

KINGS PARADE, CAMBRIDGE – VEHICULAR ACCESS MANAGEMENT

To: Cambridge Joint Area Committee

Meeting Date: 5 March 2019

From: Suzanne Hemingway, Strategic Director, Cambridge City Council

Electoral division(s): Market

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

Purpose: To consider the development, and implementation, of urgent short-term measures as part of a potentially two phased project to introduce further restriction on traffic movement in Kings Parade, Cambridge, in order to enhance pedestrian priority, safety and air quality

Recommendation: The Joint Area Committee is recommended to:

- a) note the investigation and identification of need to introduce further restrictions on motor vehicular access to Kings Parade in Cambridge
- b) support the introduction of further controls and the use of an Experimental Traffic Regulation Order (lasting between 6 and 18 months) in order to trial potential suitable arrangements from 2019
- c) at a future meeting consider the outcome of this trial arrangement; determining any objections lodged during the formal consultation period, and decide whether to introduce a permanent scheme.

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1. BACKGROUND

- 1.1 Kings Parade in Cambridge, fronting Kings College, is a prestigious globally recognised street functioning both as an integral part of the historic city centre 'core' area and the 'offer' to the many millions of annual visitors. The very sensitive street environment balances the needs of tourism, and conservation, with local access and movement; particularly for pedestrians, cyclists, and access for local colleges and businesses.
- 1.2 Whilst forming part of the city centre pedestrianised, and restricted parking, zones Kings Parade is physically more accessible than much of the city centre core area including Sidney Street, St. Johns Street, Trinity Street, Market Street and Market Hill (all with prohibited motor vehicle access between 10am and 4pm Mondays to Saturdays; except for permit holders), and parts of Bridge Street. Levels of everyday cycling in Cambridge exceed those of other towns and cities across the United Kingdom and Kings Parade is a key local link through the city centre between north and south.
- 1.3 The existing streetscape infrastructure, with subtle and sensitive differences between the narrow (two-way) central carriageway, generous footways and parking/ waiting bays for loading and disabled access, enables easy, largely level (high-kerb free), access for people on foot and dates back to a comprehensive, high quality, environmental enhancement scheme undertaken c1999/ 2000. Motor vehicular access to and from Senate House Hill to the north is controlled on a permit basis via rising bollards; but there are no similar restrictions to/ from Trumpington Street and Bene't Street to the south.
- 1.4 Pedestrian activity, and density, along Kings Parade; particularly during the peak visitor summer months is on a comparable level with many streets in London and similar tourist hot-spots such as Windsor, Oxford, York and Edinburgh. Whilst many of these cities have or are taking proactive steps to protect visitors from the threat of terrorism and other potential causes of harm, Cambridge (thus far) has not – albeit the former access control rising bollards around the city centre (now largely replaced with number plate recognition cameras) and gate in Sidney Street have provided limited protection.
- 1.5 Annual visitors to Cambridge now exceed 8 million, with a marked increase from 5 million over the last 5 years. The city very much welcomes visitors, and business, and wishes to take necessary steps to both ensure public safety and to provide a more pleasant experience for people moving around under their own means. To this end, Cambridge City Council requested the Police assess the vehicular borne threat to Cambridge, and advise on how this might best be mitigated.
- 1.6 This work and development of potential interventions will be informed by, and complement, broader policy and strategic framework investigations by the Combined Authority, Greater Cambridge Partnership, Cambridgeshire County Council and Cambridge City Council around access to and within Cambridge, including initiatives to reduce congestion, improve air quality and make best use of public space. The Making Space for People Supplementary Planning Document (SPD) currently under development, in particular, will be a key input.

2. MAIN ISSUES & PROPOSAL

- 2.1 The Police advice has been provided by the Counter Terrorism Unit (CTU); hosted by

Bedfordshire Constabulary on behalf of the Eastern region forces. Due to the nature of the security threat, this advice is confidential and not able to be shared publicly. The investigation identified a number of existing vulnerabilities to a potential attack; which has informed further discussions, advice and the development of potential mitigations – both in the short and medium terms.

- 2.2 The main area of urgent concern is the length of Kings Parade between Senate House Hill and Bene't Street. Visitors on foot also congregate in large numbers at the corner of Kings Parade with Bene't Street and Trumpington Street, due to the presence of the 'Corpus Clock'. The principle and urgent recommendation emerging is the need to better control traffic access from the south along Trumpington Street; by means of horizontal deflections or 'chicane' style arrangements (these might be achieved through sensitive changes to on-street parking facilities) and a physical barrier north of Bene't Street that would resist penetration by a vehicle approaching at speed.
- 2.3 The Controlled Zone of Kings Parade currently permits access to existing disabled and loading/ unloading bays along the eastern side and to Kings College, and for taxis. Most vehicles accessing the area will turn in the widened head area at the northern end, adjacent to St. Mary's Passage and Gt. St. Mary's Church. Further disabled and loading/ unloading facilities exist nearby. Access by large vehicles for events at Kings College, the Arts Theatre and Corn Exchange restrict the configuration of street space at the Bene't Street corner with Kings Parade, and within close proximity.
- 2.4 Officers, and councillors, of both the County and City Councils are very aware of the sensitivity of the locale, the importance of visitors to Cambridge and the needs of local people, businesses and other organisations. However, the threat (although not specific to Kings Parade) nationally is real and the Police are encouraging local authorities to take action in areas where particularly large crowds gather. The Police and Crime Commissionaire for Cambridgeshire, and the Leader of Cambridge City Council, are supportive of the introduction of initial safety measures in time for the spring/ summer 2019 peak in street activity. Discussions are also underway with Cambridgeshire County Council's Highways and Community Infrastructure Committee chair and vice-chair person.
- 2.5 Such action will require the use of an Experimental Traffic Regulation Order; whereby consultation on the effect of the restrictions implemented can be undertaken during the length of the 6-18 month 'trial' period. Arrangements for cycle movement, deliveries and blue-badge holders along Kings Parade that would become restricted, or displaced, are under investigation. It will also require use of readily available, 'quick-fix' (potentially temporary) equipment and other street furniture including road signs and markings. Whilst suited to an urgent solution need, these may not be fully in keeping with the sensitive historic streetscape. The extent of the scheme suggested is shown on **Plan 1**.
- 2.6 In parallel with a temporary, trial, arrangement commencing this spring, therefore, officers will also be investigating what a permanent solution might constitute and need to look like, if the scheme is to become permanent. For both the short, and potentially longer term solutions, a time-limited restriction on vehicular traffic access to Kings Parade which safeguards the main period of pedestrian activity, whilst still allowing some provision for essential deliveries, may be practicable. Provision for cycle movement, and displaced blue-badge parking, are also under investigation.

- 2.7 The Police CTU already offer specific, proven, mobile, security protection measures to cities for temporary events; such as in Edinburgh's Royal Mile for the Fringe Festival each August. An example is shown, along with a streetview image of Kings Parade, in **Appendix A**. Such temporary measures are managed and deployed on a national basis according to need, and are not offered on a permanent or semi-permanent basis. Officers are therefore investigating potential alternatives that might be available for an extended period; to include a 6-18 month trial – with some similar measures having been installed in central Windsor streets in recent years.
- 2.8 The Experimental Traffic Regulation Order will, as a matter of course, include exemptions for essential access necessary by emergency services and specific seasonal events. The detail of how the proposed physical controls on access will be managed is dependent on their precise form, and is under development.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

Annual visitor numbers to Cambridge are increasing rapidly, bringing significant economic and cultural benefit to the city and surrounding area. The approach proposed aims to maintain safety and quality of life for both residents and visitors to this area of the city, whilst mitigating potential difficulties so far as reasonably practicable.

3.2 Thriving places for people to live

Managed traffic access to city centre areas, including pedestrian priority, have been shown to enhance their vitality and local economy over the medium to longer term, benefiting residents, businesses and visitors.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Staffing resource to achieve the scheme proposed will be secured through existing City Council and County Council teams, with support from the Police, specialists and contractors/ suppliers as necessary. The City Council is taking steps to secure the finance necessary to introduce the temporary, trial, scheme as an initial intervention – with the need for a permanent arrangement under review.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

Procurement of the works necessary to implement the measures proposed will either be in house, from specialist named suppliers, through existing term service contract arrangements, or subject to individual competition as appropriate. Arrangements for day-to-day management of the access barrier are under development, and likely to be through existing in-house or outsourced services.

4.3 Statutory, Legal and Risk Implications

The proposed scheme will be enacted using Experimental Traffic Regulation Order powers contained within the Road Traffic Regulation Act 1984, as amended. Specific legal, and risk, advice will be sought where necessary.

4.4 Equality and Diversity Implications

The proposed scheme shall accord with current legislative requirements and, so far as reasonably practicable, continue to make provision for particular needs; including blue-badge holders. Where such needs are displaced during the course of the proposed trial, the use of alternatives will be monitored and taken in to account before a decision is taken on whether a scheme should become permanent.

4.5 Engagement and Communications Implications

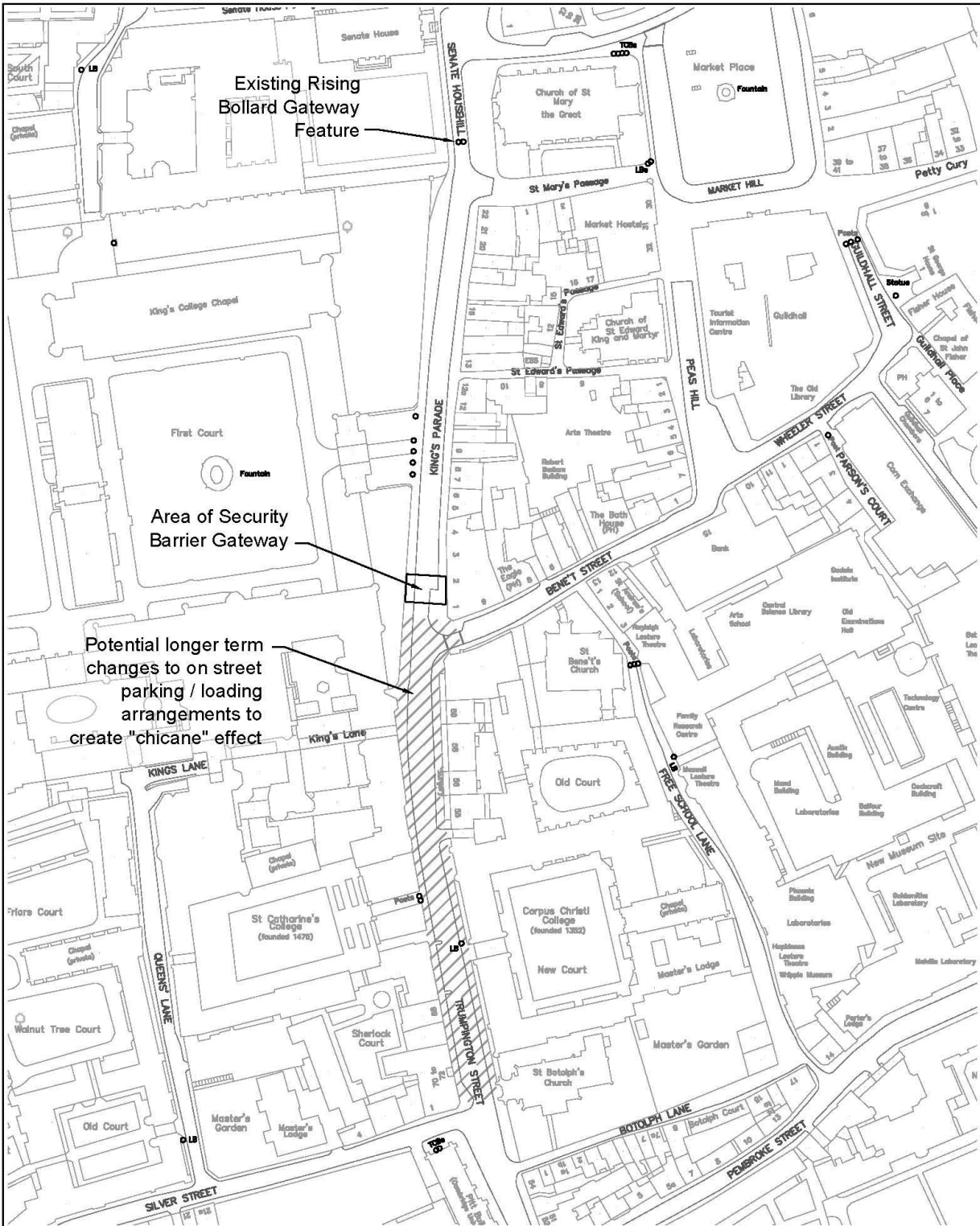
An engagement and communications plan for the proposed scheme on behalf of the Police, County and City Councils is under development.

4.6 Localism and Local Member Involvement

Councillors are encouraged to play an active role in the development of the proposed scheme detail.

4.7 Public Health Implications

The proposed scheme is intended to maintain public safety and health within the area affected, whilst still maintaining access to essential services.



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ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY

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Job Title Kings Parade	Scale N.T.S.	A4	Designed		
			Drawn		
	Date created Feb 2019		Checked		
			Approved		
Drawing Title Plan 1	Drawing No.	Rev. A	-		
	CAD Ref.	Rev	Revision Note		Date

Appendix A



Kings Parade, Cambridge (Google Streetview image)



Edinburgh's Royal Mile (for Edinburgh Festival)