

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON LOVELL ROAD,
CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **17th April 2018**

From: **Executive Director: Place & Economy**

Electoral division(s): **King's Hedges (County and City)**

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

Purpose: **To determine objections to the implementation of a local highways improvement scheme on Lovell Road as set out below.**

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

| |
|---|
| <i>Officer contact:</i> |
| Name: Sonia Hansen |
| Post: Traffic Manager |
| Email: Sonia.Hansen@cambridgeshire.gov.uk |
| Tel: 01223 743817 |

1. BACKGROUND

- 1.1 Lovell Road is a residential street where most properties have access to off street parking facilities. It is located within the electoral division of King's Hedges, to the north-east of Cambridge City Centre and links King's Hedges Road with Milton Road, which are both busy arterial routes for the city (Appendix 1).
- 1.2 The proposal, to prohibit waiting at any time on the verge or footway on both sides of Lovell Road, is a local highways improvement scheme, which has been successfully implemented on nearby roads with similar characteristics, Ramsden Square for example.
- 1.3 Currently most vehicles parked on street, park either partially or wholly on the verge and/or footway. Though parking on the verge or footway is not an offence, the act of driving on the verge or footway is. This restriction will reinforce the Highway Code and will protect the verge and footway from unnecessary damage while having minimal effect on residents.
- 1.4 A plan of the proposed waiting restriction is shown in Appendix 2.

2. MAIN ISSUES

- 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 31st January 2018. The statutory consultation period ran from the 31st January 2018 to the 21st February 2018.
- 2.3 The statutory consultation resulted in two objections, which have been summarised in the table in Appendix 3. The officer responses to the objections are also given in the table.

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 LHI scheme.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

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

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing at the office of Vantage House, Vantage Park, Washingley Road, Huntingdon PE29 6SR and in the reception area of Shire Hall Castle Street, Cambridge, CB3 0AJ.

4.6 Localism and Local Member Involvement

The County Councillor, Cllr Elisa Meschini and the City Councillors, Cllr Martin Smart, Cllr Nigel Gawthrope & Cllr Kevin Price were consulted. The responses received that of support from Cllr Meschini and Cllr Smart.

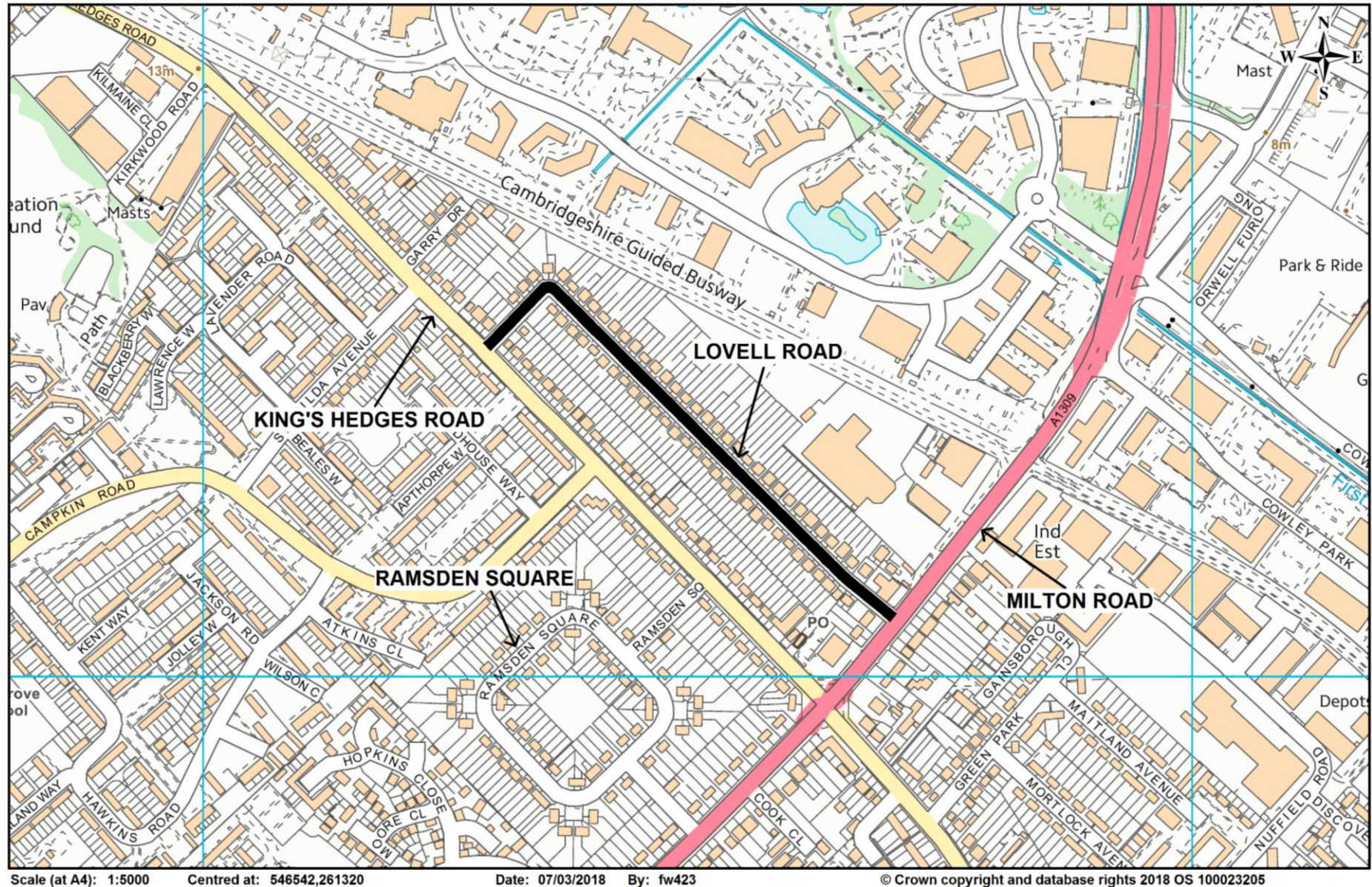
4.7 Public Health Implications

There are no significant implications within this category.

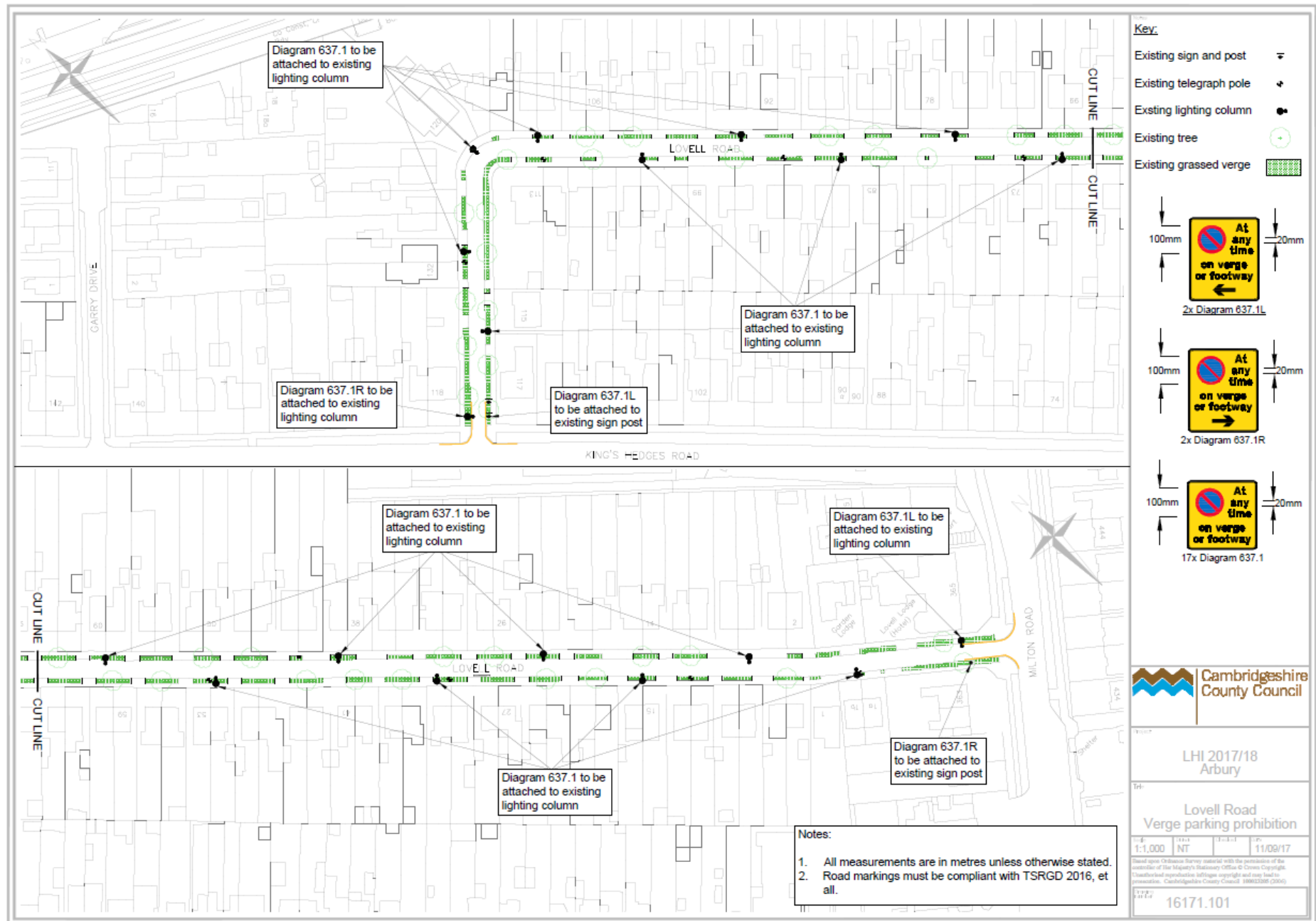
| Implications | Officer Clearance |
|--|--|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Financial Officer: Sarah Heywood |
| | |
| Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? | Yes Name of Officer: Paul White |
| | |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law? | Yes Name of Legal Officer: Debbie Carter-Hughes |
| | |
| Have the equality and diversity implications been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: Joanna Shilton |
| | |
| Have any localism and Local Member involvement issues been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any Public Health implications been cleared by Public Health | Yes Name of Officer: Tess Campbell |

| Source Documents | Location |
|--|--|
| Scheme Plans Consultation Documents Consultation Responses | Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR |

Appendix 1 – Location of Lovell Road



Appendix 2 – Plan of proposed waiting restriction



Appendix 3

| No | Consultation Responses | Officer's Comments |
|----|--|---|
| 1 | <p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> • Lovell Road is not a wide road as is, removal of verge parking would result in further narrowing of the road. • How would ambulances, fire engines or bin Lorries be able to get through if cars have parked opposite each other on the road? • Accidents will more likely occur, if cars are parked on the road, as vehicles travelling down the road they will weave in and out of the stationary cars without reducing their speed. • We have complained about the speed of vehicles taking short cuts down Lovell Road many times but the idea of traffic calming has never been entertained. • The previous two points will mean resident's cars would be at risk of being damaged on a daily basis. • Planning permission has been given to convert some houses on Lovell Road into flats. There aren't enough off street parking places available to support these changes so on street parking will have to be utilized. | <ul style="list-style-type: none"> • Measurements taken on site have Lovell Road at being 5.6 metres wide. • Ambulance = 2.5 metres wide Fire Engine / Lorries = 2.55 metres wide excluding the wing mirrors • If two cars park opposite each other (both with all 4 wheels on the carriageway) then they will indeed block the road but to do this is an offence. • The proposed restriction will reduce the density of on street parking so will improve visibility for pedestrians looking to cross the road and for residents entering and exiting their driveways. • Traffic calming is outside the scope of this scheme and the cost associated with it is considerably higher than what is being proposed here. • A significant proportion of households on Lovell Road have access to off street parking so the perceived requirement for on street parking is low and the effect on residents should be minimal. |
| 2 | <p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> • If vehicles are forced to park with all four wheels on the road, they will cause an obstruction. • If vehicles are allowed to park with two wheels on the verge/footway the road is more useable. • The road is constantly used as a "short cut," which is a problem itself at peak time. | <p>As above, plus for final point:</p> |

| No | Consultation Responses | Officer's Comments |
|----|--|--|
| | <ul style="list-style-type: none"> • When refuse Lorries, delivery drivers and builders merchants are delivering to the road they already cause a blockage at certain parts of the road. • Emergency vehicle access? • The road is not wide enough for this proposal to work. • I've been told that residents asked for this restriction and that the majority of residents polled agreed. This consultation is the first I have heard of this restriction and the situation is the same with every other resident I have asked. | <ul style="list-style-type: none"> • The proposal is a response to residents' concerns of inappropriate parking on the roadside verges. This consultation forms part of the statutory process, it can be difficult to capture everyone's viewpoint. |