose that the double yellow line be extended all the way around to the driveway of my property so that no signpost is required to be positioned in front of my property. This is the same objection and proposal that I raised previously in the informal consultation round back in June. I assume that my previous letters with respect to the informal and formal consultations, and this email, are sufficient to bring this proposed amendment to the restrictions to the Decision meeting, and commence the new round of formal consultations. If you require a further letter, please let me know as soon as possible.”</p>	
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Appendix 4

No. 1	Response Received	Officer Response
	<p>1. I think they will cause problems for residential parking and may cause fines to be imposed on residents. As I understand it, I will not even be able park outside my own gate on the east side of the road. I find this totally unacceptable. My need is rare since I mainly cycle, but that need does occur and would be forbidden if these proposals go ahead.</p> <p>2. The problem of non-residential parking is not particularly severe, and is mainly caused by workmen from the NW Cambridge site when it does occur. The NW Cambridge development will not last much longer as a development site and thus what is currently a minor issue will be immediately reduced even further.</p> <p>3. The proposals are an unnecessary expense and should there be a need for residents to contribute financially I do not wish to do so, since I will be contributing to a scheme that will adversely affect my living conditions in the road and indeed in Cambridge.</p> <p>4. Any problem of non-residential parking could easily be solved by removing the parking charge from the Park and Ride. Non-residential parking in the road was only first noticed when the parking charge was imposed and would disappear immediately if the parking in the Park and Ride were free.</p> <p>Parking in the Park and Ride should be free, since it would encourage Park and Cycle. The Park and Ride should not be a Profit centre for Buses which are simultaneously a danger for cyclists. The Park and Ride should contribute in a balanced way to the avoidance of congestion in the city by providing free</p>	<p>The residents of the road here have off-street parking, there will be a section on the western side of the road where anyone may park outside of peak times. Parking being prohibited between 8am-4pm on Monday –Friday.</p> <p>This scheme is a result of a successful bid from the community, supported by the Local Member to address parking concerns on the street. Therefore there is demonstrable demand for this scheme.</p> <p>There will be an element of additional street furniture which will need to be installed, for enforcement purposes, as part of this scheme which is unfortunately unavoidable.</p> <p>Park & Ride issues will not be addressed by this scheme as it is outside the scope of the project.</p>

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	<p>parking for those who wish to cycle or walk.</p> <p>5. The proposals will suburbanise the road and add to the clutter of street furniture threatening my enjoyment of the street</p> <p>6. Some of the cars which have parked in Lansdowne Road have been used as staging posts for bicycle access to the centre of town. The proposals will therefore disincentivise cycling by removing the staging post and are, therefore, an anti green measure, that will add to the congestion within the city centre.</p> <p>7. The proposals do nothing for cycling.</p> <p>8. I cannot really see any reason for the proposals. The only marginal need is for double yellow lines across domestic entrances to prevent what, to my knowledge, has never happened: a blocked domestic entrance. The current proposals do not even achieve this on one side of the road.</p> <p>Conclusion: the proposals should be rejected.</p>	<p>We will ensure that signing and lining is kept to the minimum required by legislation.</p> <p>Whilst the County Council does actively encourage the use of alternative forms of transport, such as cycling, the aim of this scheme is traffic management therefore there may well not be any benefits for cyclists.</p> <p>Noted.</p>
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