

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
ADAM & EVE STREET**

To: **Cambridge City Joint Area Committee**

Meeting Date: **25th March 2015**

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

*Electoral
division(s):* **Market**

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

Purpose: **To determine objections received to the Traffic
Regulation Order (TRO) associated with Adam & Eve
Street, Cambridge**

Recommendation: **a) Approve and make the Order as advertised
b) Inform the objectors accordingly**

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1. BACKGROUND

- 1.1** Adam & Eve Street, between its junction with Paradise Street and Burleigh Street is currently subject to a Prohibition of Driving Order which restricts motor vehicle access to Burleigh Street.
- 1.2** In recent years this restriction has been increasingly flouted by vehicles trying to avoid traffic congestion at the Dover Street junction with East Road, resulting in large numbers of vehicles unlawfully entering an area with significant pedestrian activity.
- 1.3** The access restriction proposed (Appendix 1) restricts access to this area with the use of a lockable bollard, with access being granted to businesses & premises requiring lawful access for loading & unloading.

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 19th December 2014. The statutory consultation period ran from 19th December 2014 to 9th January 2015.
- 2.3** The statutory consultation resulted in 2 objections and 1 letter of support. There were no comments from any of the emergency services including Cambridgeshire Constabulary.
- 2.4** On analysis of the representations detailed in appendix 2 it is recommended that this Order is made 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**
Restricting unnecessary vehicular movements can create a safer environment for vulnerable road users.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project have been secured through the County Council's Local Highways Improvement (LHI) initiative.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

The proposal originated from a request from a former ward councillor. 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 Shire Hall Reception.

4.5 Localism and Local Member Involvement

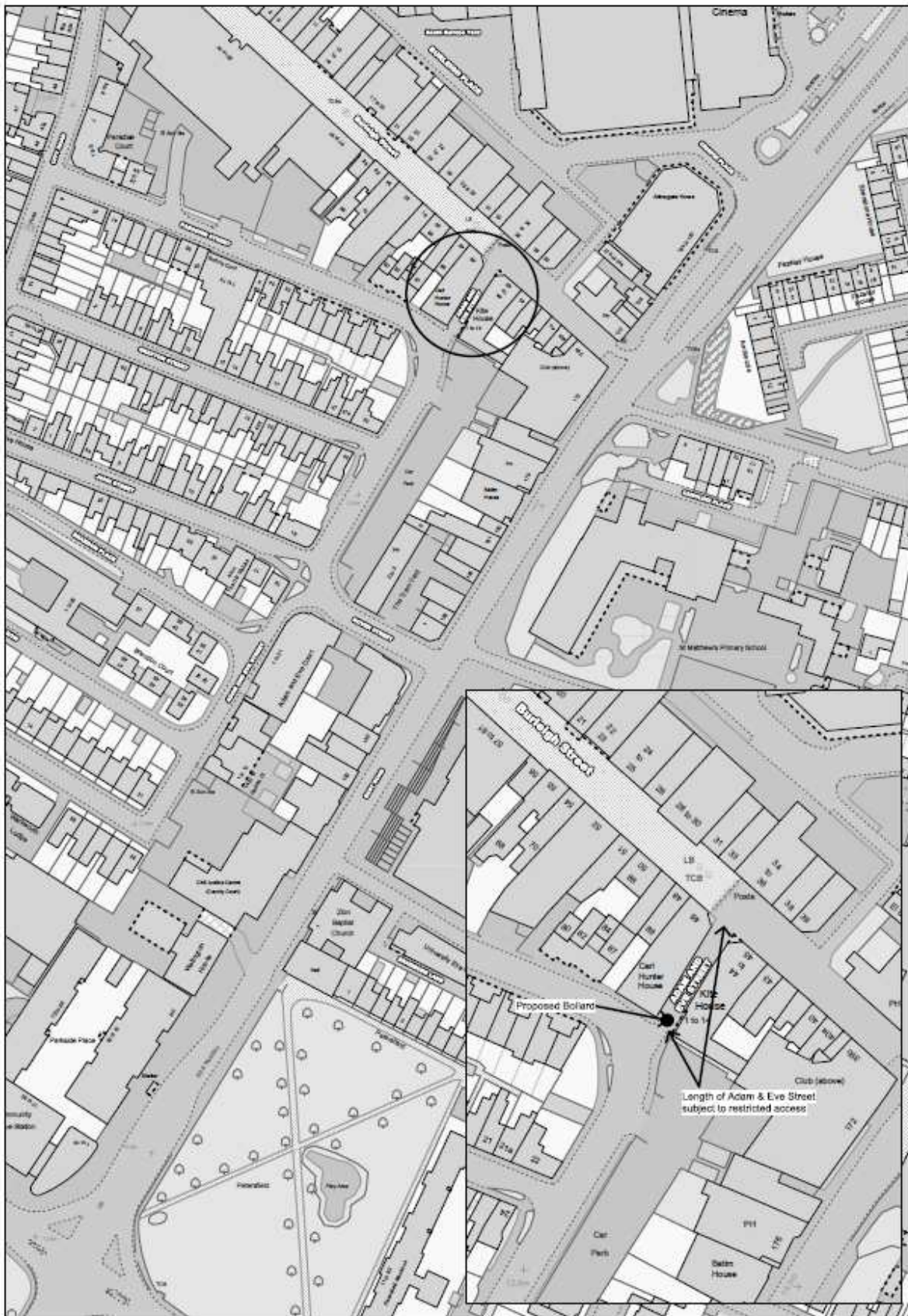
The local member County Councillor Ed Cearns is fully supportive of these proposals.

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



Appendix 2 - Officer Comments

Objections or Comments	Officers' Response
<p>1. Objects on the grounds of: No consideration has been given to the large majority of vehicles that have used the access legitimately for over 20 years. The only other route available is regularly blocked by deliveries to the Heart Foundation charity shop.</p> <p>It is unreasonable to expect every delivery driver to stop in Adam and Eve Street and then waste valuable time trying to find someone with a key.</p> <p>This section of Burleigh street provides a safe pick up and drop off point for taxis.</p>	<p>Access will still be maintained for permit holders to have their deliveries made.</p> <p>Keys to the bollard would be distributed to all permit holders and liaison between the permit holder and the delivery company would reduce time lost finding a key.</p> <p>This section of Burleigh Street will still be accessible for taxis from Crispin Place / Burleigh Place.</p>
<p>2. Objects on the grounds of: These proposals will have a negative impact upon businesses in the area, it could also create situations which could endanger the general public.</p> <p>I receive regular deliveries to my business via Adam and Eve Street, which has been without issue for over 20 years. Currently the delivery lorry loads and unloads in front of my premise, these proposals will force a member of my staff to leave their post to unlock a bollard so that a delivery may occur. This would</p>	<p>Periodic abuse of the current prohibition of driving order on the Adam & Eve Street access road by vehicles not actually requiring access to premises along this route presently puts all pedestrian and cycle users in potential danger. The proposals have been put together because there is a danger to the general public who walk down Adam and Eve Street access road and are confronted with a vehicle unlawfully driving along it.</p> <p>Keys to the bollard would be distributed to all permit holders and it is advised that the permit holders liaise with their delivery companies to determine a mutually beneficial solution.</p>

Objections or Comments	Officers' Response
<p>leave my business unattended for a significant period of time, we are unable to request a delivery time that would be more suitable to the needs of my business. The only alternative to this arrangement would be for deliveries to arrive via the Grafton Centre bus terminal area. This route is used by other businesses and is often blocked, furthermore our delivery lorries would not be able to traverse this route with ease due to its narrow nature.</p> <p>Last month 492 taxis picked up our customers in Burleigh Street. We ensure our customers get a good level of safety by monitoring their access and egress to and from the premise using our CCTV system. Does the Council really believe it is beneficial for Cambridge to actively go from a situation which helps ensure their safety to one which could put them in potential danger? Where would taxis pick up customers now, along East Road which is busy and already has many vehicles illegally parking there? Should our customers be forced to walk to Adam and Eve Street to be picked up by a taxi in a poorly lit area with no CCTV? Does the Council plan to install more lighting and CCTV in the area?</p> <p>It has been stated that this proposal has arisen to cut the number of accidents in the area, as a longstanding resident of the area I am not aware of any that have taken place. What is the accident</p>	<p>Taxis will still have access to Burleigh Street via Crispin Place / Burleigh Place.</p> <p>There are no immediate plans for CCTV or lighting to be installed on the Adam & Eve Street access road.</p> <p>Officers are not aware of the proposal being linked to accident data in this area. It should be noted that this is an area of high pedestrian and cycle traffic and the potential for an accident with a motor vehicle is high.</p>

Objections or Comments		Officers' Response
	<p>data being used to justify this proposal?</p> <p>Is there any other way to prevent 'rat running' in the area without having such a detrimental effect on local businesses?</p> <p>If the Council is determined to install a bollard here would it not be more sensible to install an automatic rising bollard instead?</p>	<p>This is the most cost effective solution to prevent traffic short cutting and improve safety in this area.</p> <p>An automatic rising bollard was investigated and found to be a very expensive and currently unaffordable solution.</p>
3.	<p>Supports the proposals.</p> <p>The abuse of the 'Access Only' regulation leads to considerable danger to both cyclists and pedestrians in the area. Rat runners must be deterred. It is also good to see that vehicles that have a legitimate need to access Burleigh Street will still have access.</p>	<p>The comment for this scheme is noted and supports concerns raised by councillors initially.</p>