

**TRAFFIC REGULATION ORDER REPRESENTATION ASSOCIATED
WITH ASCHAM ROAD, GURNEY WAY AND ATHERTON CLOSE,
CAMBRIDGE**

To: Cambridge Joint Area Committee

Meeting Date: 24 January 2017

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* West Chesterton

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

Purpose: To determine the representation to the installation
of prohibition of waiting restrictions on Ascham
Road and at its junctions with Gurney Way and
Atherton Close, West Chesterton

Recommendation: a) Implement the proposed restriction over a lesser
extent, as detailed in this report
b) Inform the representor accordingly

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1 Ascham Road is a residential street leading off the busy radial route of Milton Road, and is located within the Electoral Division of West Chesterton, to the north of Cambridge City Centre (Appendix 1).
- 1.2 The proposal, to implement a Prohibition of Waiting Order as shown in Appendix 2, is being jointly funded by Cambridge City Council and Cambridgeshire County Council, through the former Minor Highways Works budget. It was requested by a local ward councilor, and aims to improve access, and highway safety, in the narrow and congested length of Ascham Road between Milton Road and Gurney Way. This area experiences regular parking demand from all day commuters.
- 1.3 Funding for the proposal was approved by the City Council's North Area Committee in July 2014. A public consultation exercise was undertaken during summer 2015; identifying that there was a strong level of local support for the proposal.

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 10th August 2016. The statutory consultation period ran from 10th August until 31st August 2016.
- 2.3 The statutory consultation resulted in one representation which is detailed in the table in Appendix 3. The officer response is also given in the table.
- 2.4 On the basis of this analysis, it is recommended that the restriction is implemented, but with an amendment to that advertised to reduce the extent. This adaption will enable more on-street parking locally where it is considered safe to do so, helping address the points made in the representation. The suggested amendment is shown in Appendix 4.

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

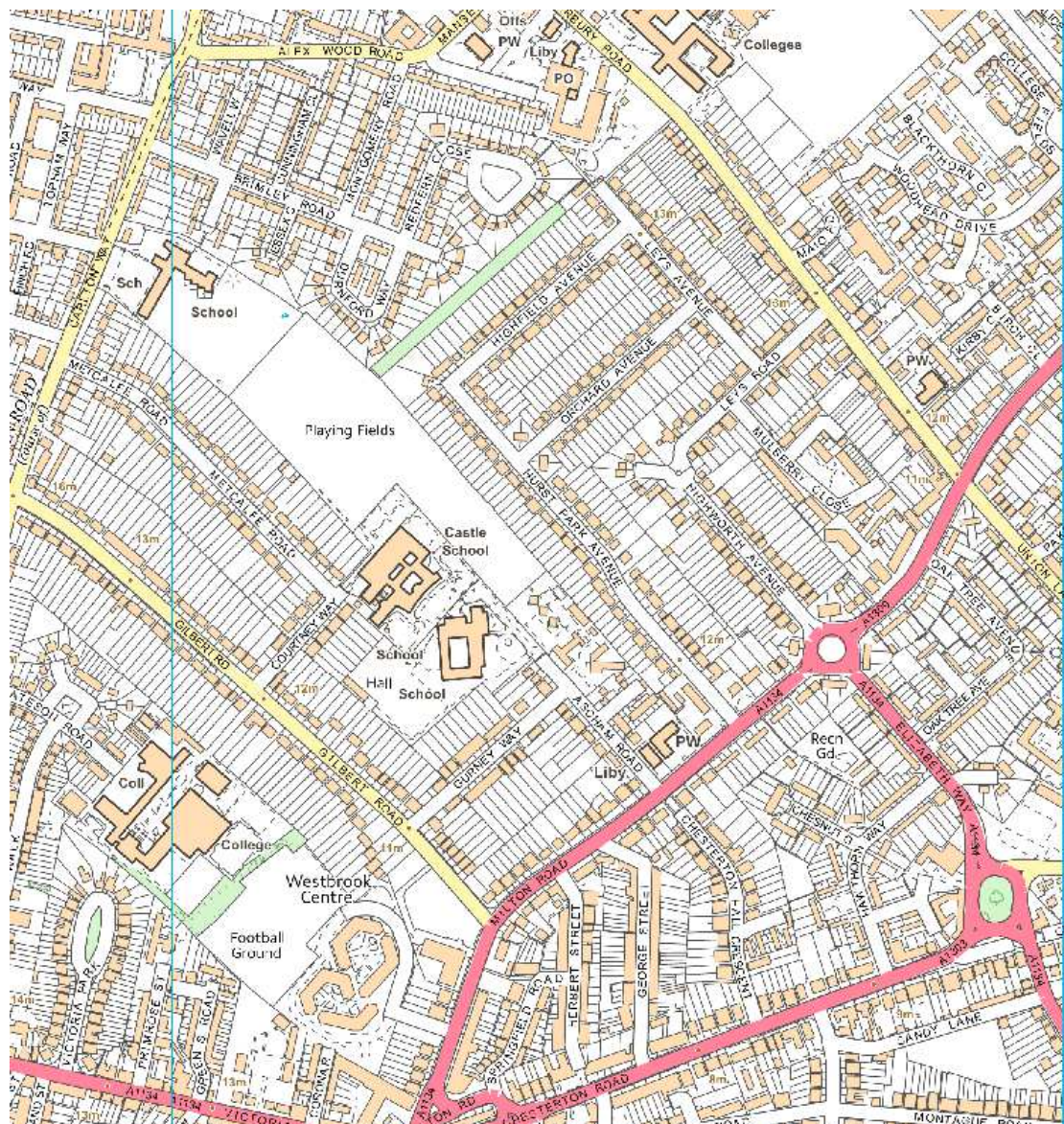
The local ward & County Councillor, Councillor Scutt supports the scheme – as revised.

4.6 Public Health Implications

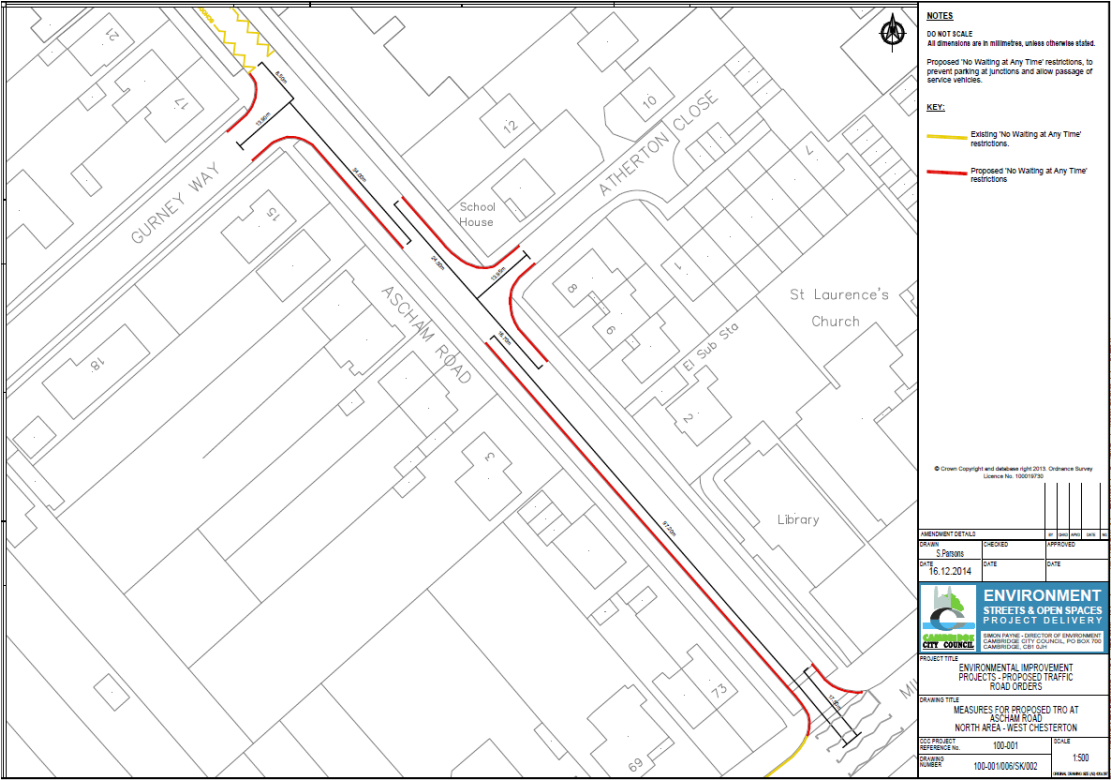
There are no significant implications within this category.

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

West Chesterton



Appendix 2 – Advertised Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>There is general agreement that the recent increase in demand for parking from commuters and residents of nearby streets, has led to the need for some restrictions to prevent obstructions and parking on corners & verges.</p> <p>We do not object to the proposed restrictions in principle, but feel that they could be improved by adjusting the area where parking is allowed opposite Atherton Close to take existing driveways into account. This would lead to less reduction in the amount of parking available.</p> <p>Parking could be allowed in the larger space between No 5 and No 7 (where cars park quite successfully at present). This would allow the yellow lines on the north side to be reduced enabling 3 additional cars to park in this space. One space would probably need to be lost outside No 6.</p>	<p>The representations made are acknowledged.</p> <p>Whilst in general the restrictions proposed are considered to provide the best overall solution at the present time, some minor reductions in their extent to enable parking to continue where it is considered safe to do so should help address the points raised.</p> <p>It is therefore suggested that:</p> <ul style="list-style-type: none">• the proposed restrictions on the south-west side of Ascham Road extending some 97.2 metres from the junction with Milton Road be reduced by 8.2 metres to 89 metres• the proposed restrictions on the north-east side of Ascham Road extending some 24.5 metres from the junction with Atherton Close be reduced by 4.5 metres to 20 metres. <p>These adaptations will enable some parking outside numbers 5 and 12 Ascham Road, as shown in Appendix 4.</p>

[illegible]