

CAMBRIDGE AREA JOINT COMMITTEE (AJC) ISSUES

To: **Cabinet**

Date: **20th October 2009**

From: **Executive Director, Environment Services**

Electoral division(s): **Market, West Chesterton, Petersfield, Trumpington, Queen Ediths**

Forward Plan ref: **Not applicable** **Key decision: No**

Purpose: **To consider various decisions taken by the Cambridge Area Joint Committee (AJC) in the context of current County Council policy.**

Recommendation: **Cabinet is recommended:**

- i) not to implement the AJC decisions;**
- ii) to note that the speed limit on Addenbrooke's Access Road will be reviewed as and when development takes place; and**
- iii) to review responsibilities for area parking policy implementation in the context of a wider review of AJC remits.**

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1. AJC ISSUES

- 1.1 At its meeting on 26th January the Cambridge AJC passed four resolutions that are in direct conflict with county policy. The terms of reference for the AJC require it to comply with county and city policy, where relevant. On each occasion the AJC was made aware that its decision was not consistent with county policy. The agenda items were as follows:
- i. Area Parking Controls: the AJC resolved to support the advertisement of draft traffic regulation orders for a residents' parking scheme in some selected streets within the Rock Road area of Queen Edith's. The policy requires an area wide approach to avoid simply transferring the parking problem into neighbouring streets. In putting forward the resolution, the Chair, City Councillor Baker acknowledged to the AJC that it was in breach of policy. (See **Plan 1**)
 - ii. Gonville Place-Gresham Road crossing: the AJC resolved to revoke the banned turns at the crossing despite clear advice that this would create an unacceptable hazard to pedestrians that, in the event of an accident, the County Council could not defend. (See **Plan 2**)
 - iii. Addenbrooke's Access Road: the AJC supported a 30mph speed limit on the rural section of the road, rather than the advertised 40mph limit, again in the knowledge that this was contrary to county speed limit policy. (See **Plan 3**)
- 1.2 A further matter relating to a resolution to advertise a 20mph speed limit in Luard Road and Sedley Taylor Road was potentially in conflict with policy at that time but a subsequent change in policy approved by Cabinet on 21st April now means this resolution is consistent with policy.
- 1.3 At its meeting on 27th April, the AJC resolved to support the advertisement of draft traffic regulation orders for a residents' parking scheme in some selected streets within the De Freville area, again in the knowledge that it was contrary to policy. (See **Plan 4**)
- 1.4 At its meeting on 29th September, Cabinet received a 227 signature petition from residents of the De Freville area opposing the implementation of parking controls in the area. The petition read as follows:

We the undersigned, residents of De Freville Estate, petition Cambridgeshire County Council to take into account the views of the majority of respondents to the Council's survey of February 2009, and not to implement parking controls on any of our streets. We specifically oppose the plan proposed by the Cambridge City Area Committee on 27th April 2009 to implement a resident's parking scheme on a subset of the estate's streets, since this would reduce the number of parking places available to residents of those streets while displacing any non-resident parking on the rest of the estate.

- 1.5 At the time of drafting this report it is anticipated that a petition is likely to be placed in front of Cabinet supporting the decision made by the Cambridge Area Joint

Committee in respect of a residents' parking scheme in the De Freville area. Similarly, it is anticipated that Cabinet will also be asked to receive a petition opposing a residents' parking scheme in the Rock Road area.

2. COMMENTS

Area Parking Controls

- 2.1 It is clear that the AJC does not support the current policy that requires parking controls to be introduced on an area wide basis. This is to mitigate, as much as possible, any transfer of parking problems from one street to the next. With regard to the situation in the Rock Road and De Freville areas, it is suggested that the Cabinet resolves not to implement the AJC decisions and that the area wide parking policy be reviewed, as part of the annual review of highway policies that Cabinet considers each April.
- 2.2 Given the increasing pressures on budgets and the much reduced surplus in the on-street parking account, which has previously funded residents' parking schemes, the review should focus on ways in which residents' parking schemes could be delivered through the third party funding policy, and ensure that parking transfer can be mitigated in a pragmatic way. Resolving residents' parking problems have always demanded considerable officer time in undertaking consultation and developing an appropriate balance of parking controls to satisfy competing and conflicting demands. The review should also look at ways of reducing the burden on officer time, as the staff resources available are now much reduced, perhaps with the local community undertaking consultation under the guidance of officers.
- 2.3 Whatever policy is applied to this service area, there will always be conflicting views amongst residents. Elected members will inevitably be required to make difficult decisions and the decision-making process may need to place more onus on the local county councillor to inform the outcome, rather than through a committee process

Gonville Place-Gresham Road crossing

- 2.4 The decision taken by the AJC would result in a situation where pedestrians crossing Gonville Place during the pedestrian phase of the signals cycle would face cyclists riding through the crossing point. This is counter to the basic principles of safe signal design. Whilst the opportunity to improve safety and convenience for cyclists needs to be promoted, this should not be at the expense of pedestrian safety and convenience.
- 2.5 It is recognised that some cyclists do contravene the current banned turns at the crossing point and that this has not resulted in any injury accidents to date. However, if the banned turns were revoked and cyclists were permitted to cycle through the pedestrian crossing point when pedestrians were crossing on a green signal, as called for by the AJC, it is the officer view that the County Council would not be able to defend any claim arising from any conflict between a pedestrian and a cyclist.
- 2.6 It is recommended that Cabinet resolves not to implement the AJC resolution.

Addenbrooke's Access Road (AAR)

- 2.7 A review of all speed limits over 30mph on all A and B roads is currently being undertaken over a four year period based on the policy adopted by Cabinet in July 2007. The policy focuses on achieving lower vehicle speeds, not simply lowering existing speed limits.
- 2.8 The AJC decision to support a 30mph limit on the rural section of the Access Road is clearly contrary to this policy. This section of the Access Road is wide with a 9 metre wide carriageway comprising two traffic lanes and a 1.5 metre wide mandatory cycle lane on each side. Whilst there will be some development on one side in time, properties will not access the road directly, with access/egress to development being made from a single junction. A segregated dual use cycle/footway with a 2 metre wide cycle lane and 1.5 metre wide footway is being provided on the north side, separated from the carriageway by a 1.5 metre verge. Given this layout and the design standards adopted, it is considered to be unrealistic to expect motorists to observe a 30mph speed limit, at least initially.
- 2.9 There are concerns that allowing a 30mph speed limit in this location would set a precedent that would have far reaching implications for the review of limits on many other routes under consideration within the A and B road review. As development takes place along the AAR there will be an opportunity to review the situation in light of experience.
- 2.10 It is suggested that Cabinet reviews the AJC decision and determines that a 40 mph limit be implemented as advertised and notes that a future review would be undertaken as development takes place.

3. SIGNIFICANT IMPLICATIONS

Key Risks

- 3.1 The AJC issues carry the key risks shown below:
- a) Failure to achieve consistency with adopted policies will undermine their credibility and set precedents for other similar issues which will raise some public expectation and take up valuable officer time.
 - b) Failure to ensure a safe method of operation at the Gonville Place crossing could expose the County Council to potential litigation arising from any accident or incident that would be difficult to defend.

In order to manage these risks the mitigating actions shown below are to be taken:

Resolve not to implement the decisions taken by the AJC.

- 3.2 There are no significant impacts identified for the following headings:

- Best Practice
- Transport
- Finance
- Property and Facilities Management

- Statutory Duties / Requirements
- Voluntary Sector
- ICT
- Human Resources
- Performance
- Crime and Disorder
- Human Resources
- Engagement and consultation
- Inclusion
- Climate Change
- Equality and Diversity
- Greenhouse Gas Emissions
- Voluntary Sector
- Environment
- Engagement and consultation

Source Documents

AJC Minutes and Agenda
26/01/09, 27/04/09, 29/09/09

Location

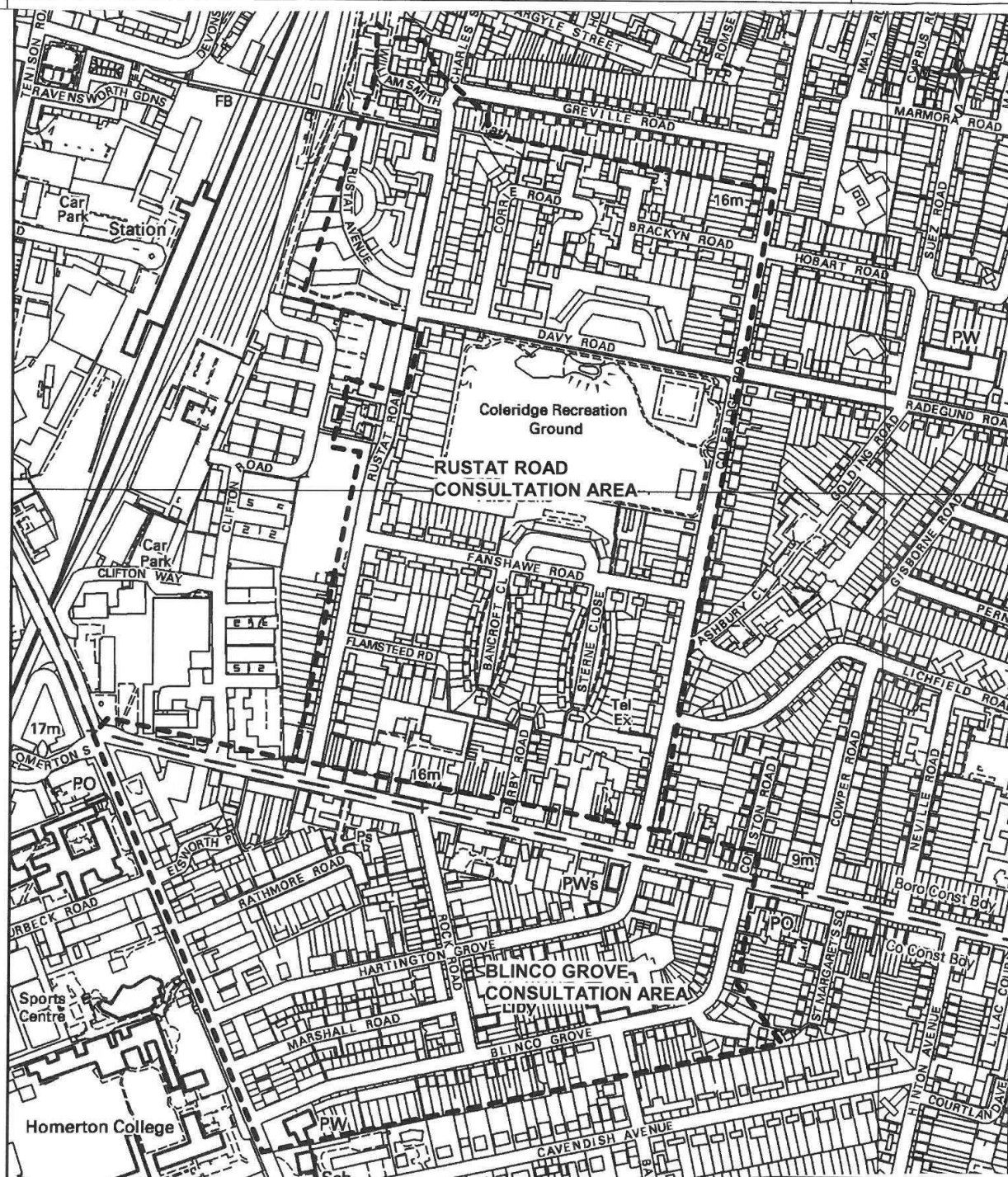
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<http://www2.cambridgeshire.gov.uk/db/reptrack2009.nsf/e0c624b01b2e9ade80256b14004eb73b/0475134234f1826b8025759b00314c9f?OpenDocument>

CAMBRIDGE TRAFFIC MANAGEMENT AREA JOINT
COMMITTEE

DATE: 26th January 2009

PLAN NUMBER: 1



AGENDA ITEM: Blinco Grove Area On Street Parking Controls

TITLE: Blinco Grove and Rustat Road Survey Areas

SCALE: NTS



Cambridgeshire
County Council

