

CAMBRIDGE CITY JOINT AREA COMMITTEE



Tuesday, 22 October 2019

Democratic and Members' Services
Fiona McMilan
Monitoring Officer

16:30

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room
Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

- | | | |
|----------|---|----------------|
| 1 | Apologies for absence and declarations of interest | |
| | <i>Guidance on declaring interests is available at</i>
http://tinyurl.com/ccc-conduct-code | |
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The Cambridge City Joint Area Committee comprises the following members:

Councillor Richard Robertson (Chairman) Councillor Linda Jones (Vice-Chairwoman)

Councillor Anthony Martinelli Councillor Nicky Massey Councillor Cheney Payne Councillor Mike Sargeant and Councillor Martin Smart Councillor Nichola Harrison Councillor Noel Kavanagh Councillor Ian Manning Councillor Elisa Meschini and Councillor Amanda Taylor

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Clerk Name: Daniel Snowdon

Clerk Telephone: 01223 699177

Clerk Email: Daniel.Snowdon@cambridgeshire.gov.uk

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<https://tinyurl.com/CommitteeProcedure>

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CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 4th June 2019

Time: 4:30pm – 5:40pm

Venue: Kreis Viersen Room, Shire Hall, Cambridge

Present: County Councillors: L Jones (Vice-Chairwoman), N Harrison, I Manning, E Meschini, A Taylor and J Whitehead

City Councillors: R Robertson (Chairman), P Lord, N Massey, C Payne, M Sargeant and M Smart

Apologies: Councillors N Kavanagh and A Martinelli

47. ELECTION OF CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2019/20

It was proposed by Councillor Sargeant, seconded by Councillor Whitehead and resolved by majority that Councillor Robertson be elected Chairman for the municipal year 2019/20.

48. ELECTION OF VICE-CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2019/20

It was proposed by Councillor Massey, seconded by Councillor Meschini and resolved by majority that Councillor Jones be elected Vice-Chairwoman for the municipal year 2019/20.

49. APOLOGIES FOR ABSENCE & DECLARATIONS OF INTEREST

Apologies were received from Councillor Kavanagh (substituted by Councillor Whitehead) and Councillor Martinelli (substituted by Councillor Lord).

There were no declarations of interest.

50. PETITIONS AND PUBLIC QUESTIONS

There were no petitions submitted.

One public question was received from Mrs Hilary Conlan, who was unable to attend the meeting. Her question was read out to the Committee, along with the Council's response. A written response was sent to Mrs Conlan and attached to the minutes as **Appendix A**.

51. MINUTES OF THE MEETING HELD ON 5TH MARCH 2019

The minutes of the meeting held on 5th March 2019 were approved as a correct record and signed by the Chairman.

The Chairman read out the following statement regarding an agenda item from a previous meeting, 'Kings Parade, Cambridge – Vehicular Access Management' (Minute 46):

Since the CJAC decision on 5th March 2019, there have been some changes to legislation and we have investigated the legal process further. The Road Traffic Regulation Act (RTRA) 1984 (as amended in 2005 and 2019) allows us to make Temporary Traffic Regulation Orders (TTROs), for public safety and security purposes.

The RTRA does not have the provision to allow us to use an Experimental Order for this anti-terrorism purpose, therefore we can only use a TTRO to implement the proposed measures. We can monitor the TTRO effect prior to progressing the permanent TRO. Representations will be requested upon commencement of any planning for a permanent Order, to be determined by CJAC in due course.

52. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO PERMIT TWO WAY TRAFFIC IN SEDGWICK STREET, CAMBRIDGE AND TO REMOVE A DISABLED PERSONS PARKING BAY

The Committee received a report inviting it to determine the objections received in response to the consultation on the proposal to permit two way traffic on a section of Sedgwick Street and to remove a disabled persons parking bay in that same section. In presenting the report, the Committee was told that it was further proposed to place 'No Through Road' signs at the end of Sedgwick Street on the Mill Road junction.

Mr Martin Lucas-Smith, a local resident, was invited by the Chairman to speak on issues related to the proposals. Mr Lucas-Smith informed the Committee that a proposal for such a scheme that had been submitted by Tesco was rejected in 2009 on the basis that regulations should not be changed for the benefit of a private company. He argued that reversing that decision on the condition that the private company paid for the scheme would set a bad precedent and observed that the use of smaller delivery vehicles would alleviate the problems without the need for any changes. Mr Lucas-Smith criticised the layout of the scheme, suggesting that it would result in vehicles backing out on to Mill Road, one of the highest blackspots for traffic accidents in the city, and that vehicles would inevitably continue to drive past the no entry signs further up Sedgwick Street, or be forced to complete three point turns in limited space. He also expressed concerns over the lack of a safety report or path analysis.

The Chairman invited Mr Tom Yates, resident of Sedgwick Street, to address the Committee on his objections to the proposed scheme. Mr Yates noted that Sedgwick street was one metre narrower than its neighbouring streets, which exaggerated the problems even further. He drew Members' attention to the alleyway that ran from Cavendish Road to Sedgwick Street which was currently used by cars as a shortcut to the car park behind Tesco, noting that the Highway Authority had not been able to control such practice, nor had it been able to prevent cars from driving through the current 'No Entry' signs to access the car park. Mr Yates also expressed concern that a safety analysis had not been conducted and alleged that Tesco had repeatedly violated regulations on delivery times, so should not be rewarded with further concessions.

The Committee received a written statement from Mrs Bev Nicholson objecting to the Traffic Regulation Order (TRO), which was circulated to Members and attached to the minutes as **Appendix B**.

Speaking as the local Member for Romsey, Councillor Dave Baigent spoke in support of the scheme, acknowledging that the problems that were being addressed had been ongoing for over ten years. He informed Members that the current route taken by delivery lorries had caused numerous instances of damage to parked vehicles, including one car being completely written off. A policy had since been introduced whereby after any kind of collision, delivery lorries were required to stop and wait for the police and owner to move the damaged vehicle before moving the lorry, a practice which often led to the road being completely blocked for over four hours. Councillor Baigent informed the Committee that a survey held two years ago had indicated that residents in the area wanted a change to the current system, with 35 of 41 responses supporting the scheme, although he acknowledged that there was no solution that pleased everyone. Councillor Baigent emphasised that Tesco had been approached to pay for the scheme and that the company had not proposed the scheme, while noting that the issue of Tesco's presence on Mill Road was not a question to be considered during the debate.

While discussing the report and objections to the TRO, Members:

- Alluded to the two polls, one of which largely supported the measure and the other largely opposed it. In considering the surveys, Members:
 - Expressed concern over an informal survey held two years ago being given precedence over the statutory consultation which had been held during the TRO process and which had received an overwhelming proportion of objections;
 - Questioned why the TRO consultation had been held if the results were only to be ignored in favour of an alternative survey;
 - Noted that it was not clear where those who had objected to the TRO lived, while it was evident that widespread support had been received from residents of both Sedgwick Street and Catherine Street in the informal survey;
 - Suggested that there had been problems with the survey website and that some residents had been unable to register their objections; and
 - Clarified that the consultation, as well as the survey, should not be considered as votes and that they were held to gather the opinions of local residents.
- Suggested that if smaller delivery vehicles were used, the TRO would not be necessary, which one Member suggested that Tesco had previously committed to doing. In response to a question by the Committee, officers noted that Tesco had confirmed they did not plan to use larger vehicles once the proposed changes were in place.
- Expressed serious concerns over the additional dangers to an already accident-prone road, noting that it endangered other vehicles, cyclists and pedestrians. Officers were averse to stating whether the Sedgwick Street and Mill Road junction would be more, less or equally dangerous, as they informed the Committee that it was difficult to make such assessments.
- Acknowledged the concerns over drivers continuing through the 'No Entry' signs but suggested that this did not present a reason to reject the scheme, with fines and penalty points providing a deterrent to drivers. Officers were asked to establish effective means of enforcing the signs.
- Argued that there were multiple reasons for the original rejection of the scheme in 2009, as opposed to those stated by the officer on page 15 of the report. It was

suggested that the advice from the Development Management team at the time, also on page 15, clearly stated that it was “not for the Highway Authority to modify the highway to suit the requirements of a private organisations”, with some Members remarking that nothing had changed in the intervening years, so there was no justification for reversing the decision.

- Noted that Tesco had been aware from the beginning of their planning stages of the potential delivery issues. One Member argued that reversing the original decision would serve to encourage businesses to persevere with rejected planning applications with the expectation of eventually achieving a positive decision.
- Observed that it would have been useful to have been provided with data regarding the frequency of deliveries.
- Sought clarification over whether the intricacies of the scheme would be picked up by satnav technology and it was suggested that this would be done within three to six months.
- Recognised that the Committee regularly received complaints regarding the lack of disabled parking bays and that removing one was therefore undesirable. It was noted that the bay was used by residents and non-residents, although an officer noted that it had been installed for use of a resident and that it was standard practice to remove bays when they were no longer used. The Committee was informed that a sign had been placed on the bay for three weeks announcing its potential removal and no objections had been received. It was drawn to Members’ attention that one of the two supporters of the scheme had voiced an objection to the removal of the disabled parking bay, despite supporting the rest of the scheme, claiming that he believed the space was occupied 90% of the time.

An amendment to recommendation a) was proposed by Councillor Manning, with the addition of “without the removal of the disabled parking bay”. Following discussion, the amendment on being put to the vote was lost.

It was resolved to:

- a) Implement the proposals in Sedgwick Street as originally published with the additional signage at the end of Sedgwick Street; and
- b) Inform the objectors accordingly.

53. CONSIDER OBJECTIONS TO PROPOSED RESIDENTS PARKING SCHEME AMENDMENTS IN COLERIDGE ROAD, CAMBRIDGE

The Committee received a report inviting it to consider the objections received in response to proposed amendments to the Residents Parking Scheme (RPS) in Coleridge Road, which was previously approved by the Committee on 24th July 2018. Members were informed that in order to minimise placing pedestrians and cyclists in danger on certain stretches of the road, there was a proposal to remove about 25 of the 75 parking places.

Speaking as the local Member for Coleridge and having declared a non-statutory disclosable interest as a resident of a street off Coleridge Road, Councillor Rosy Moore

spoke in support of the changes, having noted that although it had proven to be a positive scheme, certain issues had arisen. Councillor Moore suggested that the “pinch points” mentioned in the report had encouraged reckless driving, endangering other road users, cyclists and pedestrians. Acknowledging that it was unfortunate that there would be less parking available, she stated that safety should be given priority in this case. Councillor Moore also drew the Committee’s attention to the issue of cars parking right up to the junction on side streets coming off Coleridge Road, especially Lichfield Road and Hobart Road, and asked for double yellow lines to be extended around the corners. She also requested that consideration be given to extend the parking periods to four hours before the scheduled review in one year.

In response to Councillor Moore’s comments, officers confirmed that it was not possible to extend the double yellow lines as they were limited to implement what was published. They also noted that other issues would be considered in the scheduled review and that the proposed changes had only been brought to the Committee due to local concerns.

While discussing the proposed changes, Members:

- Established that there would be no extra funding needed for the changes as they were considered a further part of the scheme, although it was noted that the Highways Infrastructure Committee had agreed to create a fund for solving issues that arose as a result of parking schemes, suggesting that it would be able to provide financial support if necessary. One Member noted that the fund was unable to provide financial assistance to equivalent schemes that had been in place for forty years, suggesting that such inconsistencies were unfair and counterintuitive.
- Expressed surprise that the use of chicanes had been recommended, given that they had been avoided in other projects.
- Queried why the problems had not been anticipated in the planning stages and whether similar issues were likely to arise in other schemes. Officers acknowledged the oversight in the design stage and suggested that the road’s role as a thoroughfare, compared to the residential role common to most other streets, had been underestimated.

It was resolved unanimously to:

- a) Introduce the proposed amendments as shown on the drawing shown in Appendix 1 as published; and
- b) Inform the objectors accordingly.

Chairman
16th July 2019

Dear Mrs Conlon,

CJAC Public Question Response

I write to respond to your questions regarding concerns over the Coleridge Road scheme. The response to your questions was relayed to the Committee at the meeting held on 4th June and will be included in the minutes.

In relation to your specific points raised at CJAC -

- 1. If it is council policy to stop pavement/road parking why are there so many streets in the Mill Road area allowing this? Eg. Argyle St where even a single person struggles to weave between cars parked on the pavement and bins. Pushchair and wheel chair uses are required to use the road.*

The permissive footway parking arrangements in roads, such as Argyle Street, were introduced some years ago and were in response to the extreme parking demands in those roads. The Council's policy is that we will not introduce any new schemes that allow footway parking, except in very exceptional circumstances. There is no justification for special treatment in Coleridge Road.

- 2. Coleridge Road used to have cars parked on the pavement/road. Has there ever been a single case of a pedestrian being hindered?*

There is no documented evidence of pedestrians being hindered by cars parked on the footway in Coleridge Road. However, there are widespread concerns about the impact that footway parking has on pedestrians, wheelchair and pushchair users on many roads.

- 3. Removing "pinch points" reduces the amount of potential parking but does nothing to address the problem of cyclists having to move out into the middle of the road to go around parked cars. This becomes very dangerous where there are single car parking spaces which require the cyclist to weave in and out.*

There have been reports that the current layout causes anxiety for cyclists where double-sided parking creates pinch-points. The proposed changes will address this and will also result in less single parking bays.

- 4. What steps are being taken to allow work men to park near the houses they are working in? Houses which do not have drives will be unable to provide off road parking. Please explain why the council did not anticipate this being a problem.*

The Council recognises that residential parking schemes affect non-residents, such as tradespersons and other visitors. Hence, we provide a range of permits for these people, including a tradesperson permit that can be applied for by either the householder or person undertaking the work. In some cases, a tradesperson might be able to park their vehicle across their client's driveway, in which case no permit would be required

Yours sincerely,

Councillor Richard Robertson
Chairman of CJAC

Written submission from Mrs Bev Nicolson

The proposed TRO regarding Sedgwick Street is a flawed one. It assumes that it is the responsibility of the Highways authority to provide supermarkets with the road environment to continue their business rather than the business themselves adapting to, and working with, things as they are.

When Tesco first moved into their Mill Road store in 2009, it was made abundantly clear what the constraints were over servicing it. Jon Finney wrote at the time:

"As Tesco's were fully aware of the constraints involved in servicing the existing A1 use of the premises the Highway Authority sees no reason to change any of the existing traffic regulation orders to accommodate the servicing arrangements of a commercial organisation. It is the responsibility of the occupier of the premises to service their operations in manner that is suitable for the existing situation and not for the Highway Authority to modify the highway to suit the requirements of a private organisation.

As you know the Highway Authority considers it perfectly possible for the premises to be serviced from the rear with smaller vehicles."

It is worth noting that there is no indication from the words used by Jon Finney that a different approach would be taken were the applicant themselves to pay for the TRO. Tesco therefore have a responsibility, as any supermarket does, to continue servicing this store in manner that is safe and meets the requirements of the location. Any idea they may have of using larger lorries would be dangerous and unwise on Mill Road, narrow as it is at many points. If this is not Tesco's plan, the applicant will not be alarmed by a suggestion that a weight limit is put in place, should councillors feel unable to refuse this application.

In Sidney Street, Sainsbury's are particularly constrained by the college wall in front of the loading bay entrance, and by the configuration of the loading bay itself so they are unable to use larger lorries. It has not hindered Sainsbury's from successfully servicing this store over many years.

CAMBRIDGE CITY LOCAL HIGHWAY IMPROVEMENT MEMBER PANEL MEMBERSHIP

To: Cambridge City Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director, Place & Economy

Electoral division(s): All

Forward Plan ref:

Key decision:

No

Purpose: To agree membership of the Local Highway Improvement (LHI) Member Assessment Panel for the 2020/21 Programme.

Recommendation: The Committee is recommended to:

- a) Agree membership of the Cambridge City Local Highways Improvement Member Panel, consisting of three City Councillors and three County Councillors; and
- b) Agree that a member of the panel who is unable to attend a panel meeting be authorised to nominate another member of the same Council to attend as a substitute or alternate.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Matt Staton Post: Interim Highway Projects & Road Safety Service Manager Email: Matt.staton@cambridgeshire.gov.uk Tel: (01223) 699652	Name: Councillor Linda Jones Post: Vice Chair Email: Linda.jones@cambridgeshire.gov.uk Tel: 01223 706398

1. BACKGROUND

- 1.1 The Committee at its meeting on 14 July 2015 agreed to establish a Local Highway Improvement (LHI) Member Assessment Panel to prioritise LHI applications, to be consistent with the other district areas. The panel was made up of three City Councillors and three County Councillors. At its meeting on 26 January 2016, the Committee further agreed that panel members be authorised to nominate a substitute or alternate member, should they not be available to attend a panel meeting.
- 1.2 Applicants are invited to present their applications to this panel, which is to be held over a full day on **Wednesday 29th January 2020**.
- 1.3 The method of prioritisation follows a standard process applied in all district council areas across the county. This involves individual members assigning a score out of five for each of the four category aims (persistent issue, road safety, community impact and added value) of the initiative for each application. The average score for each application is then used to create a prioritised list. A blank scorecard can be found in **Appendix 1**.
- 1.4 Funding is allocated according to priority, starting with the application with the highest score and continuing down the priority list until the funding is fully utilised. Any applications with a score less than 1 are not allocated funding.
- 1.5 The prioritised list of applications with funding allocations is then presented to the Highways & Infrastructure Committee for approval, alongside the other district council areas in March each year.

2. PROPOSAL

- 2.1. The Committee is asked to nominate and agree membership of the LHI Member Panel to assess applications received for the 2020/21 programme year. This should consist of three City Councillors and three County Councillors **who are available to attend for the whole day on Wednesday 29th January 2020**.
- 2.2. Should a nominated member of the LHI Panel not be available on the day of the panel meeting, it is proposed that this member be free to nominate their own substitute to attend the meeting in their place.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1. A good quality of life for everyone

There are no significant implications for this priority.

3.2. Thriving places for people to live

The Local Highway Improvement Scheme and Member Panel process support local communities to improve the infrastructure in their community and therefore have a positive impact on this corporate priority.

3.3. The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1. Resource Implications

There are no significant implications for this category.

4.2. Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this category.

4.3. Statutory, Risk and Legal Implications

There are no significant implications for this category.

4.4. Equality and Diversity Implications

There are no significant implications within this category.

4.5. Engagement and Consultation Implications

There are no significant implications within this category.

4.6. Localism and Local Member Involvement

It is hoped that the changes will enable full attendance of the panel by Local Members.

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: Gus da Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
14 July 2015 and 26 January 2016 CJAC Committee Papers – Local Highway Improvement Scheme	https://cmis.cambridgeshire.gov.uk/ccc_live/Committees/tabid/62/ctl/ViewCMIS_Committee_Details/mid/381/id/11/Default.aspx

LHI Scorecard

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**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF PARKING CONTROLS FOR THE BENSON
NORTH AREA OF CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **22nd October 2019**

From: **Executive Director: Place and Economy**

Electoral division(s): **Arbury and Castle (County/City) and Newnham (County)**

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

Purpose: **To consider:** The objections received in response to the formal advertisement of parking controls in the Benson North area.

Recommendation: **The Committee is recommended to:**

- a) Approve the parking controls as advertised in the area shown in Appendix 1 (Benson North plans 1.1, 1.2, 1.3 and 1.4);
- b) Authorise officers, in consultation with local Members, to make such minor amendments to the published proposals as are necessary prior to the implementation of the Traffic Regulation Order (TRO); and
- c) Inform the objectors accordingly.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Nicola Gardner	Names:	Cllr Richard Robertson/Cllr Linda Jones
Post:	Parking Policy Manager	Post:	Chair/Vice-Chair
Email:	nicola.gardner@cambridgeshire.gov.uk	Email:	Richard.robertson@cambridge.gov.uk / Linda.Jones@cambridgeshire.gov.uk
Tel:	01223 727912	Tel:	07746 117791/07975 964203

1. BACKGROUND

- 1.1 Cambridge continues to grow and develop. With this on-going growth comes increasing demands on the limited on-street parking facilities. The ever-evolving demands on parking from those that live, work and visit Cambridge has seen the competition for free parking spaces soar and the level of congestion increase whilst air quality falls.
- 1.2 The removal of free unlimited parking within the city via the introduction of new Residents' Parking Schemes (RPSs), aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritises parking for those that live within Cambridge.
- 1.3 By encouraging the use of more sustainable methods of transport, the number of vehicles coming into the city should reduce and air quality improve, therefore enhancing the quality of life for residents and enriching the experience of those visiting this historic city.
- 1.4 26 new potential RPSs have been identified. A phased implementation approach is being taken to minimise the impact on both residents and council resources.
- 1.5 The Greater Cambridge Partnership has committed to covering the costs associated with the consultation and implementation of all 26 schemes.
- 1.6 The public consultation for the proposed Benson North scheme commenced on 1st February 2019 and closed on 15th March 2019. Consultation documents (which included detailed plans of the proposed restrictions) were sent to all households and business within the defined area. The consultation included a public 'drop-in' session which gave residents the opportunity to discuss the proposed parking controls with officers. The session was well attended.
- 1.7 The results of the consultation showed that the majority of those that responded, support the introduction of parking controls.

Scheme	% Responded	% Supported	% Opposed	% Undecided
Benson North	35%	55%	43%	2%

- 1.8 All comments and suggestions received during this consultation period were reviewed. This facilitated further development of parking plans which offered:
- A Permit Parking Area (PPA), which is a less regimented way of signing a RPS, for Woodlark Road, Eachard Road, Hoadly Road, Sherlock Road and Sherlock Close, streets slightly detached from the main scheme with a single point of entry.
 - Increased parking capacity on Windsor Road as the number of chicanes has been reduced and parking bays have been proposed in the 'build out' areas.
 - Increased parking capacity on Halifax Road, Oxford Road and Woodlark Road by reducing the proposed Double Yellow Lines (DYL).

- Proposed cycle parking on Wentworth Road.

1.9 These plans were presented at the next stage of the consultation process, which was the statutory publication and formal consultation phase. This requires the Council 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 submit written representations on the proposals within a minimum 21 day notice period. There is also a requirement to consult with certain organisations, including the emergency services. This provides an opportunity for any interested party to submit a written representation on the proposal.

2. MAIN ISSUES

2.1 On 10th July 2019, the proposed parking plans for the Benson North scheme were formally advertised on-street and in the Cambridge News; Plans 1.1, 1.2, 1.3 and 1.4 show the proposed parking controls. Letters were also sent to all households and businesses within the defined scheme along with statutory consultees, including the Police and Fire and Rescue Service. This consultation period closed on 27th August 2019. The consultation period was extended from the statutory 21 days to 35 working days, to accommodate the summer holidays.

2.2 A total of 60 written representations have been received, 54 from residents within the proposed scheme and 6 outside of the area. 35 of residents object or strongly oppose some elements of the scheme, 14 support the scheme and 11 offer comments with no clear yes/no.

2.3 In addition a petition containing 330 Signatures has been received from the Therapy Room situated on Oxford Road. The petition is titled 'Parking charges at The Therapy Room! The council are introducing residents parking around our clinic. We are very concerned that there will not be adequate provision for patients. The Therapy Room will find it difficult to survive if patients are unable to park nearby and a valuable amenity will be lost. Please sign the petition below to ask the council to consider our patients' parking needs.'

2.4 The main points raised in relation to the proposals are summarised in the table in **Appendix 2** and officer responses are also given in the table. Full details of the consultation feedback will be made available on the County Council's website.

2.5 Cambridgeshire Police do not object to the proposals and officers have been working with Cambridgeshire Fire and Rescue Service to ensure access is protected throughout the proposed scheme and, where possible, fire hydrants are kept clear.

2.6 It is acknowledged that there is some local opposition to the proposed scheme. However, the result of the previous consultation and the relatively low number of objections received from the 1021 households in the area, would suggest that there is also local support for the scheme.

- 2.7 The majority of the concerns raised during this consultation surround the restrictions proposed for Woodlark Road, Eachard Road, Hoadly Road, Sherlock Road and the Sherlock Close area (the 'Square') and the parking provision for the Therapy Room. Whilst it is acknowledged that the demand for on-street parking in this area is low, it is recommended the 'Square' be included within this scheme boundary as it is difficult to predict the level of displacement this area may experience as a result of the introduction of a scheme on the adjoining streets.
- 2.8 In relation to the proposed double yellow lines for the 'Square', as the road width throughout the area is typically 5 metres, it is likely that verge/footway parking will take place to facilitate double-sided parking. For that reason it is recommended that Members adhere to the County Councils Residents Scheme Parking Policy regarding maintaining traffic movement and the requirement for a free carriageway width of 3.1 meters. It is important to maintain safe and convenient provision for pedestrians and others, such as wheelchair and pushchair users. As these roads are no-through roads and some on-street parking will remain, any increase in vehicle speeds is expected to be low.
- 2.9 The Therapy Room has raised concerns about the location and availability of the proposed mixed use bays in the scheme. It is acknowledged that these bays are not immediately accessible to the Therapy Room, however as this business is nestled in an almost exclusively residential area, we have proposed short-stay parking in locations that are convenient to those visiting local facilities and places where the loss of residents' parking may be more acceptable. Whilst area-wide parking schemes will never provide a perfect solution to all the parking problems experienced, they aim to balance the needs of the local community as a whole.
- 2.10 All newly installed schemes are (if required) subject to a review post-implementation. This allows officers to evaluate the evolving parking demand across a scheme to ensure the highway is being utilised effectively. Such a review would enable officers to establish if the mixed used bays could be re-classified to short-stay only.
- 2.10 The introduction of a scheme will inevitably offer both advantages and disadvantages. Although this scheme would ensure the free-flow of traffic, improve access for all those using the highway and reduce the competition for limited on-street parking, overall parking capacity will unavoidably be reduced to accommodate these benefits. When formalising a RPS the Highway Authority have to be satisfied that the restrictions introduced do not impede safety or access, particularly for larger vehicles, such as those used by the emergency services.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The main objectives of the Council's programme of RPSs is to give parking priority to residents and to discourage non-resident travel into Cambridge, with the aim of reducing congestion and improving air quality.

3.2 Thriving places for people to live

A residents' parking scheme will reduce the conflicting demands for on-street parking. By removing free, unlimited non-resident parking the aim is to reduce through-traffic and as such, reduce air pollution.

RPSs offer a range of permit types which support residents, including free medical permits for those that need care in their own homes, dispensation for health worker professional providing care and Tradesperson Permits.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The Greater Cambridge Partnership (GCP) have committed to covering the costs associated with the implementation of the Benson North scheme. The subsequent, on-going costs will be covered by permit fees.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implication within this category.

4.3 Statutory, Legal and Risk Implications

The introduction of a RPS carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety.
- Failure to cover the cost associated and ongoing charges will have a negative impact on budgets.

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network.
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

The Council also has a general obligation under s122 of Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to "secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway".

4.4 Equality and Diversity Implications

Equality Impact implications attached, see **Appendix 4**.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

Interaction with the local County Councillor and residents has been essential to ensuring the proposed scheme best meets the needs of the local community.

4.7 Public Health Implications

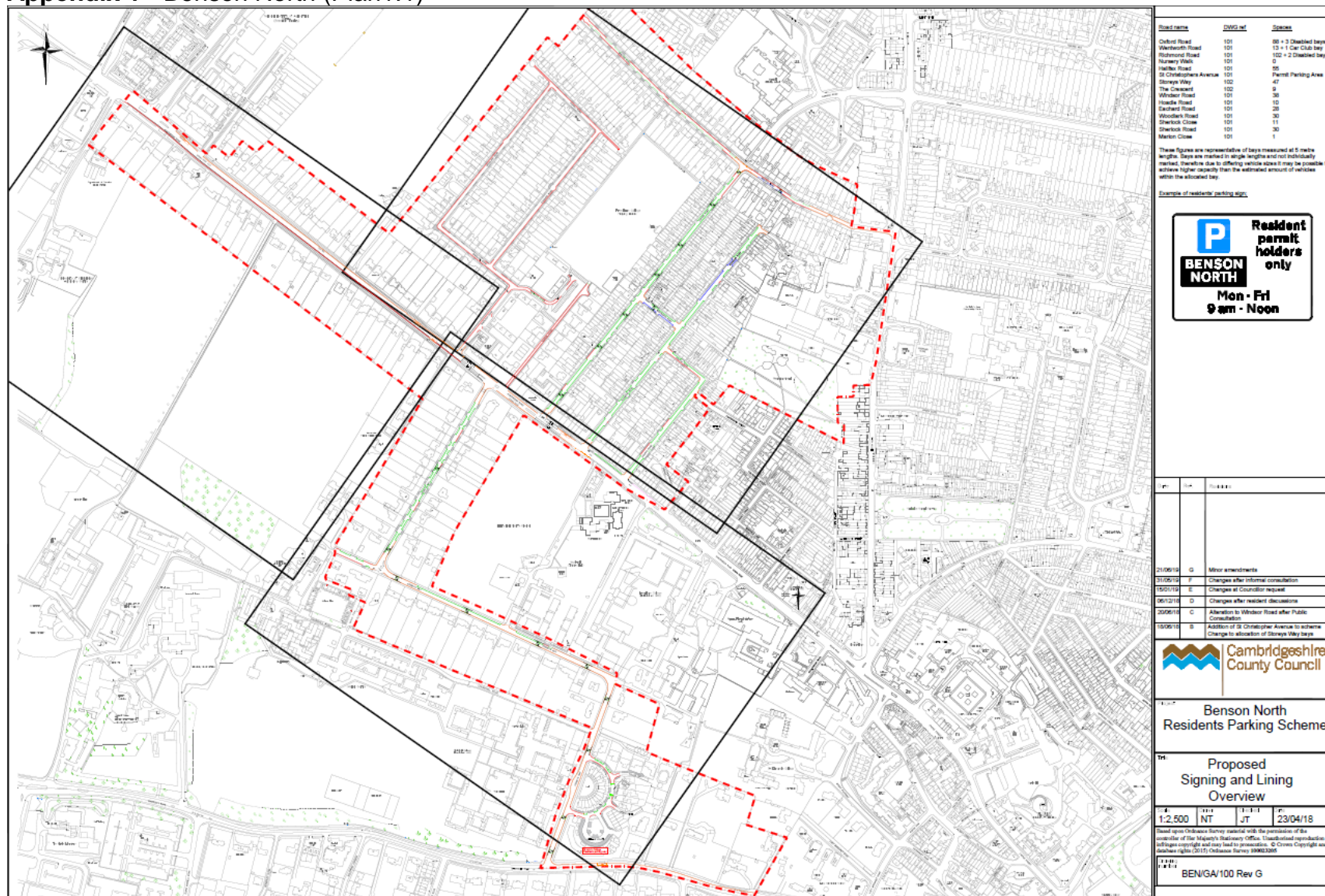
The proposed RPS will reduce congestion and encourage the use of more sustainable travel options for visitors, which will have a positive impact on air quality and therefore an impact on public health.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: David Parcell
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Vanessa Bismuth
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

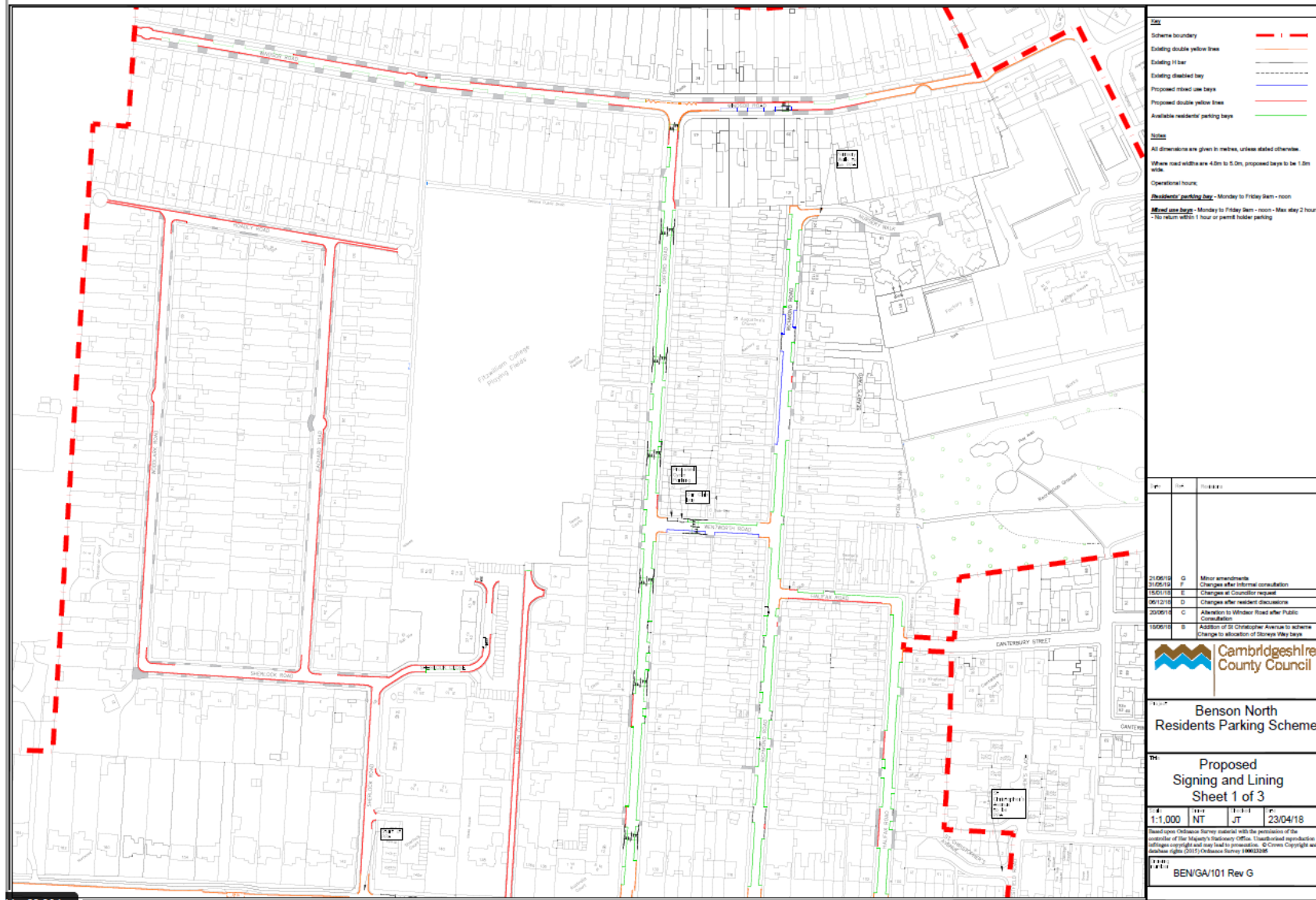
Source Documents	Location
Residents' Parking Scheme Policy	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/trav

<p>Cambridge Residents' Parking Scheme Extension Delivery Plan</p>	<p>el-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true</p> <p>https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Cambridge%20Residents%27%20Parking%20Schemes%20Extension%20Delivery%20Plan.pdf?inline=true</p>
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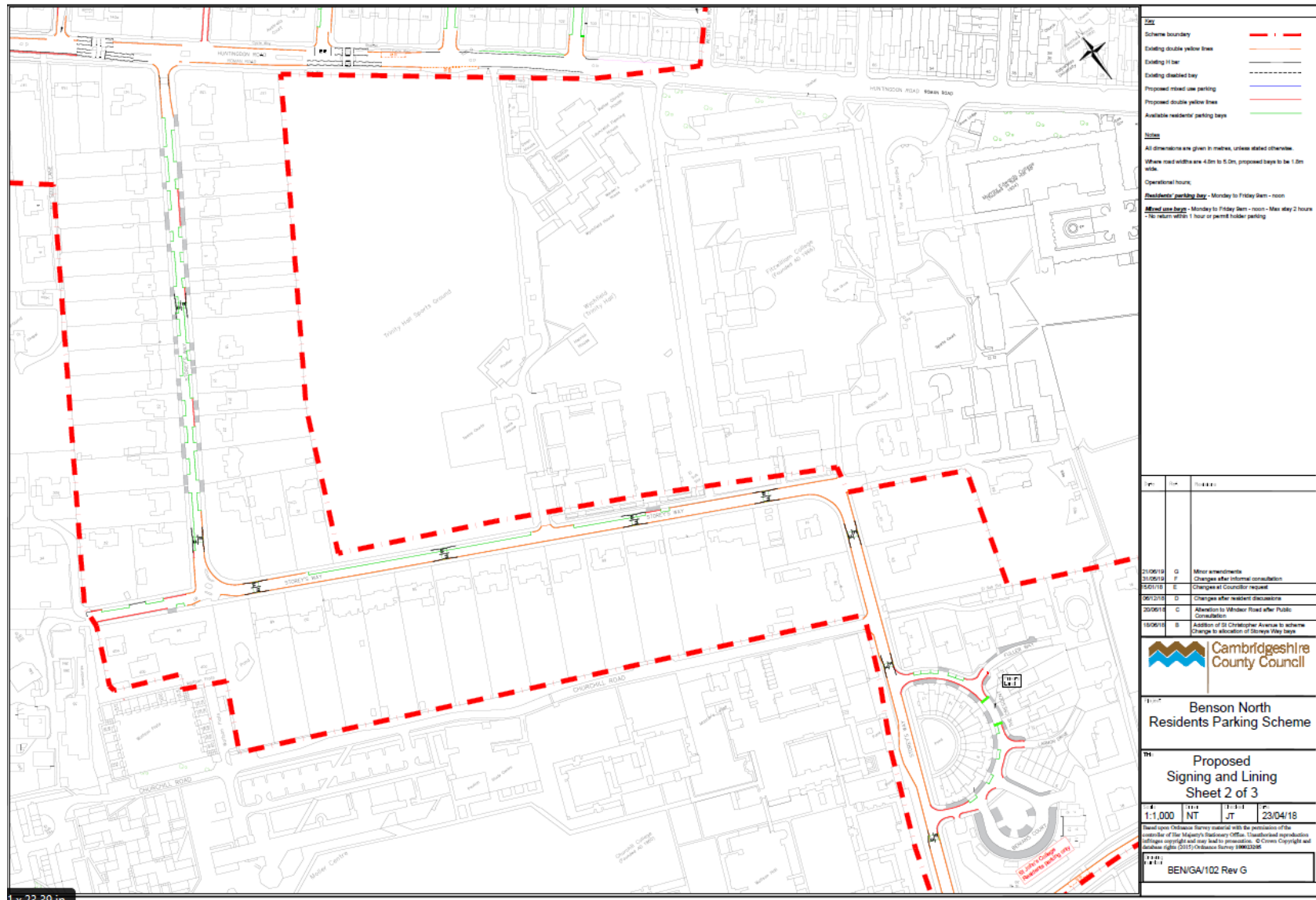
Appendix 1 - Benson North (Plan1.1)



Benson North (Plan 1.2)



Benson North (Plan 1.3)



Benson North (Plan 1.4)



Appendix 2

No.	Summary of Objections/ Representations ranked by number of times mentioned (includes issues raised in 3 or more representations)	Officer's Response
1	<p data-bbox="355 533 802 674"><u>Issues relating to the Woodlark Road, Eachard Road, Hoadly Road and Sherlock Road area (raised in 22 representations)</u></p> <p data-bbox="355 712 826 898">The current level of non-resident parking in this area is not sufficiently severe to justify a Residents Parking Scheme (RPS).</p> <p data-bbox="355 1447 834 1771">The Permit Parking Area (PPA) proposed for this area should not include extensive double yellow lines. Residents can manage parking themselves and the double yellow lines would have negative impacts, such as encouraging higher traffic speeds.</p>	<p data-bbox="866 712 1513 1406">It is acknowledged that the volume of on-street parking in these particular streets is lighter than in other parts of the zone. This is due to the fact that most properties have off-street parking and the roads are further away from the city centre, so are less likely to be used by non-residents. If the area was excluded from the RPS, it is difficult to predict with any certainty whether the area might be targeted by those displaced from streets where the RPS was implemented. However, Sherlock Road, in particular, being closest to Huntingdon Road, might well be an attractive place for non-residents to park. As most residents have off-street parking and the proposed operational times are relatively short, the RPS is not likely to have a serious impact on residents' parking practises.</p> <p data-bbox="866 1447 1513 2029">PPAs can be introduced with either no or very few double yellow lines. However, in this area the typical road width is approximately 5 metres and if yellow lines are not used, it is likely that verge and footway parking will take place to facilitate double-sided parking. This is something that the Council is trying to discourage across the city to improve conditions for pedestrians and other vulnerable road users. Information has been obtained from the fire service, which indicates that most hydrants are located in the verge or footway, so any parking there might obstruct access. Extensive lengths of double yellow lines can encourage higher traffic speeds by</p>

		<p>presenting drivers with a clear road. However, as there will still be some parking and the roads are only used for access purposes, any increase in speeds is expected to be negligible.</p>
2	<p><u>Concerns about the proposed RPS in Oxford Road and, in particular, its effect on the Therapy Room which is located in that road (raised in 13 representations)</u></p> <p>Customers of the Therapy Room will be unable to park nearby, which is a particular concern to those with limited mobility.</p> <p>Mixed use bays that provide short stay parking are too distant and may not be available to Therapy Room customers as residents will be using them. These spaces should be designated for short stay parking only.</p> <p>An Am/Pm type parking restriction, allowing parking on alternate sides of the road would be better solution than an RPS.</p>	<p>The Therapy Room is located in a part of Oxford Road that is almost exclusively residential, so it would be difficult to allocate short stay parking that would take away spaces from residents. The current high level of parking in this part of Oxford Road by both residents and commuters probably means that parking is frequently unavailable to customers. Hence, it is likely that they already have to walk some distance. The RPS is likely to improve the situation for blue badge holders as they will be able to park without charge or time limit in a resident permit holders bay. Drivers will be able to stop on yellow lines and in parking bays for short duration stops, such as to set down and drop off passengers and to load/unload. At present drivers might struggle to do that due to the very high level of parking.</p> <p>It is acknowledged that these spaces are not immediately accessible to Therapy Room customers. However, overall we have tried to provide short stay parking at locations that are convenient to visitor destinations and/or place them in roads where the loss of some resident parking is more acceptable, such as Wentworth Road. The removal of more permit holder spaces is likely to be opposed by residents. Usage of these mixed bays could be reviewed post-implementation to determine if they could be re-assigned to short stay only.</p> <p>It is not entirely clear what is being requested, but in some circumstances it is</p>

	<p>There is no justification for an RPS in Oxford Road as parking space can usually be found.</p>	<p>possible to implement single yellow lines that prohibit parking on one side of the road in the morning and the other side in the afternoon. This arrangement can remove all-day non-resident parking, but is normally used in roads where most properties have adequate off-street parking. For an area where many homes have no off-street parking, a permit type scheme is the most appropriate to avoid any inconvenience to residents.</p> <p>On-street parking demand varies in different parts of Oxford Road. For example, parking pressures tend to be less at the northern end of the road, so residents of that area are less likely to support an RPS.</p>
3	<p><u>More general concerns about parking for visitors to local business and community facilities and for tradesmen (raised in 9 representations)</u></p> <p>The scheme will create difficulties for visitors to the area, including those going to community facilities and tradespersons.</p> <p>The proposed mixed use spaces in Wentworth Road and Richmond Road that include short stay parking will be taken up by residents, so will be unavailable to visitors.</p>	<p>Clearly a parking scheme of this kind will create some inconvenience for those wishing to park on-street, but unfortunately that is the trade-off if residents wish to remove all-day non-resident parking. We have attempted to provide parking facilities, such as 2 hour parking to cater for visitors. Residents are able to purchase visitor permits and a range of others are available, such as for medical practitioners, carers and tradespersons. Disabled drivers can park in permit holder bays with their usual badge for unlimited time.</p> <p>The mixed use spaces in Wentworth Road were located there as very few properties have a frontage on that road, so resident demand is lower. The Richmond Road spaces are mostly to cater for church and community centre use. We hope that a sensible balance has been achieved, but this will be reviewed after implementation.</p>
4	<p><u>The cost, availability and inconvenience of purchasing permits (raised in 9</u></p>	

	<p><u>representations)</u></p> <p>In particular residents have expressed concerned about the general cost of a permit and possible cost increases.</p> <p>The number of visitor permits that residents can apply for should be unlimited.</p>	<p>RPSs directly benefit residents of that particular area, so it is felt that they should meet the costs of permit issue and ongoing enforcement. It is unreasonable to expect other Council taxpayers to fund a scheme that they are unable to use. Residents permit costs are periodically reviewed, but any increases are usually fairly modest.</p> <p>The maximum number of Visitors' Permits that residents can apply for is limited to 20 per annum, which allows for 100 visits. This limit applies to each person, not household, and is ample to satisfy the vast majority of residents' needs.</p>
5	<p><u>The proposed RPS operational hours (raised in 9 representations)</u></p> <p>Varying suggestions regarding the proposed operational hours. Some feel the hours should be extended to match those of surrounding area and some feel they should be shortened to just one hour as it is felt this will address commuter parking, but have less impact on residents and visitors.</p>	<p>The proposed operational times of Monday to Friday 9 am to 12 noon were chosen after much consideration and debate. They are deemed to offer the best compromise between restricting all-day non-resident parking and at the same time not being overly inconvenient to residents and their visitors. The fact that the times are less than the adjacent Benson scheme (Monday to Saturday 9 am to 5 pm) means that there could be some displacement from that area, but this is unlikely to be significant except possibly on Saturdays. Shorter hours could not be recommended as this would result in a very short enforcement window that would cause practical difficulties. Also, the shorter the operational times, the more scope there is for non-residents to work around them. There was no clear consensus, so it is recommended that the proposed days/hours remain unchanged.</p>
6	<p><u>There needs to be a greater emphasis on improving public transport link and increase park and ride capacity (raised in 5 representations)</u></p>	

	<p>A number of responses suggest that an improvement in public transport would reduce the demand for on-street parking.</p>	<p>There are a number of initiatives planned that will encourage the public to make greater use of alternatives to the private car. While those long-term projects are being developed, local councils have made some progress by installing extensive cycling facilities and an improved car club.</p>
7	<p><u>Content and timing of the consultation (raised in 4 representations)</u></p> <p>Concerns have been raised about the quality and accessibility of the consultation documents along with concerns surrounding the statutory consultation straddling the summer holiday period.</p>	<p>The proposed scheme has been the subject of an extensive multi-stage consultation process. The statutory stage is designed to formally publish the Council's agreed scheme and provides an opportunity for those affected to lodge an objection to the scheme should they wish to. For this reason the documentation is written in a more formal and legal style, but we provide various ways for people to have their say. Due to the timing of the consultation, i.e. overlapping the summer holiday period, we provided significantly more time for people to respond than the legal minimum of 21 days. Residents were able to submit comments throughout the whole period from 10th July to 27th August 2019.</p>
8	<p><u>Concerns about the parking layout in Windsor Road (raised in 3 representations)</u></p> <p>Objects to the removal of the chicane effect between Histon Road and Oxford Road.</p> <p>Between Oxford Road and the western end there are too many switches of parking bay from one side to the other, thereby reducing capacity.</p>	<p>Officers reviewed the parking layout on this section and it was felt that the suggested changes would not create more parking spaces or have any significant impact on traffic speeds.</p> <p>In response to local concerns, the original parking layout was adjusted to reduce the number of such changes. It is felt that the published layout offers the best balance of parking capacity and speed reduction.</p>
9	<p><u>Concerns about parking in that area of Richmond Road near the Church and community centre (raised in 3 representations)</u></p>	

	<p>There will still be problems with parking in this area. The mixed use bays won't help and will take away parking for residents.</p>	<p>It is likely that there is greater pressure on parking in this area with more competition for spaces. The scheme has attempted to strike a balance by allowing some mixed use parking that provides short stay parking bays that would also be available to residents. Permit holders will be exempt from the 2 hour time limit, which will only apply from Monday to Friday between 9 am and 12 noon, thereby resulting in minimal disruption to residents.</p>
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Equality Impact Assessment For employees and/or communities

Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Place & Economy		Name:	Nicola Gardner
Proposal being assessed:		Job Title:	Parking Policy Manager
The installation of a Residents' Parking Scheme in the Benson North Area		Contact details:	01223 727912
Business Plan Proposal Number: (if relevant)		Date commenced:	02/09/19
		Date completed:	27/09/19
Key service delivery objectives:			
The aims of removing free/unlimited parking within the Benson North via the introduction of a RPS are to reduce congestion, cut air pollution, improve road safety, whilst supporting local business/community facilities and prioritising parking for those that live within the defined scheme area.			
Key service outcomes:			
To encourage the use of more sustainable methods of transport and reduce the reliance on vehicles coming into the city, hence reducing congestion and air pollution to improve the quality of life for residents and those that visit the city.			
What is the proposal?			
With the ever increasing demand for on-street parking, the proposed introduction of a the Benson North RPS (as detailed in Appendix 1) will prioritise parking for residents' and support local business/facilities by offering alternative and accessible limited parking options.			
What information did you use to assess who would be affected by this proposal?			
A comprehensive assessment of the proposed scheme area was undertaken by officers; this assessment identified the properties that would be directly impacted by the proposed change. The public consultation sought feedback on the proposed changes from those residents and the subsequent statutory consultation from both those within and those outside of the area.			
Are there any gaps in the information you used to assess who would be affected by this proposal?			
No			

Who will be affected by this proposal?

As this scheme operates between 9 am and 12 noon, the impact of these changes are limited. However during these hours the below groups may be affected:

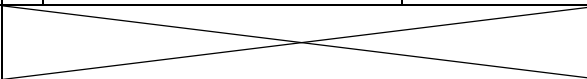
- Residents and their visitors
- Local business and/or their clients
- Non-residents' visiting the area and/or those commuting either into Cambridge or to onward destinations.
- Tradesperson and/or those providing a service to residents

Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment

Check the boxes to show which group(s) is/are considered in this assessment.

Note: * = protected characteristic under the Equality Act 2010.

*	Age	<input type="checkbox"/>	*	Disability	X
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>			
	Rural isolation	X			
				Poverty	X

Section 3: Equality Impact Assessment

Research, data and/or statistical evidence

The project has involved determining the number of properties that fell within the area and establishing the widths of the roads throughout the scheme, a measurement key to determining the appropriate location of parking in-line with the Residents Parking Policy.

Consultation evidence

A public consultation was undertaken from 01/02/19 to 14/03/19. A consultation document, FAQ sheet and A3 colour parking plans were sent to all the properties/business within the defined scheme area. The consultation results showed that the majority of those that responded, supported the proposed restrictions.

Whilst this consultation was predominantly aimed at residents directly affected by the proposed changes, all feedback was considered.

A statutory consultation which sees the proposal advertised in the local press and by on-street site notices was subsequently undertaken from 10/07/19 to 27/08/19. This consultation invited the public to submit written representations on the proposals made. Letters were also sent to all properties/business within the defined area along with statutory consultees such as the Cambridgeshire Police

and Cambridgeshire Fire and Rescue service.

All objections raised during the statutory consultation are considered by the Cambridge City Joint Area Committee (CJAC). The general public can register to speak at this committee.

Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?

During the schemes operational hours, the removal of non-residents/commuter parking will:

- Reduce the competition for limited on-street parking and as such residents should find it easier to park close to their homes, benefiting those with limited mobility.
- The removal of free parking aims to reduce congestion and air pollution thereby encouraging more sustainable modes of transport, benefiting those more vulnerable to poor air quality such as the elderly and young children.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?

The introduction of a RPS will inevitably bring a number of negative implications. These include:

- Cost - as schemes as a whole should be cost neutral to the council, there will be fees associated to the majority of permits types, resulting to potential negative impact to those in poverty.
- Inconvenience - those visiting local business or services will need to a purchase pay and display ticket and non-residents looking for free all day parking including those from rural areas, will have to seek alternative parking options.
- Loss of space - double yellow lines are installed to protect access and would therefore reduce parking capacity within the scheme. Non-residents looking for free all day parking including those from rural areas, will have to seek alternative parking options.

How will the process of change be managed?

If the attached recommendations are approved, implementation of the scheme will be arranged. This will include:

- Residents and business/organisation directly affected by the installation being advised in writing of the installation programme.
- Residents in the defined area will also be advised, in writing, how to apply for permits.
- Information relating to installation and permit application will be available on our website. The website will also reflect any change to the installation programme as on-site works could be affected by unforeseen circumstances, such as poor weather or a car being parked appropriately.
- The Parking Services and Parking Policy teams will be available to answer any questions/queries regarding the processes via email or telephone (during office hours).
- Information regarding alternative parking such as park & ride and pay & display locations can be found on our website, together with other travel

advice, such as car club information.

- Once a scheme is operational, a two week warning period will follow. During this period vehicles that are parked contravening regulations will receive a warning notice.

How will the impacts during the change process be monitored and improvements made (where required)?

During the installation:

- Site visits will be undertaken by officers during the installation period
- Daily reports will be submitted by our contactors.
- Any issues highlighted either via the above or from residents directly will be addressed promptly by officers in consultation with our contractor.
- The project will be co-ordinated by the Parking Policy Team and monitored by the Parking Project Co-ordinator and Parking Policy Manger.

Section 4: Equality Impact Assessment - Action plan

See notes at the end of this form for advice on completing this table.

Details of disproportionate negative impact (e.g. worse treatment / outcomes)	Group(s) affected	Severity of impact (L/M/H)	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
Non- residents including those from rural location will need to seek alternative parking option(s).	Non-residents from rural location	M	<ul style="list-style-type: none"> Short stay pay & display parking options have been incorporated into this scheme. There are a number of Park & Ride sites located across Cambridge, including Babraham, Madingley, Milton, Newmarket and Trumpington. There are also 2 further Park and Ride sites on the Guided Busway at Longstanton and St Ives. A number of initiatives are currently being considered by the Greater Cambridge Partnership (GCP). These initiatives will focus on improving transport links into Cambridge. 	CCC CCC GCP	Scheme implementation TBC	Completed TBC
Removal of free, unlimited parking will impact those with disabilities, at the risk of social isolation and those who provide care.	Disabled and those receiving care in their own home	L	<ul style="list-style-type: none"> Blue badge holders can park free and without time limit within resident permit holders, pay & display and mixed use bays. Blue badge holders can apply for an annual Visitors' Permit which offers unlimited visits. 	CCC CCC CCC	Scheme implementation	Completed

Details of disproportionate negative impact (e.g. worse treatment / outcomes)	Group(s) affected	Severity of impact (L/M/H)	Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact	Who by	When by	Date completed
			<ul style="list-style-type: none"> Free Medical Permits are available for non-professional carers (obtained by residents). Health Care Worker Dispensations for professional careers. 	CCC		
Associated permit costs	Residents	L	GCP have committed to covering the associated implementation cost of this scheme. Residents will only be required to pay for a permit and not the usual one-off implementation cost.	GCP	Scheme implementation	Completed

Section 5: Approval

Name of person who completed this EIA:	Nicola Gardner	Name of person who approves this EIA:	Elsa Evans
Signature:	<i>Nicola Gardner</i>	Signature:	<i>E Evans</i>
Job title:	Parking Policy Manager	Job title:	Authorised signing-off officer for Equality and Diversity Implications, Place and Economy
Date:	04/10/19	Date:	04/10/19

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED RESIDENTS PARKING SCHEME AMENDMENTS IN QUEEN EDITH'S
(MORLEY) AREA, CAMBRIDGE**

To: Cambridge City Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director – Place & Economy

Electoral division(s): Queen Edith's

Forward Plan ref: n/a **Key decision:** No

Purpose: To determine objections and other written representations received to proposed amendments to the residential parking scheme in various roads in Queen Edith's (Morley) area.

Recommendation: The Committee is recommended to:

- a) Introduce the proposed amendments as shown on the drawing shown in Appendix 1 as published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Gary Baldwin Post: Engineer (Policy & Regulation) Email: gary.baldwin@cambridgeshire.gov.uk Tel: 01480 372362	Names: Councillor Richard Robertson Post: Chair Email: richard.robertson@cambridge.gov.uk Tel: 01223 249787
	Names: Councillor Linda Jones Post: Vice-Chair Email: linda.jones@cambridgeshire.gov.uk Tel: 01223 249787
	Names: Councillor Amanda Taylor Post: Divisional Councillor Email: amanda@ajtmail.co.uk Tel: 01223 249787

1. BACKGROUND

- 1.1** A residential parking scheme (RPS) was introduced in the Queen Edith's (Morley) area of Cambridge in autumn 2017. Essentially, the scheme restricted most on-street parking to permit holders only (residents and their visitors) from Monday to Friday between 10am and 7pm. There are also some short-stay parking spaces, with pay & display machines, at selective locations, typically near to business premises. The implementation of the parking scheme followed an extensive public consultation exercise, including the consideration of objections by this Committee on 14th March 2017.

2. MAIN ISSUES

- 2.1** It is usual practice to review residential parking schemes approximately 12 months after implementation to determine how successful they have been and whether any amendments might be required.
- 2.2** In the months following the implementation of the scheme, a number of residents expressed concerns that there is insufficient parking available for visitors, particularly in the vicinity of Rock Road library. It has also been brought to the Council's attention that a number of peripatetic music teachers regularly visit Morley Memorial Primary School in Blinco Grove. There is no available on-site parking at the school and due to the Morley RPS and other parking pressures in the area, there is very little convenient on-street parking for the teachers. In addition to the visitor requirement, there were also requests to provide more resident permit holder spaces and cycle parking in the area.
- 2.3** As a result, these issues were considered as part of the 12 month review by Councillor Taylor and officers to see what changes might be feasible. A number of possible changes were identified to address the various concerns raised. It was agreed that the following amendments to the residents parking scheme would be pursued:-
- Blinco Grove – Replace existing resident permit holder parking spaces with new pay & display parking (4 hour max. stay Mon-Fri 10am-7pm) on the north side to the east of Rock Road.
 - Rock Road – Replace existing no waiting at any time with new resident permit holder parking (Mon-Fri 10am-7pm) on the east side to the south Cherry Hinton Road.
 - Rock Road – to replace existing resident holder parking space with new cycle parking outside the library.
 - Rathmore Road – to replace existing resident holder parking space with new cycle parking on the east side to the south of Cherry Hinton Road.

A drawing showing the proposals is shown in **Appendix 1**.

- 2.4** These amendments were advertised in the Cambridge News on 14th August 2019 and the statutory consultation period ran until 12th September 2019. The Council is required 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 submit written representations on the proposals within a minimum twenty one day notice period. In this instance, a longer period was allowed due to it being carried out during the traditional summer holiday period. There is also a requirement to consult with certain organisations, including the emergency

services and others likely to be affected. Residents in the immediate area of each of the changes were consulted by letter. This provides an opportunity for any interested party to submit a written representation on the proposal.

- 2.5** A total of 26 representations were received. Almost all of the responses were objections to the proposal to convert the resident permit holder spaces in Blinco Grove to 4 hour pay & display parking and the proposal to convert a resident permit holder bay outside the Rock Road library to cycle parking. No objections were received in relation to the new resident permit holder parking at the north end of Rock Road or about the proposed cycle parking in Rathmore Road. The main points raised in relation to the proposals are summarised in the table in **Appendix 2** and officer responses are also given in the table.
- 2.6** Cambridgeshire Police do not object to the proposals.
- 2.7** It is clear that there is some local opposition to two of the proposed changes. The loss of resident permit holder spaces in Blinco Grove is understandable, but the pay & display parking will only be operational from Monday to Friday between 10am and 7pm, so will not affect parking at times of highest resident demand, such as at overnight and at the weekend. On-street parking is lighter during the working day, so those residents who do need to park on-street during the daytime should be able to find convenient parking near their homes. The proposed conversion of one permit holder space to cycle parking near Rock Road library is likely to have only a minimal impact on resident parking. Consequently, it is recommended that the published proposals to amend the current scheme be approved and implemented.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:-

- The main objectives of the Council's programme of residential parking schemes is to give parking priority to residents and to reduce traffic coming into Cambridge, with the aim of reducing congestion and improving air quality. The proposed amendments are intended to provide additional parking for visitors to the area and increase cycle parking, thereby offering an alternative to private car travel.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:-

- The residential parking schemes, including modifications to them, are being funded through the Greater Cambridge Partnership (GCP).

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:-

- The required statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:-

- The statutory consultees have been engaged, including the Police, other emergency services and residents directly affected. Notices were placed in the local press and were also displayed on the road affected by the proposal. The documents associated with the proposal were available to view in the reception area of Shire Hall and online.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:-

- The Divisional Councillor was closely involved in the development of these proposals and all relevant County and City Councillors were formally consulted. Residents directly affected by the proposals were consulted by letter and notices were displayed on site.

4.7 Public Health Implications

There are no significant implications for this priority.

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: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Vanessa Bismuth
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	No comment Name of Officer: Tess Campbell/ Iain Green

Source Documents	Location
Redacted copies of all representations received	https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1092/Committee/11/Default.aspx
Residents Parking Scheme Policy	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true
Cambridge Residents' Parking Scheme Extension Delivery Plan	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Cambridge%20Residents%27%20Parking%20Schemes%20Extension%20Delivery%20Plan.pdf?inline=true

PROPOSED PARKING RESTRICTION AMENDMENTS - QUEEN EDITH'S (MORLEY) AREA, CAMBRIDGE

Blinco Grove



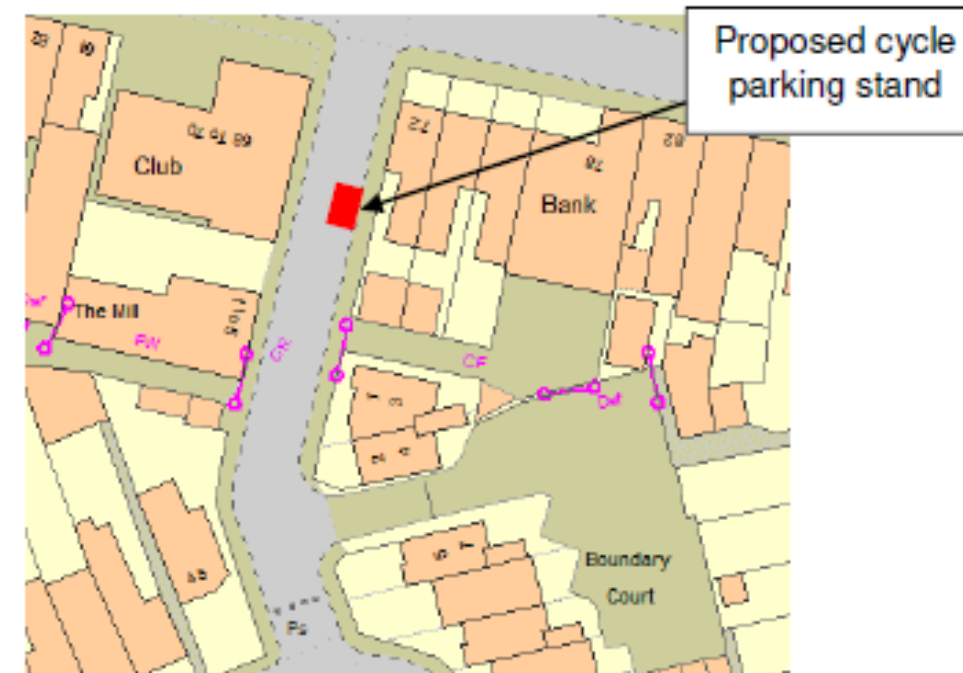
Rock Road



Rock Road



Rathmore Road



Appendix 2

No.	Summary of Objections/ Representations ranked by number of times mentioned (includes issues raised in received by 3 or more representations)	Officer's Response
1	<p><u>Objections to the loss of resident permit holder parking spaces in Blinco Grove (raised in 22 representations)</u></p> <p>The spaces are needed by residents and their visitors, particularly those who live in roads where there is greater parking pressure, such as Marshall Road. Parking capacity has been lost due to residents installing dropped kerbs, so there is an increasing need for these spaces (mentioned in 22 representations).</p> <p>A better solution would be to convert the bays to mixed use, i.e. available for short-term visitors and permit holders during the operational hours. This would create more flexible use of the available space. Mixed use bays have been used in nearby Rustat Road. An alternative would be to split the parking bay to allocate a few spaces for pay & display parking and leave the remainder for residents. The number of visitor spaces is excessive, so mixed use makes more sense. 2 hour parking, rather than the proposed 4 hour, would be better (mentioned in 17 representations).</p>	<p>Observations would suggest that the Blinco Grove spaces are not well used by resident permit holders, particularly during the working day. It is accepted that the spaces are more heavily used overnight and at the weekend. However, the pay & display parking would only apply during the current operational hours of the main scheme (Monday to Friday 10am to 7pm) with parking unrestricted outside of those times. Hence, the proposed change will not have a significant impact on parking at times of highest demand.</p> <p>If these spaces are needed by residents, as suggested, that would indicate that if mixed use was installed there would be insufficient space for visitors as they would be taken up by residents. This would also make the allocation of pay & display parking financially unviable in terms of machine cost, maintenance, etc. If the parking bay was split to provide 2 or 3 pay & display spaces, again, there would be insufficient capacity to make this worthwhile. Mixed use parking spaces have been used at other locations, such as in Rustat Road. However, the proposed pay & display spaces in Blinco Grove are designed to support local public services, i.e. the library and school, and it is important that parking spaces are available for their use. If the suggested mixed use spaces were heavily used by resident permit holders, spaces might not be available to visitors. Those likely to use the parking</p>

	<p>spaces, such as teachers, need more than 2 hours parking.</p> <p>A number of concerns have been raised about the lack of visitor parking, most notably for library staff/users and those teaching at Morley Memorial Primary School. This part of Blinco Grove was chosen due to apparent lower demand for resident parking and its location reasonably close to the library and school. At present, a visitor wishing to park in this part of Blinco Grove, during the operational hours, would need to use a resident-issued visitor permit that would cover the whole day at a cost of £2.40. The pay & display spaces would offer parking at 60p per hour, so is a more affordable solution for visitors and would not use up a resident's limited allocation of visitor permits. Detailed parking surveys are not usually undertaken for relatively minor changes, such those being proposed.</p>
<p>There is no clear justification for conversion to short-stay pay & display and it has not been fully assessed (mentioned in 12 representations).</p>	
<p>The provision of more parking for visitors to the area will encourage greater car use and negative impacts of that, such as congestion and pollution (mentioned in 5 representations).</p>	<p>This is acknowledged, but it has to be balanced with the need to support local services and other short-term parking needs. The peripatetic teachers have little alternative than to drive to the school due to the nature of their work.</p>
<p>Allocate some short stay parking in Baldock Way for school use (mentioned in 4 representations).</p>	<p>Baldock Way is outside of the Morley RPS. Hence, it is likely that there would be objections from residents of Baldock Way to the creation of pay & display parking in their road without any apparent benefit to them. It is likely that the Council will be considering an RPS in the Baldock Way/Cavendish Avenue/Glebe Road area in future. It may be possible to consider the case for short stay parking as part of that scheme.</p>
<p>The existing pay & display spaces in Rock Road near Cherry Hinton Road are underused, so why create more (mentioned in 4 representations).</p>	<p>It is acknowledged that these spaces are not overly well used. Unfortunately, they are not conveniently located to serve the library or school. They are intended to provide short-stay parking for the businesses on Cherry Hinton Road.</p>

2.	<p><u>Objections to loss of resident space outside Rock Road and proposal to install cycle parking (raised in 11 representations)</u></p> <p>There are safety concerns with cycles being parked on-street, particularly since cycles are often used by younger people (mentioned in 11 representations).</p> <p>In is better to provide cycle parking within the library grounds, but the existing stands appear to have been removed for no good reason (mentioned in 11 representations).</p> <p>The parking spaces are needed by resident permit holders (mentioned in 9 representations).</p>	<p>On-street cycle parking has been provided at a number of locations in Cambridge with no known safety issues. Traffic flows and speeds are relatively low in this part of Rock Road, so there are no significant safety concerns. There is considered to be no negative equality/diversity impact for the protected characteristic of the younger age group.</p> <p>There is a plan to improve the appearance of the area in front of the library, which includes removal of the cycle racks. Therefore, alternative cycle parking needs to be found.</p> <p>The proposal will result in the loss of one resident holder space, so capacity is not being significantly reduced. A number of properties in this part of Rock Road have off-street parking, so demand is a little less than in some other roads in the area. One of the goals of introducing a RPS is not only to prioritise parking for residents, but also to promote modal shift and healthier transport options such as cycling, reducing congestion and car ownership. The installation of cycle racks within residential areas in the city offers an alternative to car usage.</p>
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**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED WAITING RESTRICTIONS ON CHURCH END, CHERRY HINTON**

To: Cambridge Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director Place & Economy Directorate

Electoral division(s): Cherry Hinton (County and City)

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

Purpose: To determine objections received in response to the publication of proposed waiting restrictions on Church End, Cherry Hinton.

Recommendation: The Committee is recommended to:

- a) Implement the proposals in Church End as originally published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Sandra Crawford
Post:	Traffic Manager	Post:	
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	Sandra.crawford@cambridgeshire.gov.uk
Tel:	0345 045 5212	Tel:	

1. BACKGROUND

- 1.1 Church End is an unclassified road with a mixture of residential and business premises running from its junction with High Street, Cherry Hinton/Tevesham Drift at its southerly end to its exit at Rosemary Lane at its north easterly end. It is located in the Electoral Division of Cherry Hinton approximately 2.5 miles south east of Cambridge City centre. A location plan can be found at **Appendix 1**.
- 1.2 The section of Church End subject to the proposed waiting restriction is situated between Church End's junctions with March Lane and Neath Farm Court.
- 1.3 It has been proposed to install no waiting at any time on Church End on its north side from a point 14 metres north west of its junction with March Lane for a distance of 78 metres (including both sides of its northern spur for a distance of 8 metres) and on its south side from a point 28 metres north west of its junction with March Lane for a distance of 33 metres. A plan showing the extent of the proposed restrictions can be found at **Appendix 2**.
- 1.4 These proposals are being made following the submission of a Local Highways Improvement Initiative (LHI) to address local residents concern regarding speeding and volume of traffic on Church End. The proposed waiting restrictions have been proposed as part of wider traffic calming scheme which includes a priority feature (give way feature and traffic island) and speed cushion. A plan showing the scheme in its entirety can be found at **Appendix 3**.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 23rd August 2019. The statutory consultation period ran from the 23rd August 2019 to the 13th September 2019.
- 2.3 The statutory consultation resulted in 7 representations, 2 objections and 5 statements of support. These have been summarised in the table in **Appendix 4**. The officer responses to the objections and statements of support are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire's children**
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 Local Highways Improvements scheme.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

The proposed scheme in its entirety will slow traffic and improve safety for road users in particular the elderly and children. Therefore this proposal will have positive equality impact on these protected groups. Officers have considered the equality impact (pregnancy and maternity) as raised in the second comment in the second Objection and explained there is no potential negative impact.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

County Councillor Sandra Crawford and City Cllrs Mark Ashton, Robert Dryden and Russ Mc Pherson were consulted.

4.7 Public Health Implications

There are no significant implications for this priority.

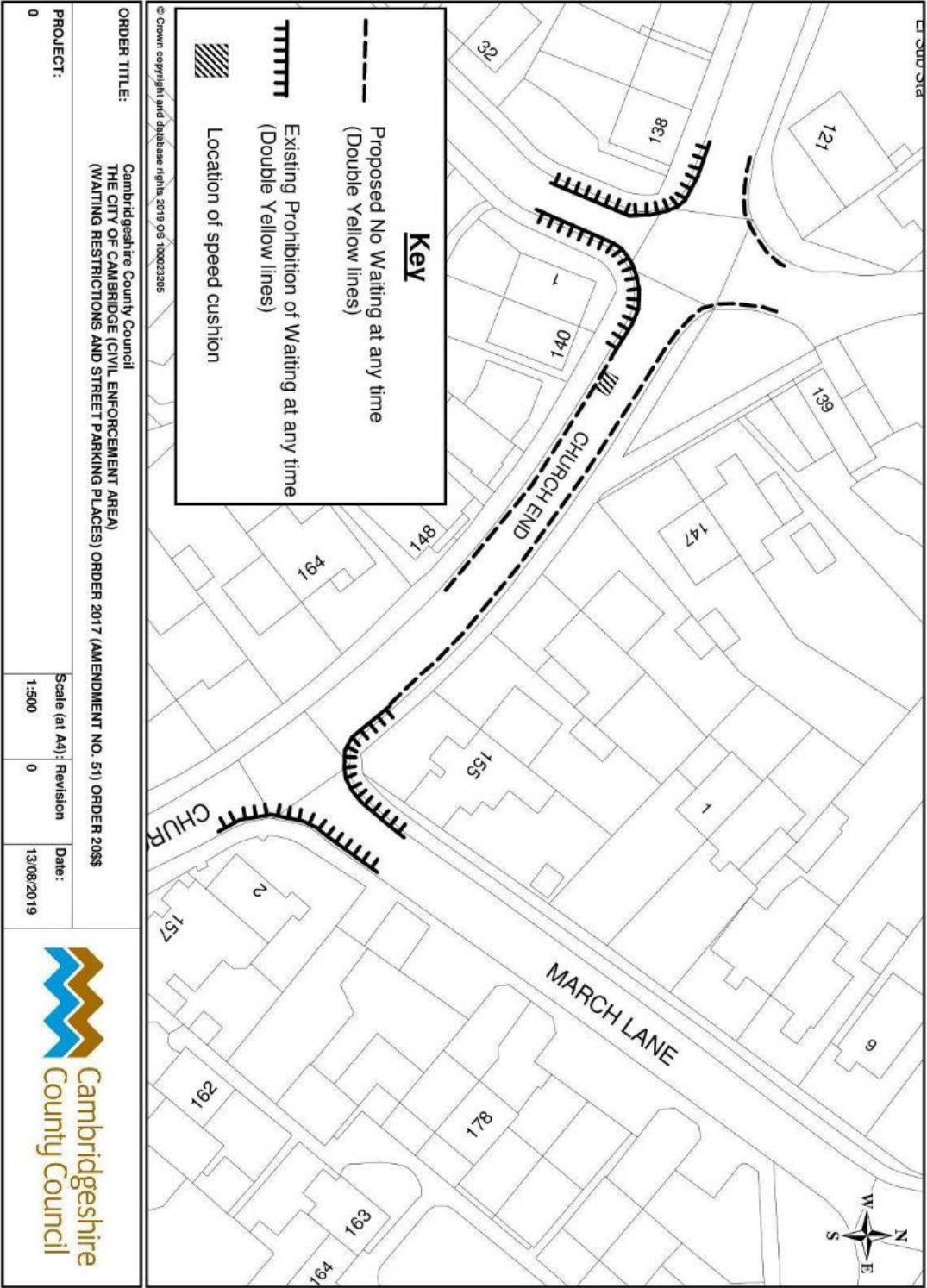
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the	Yes Name of Legal Officer: Fiona McMillan

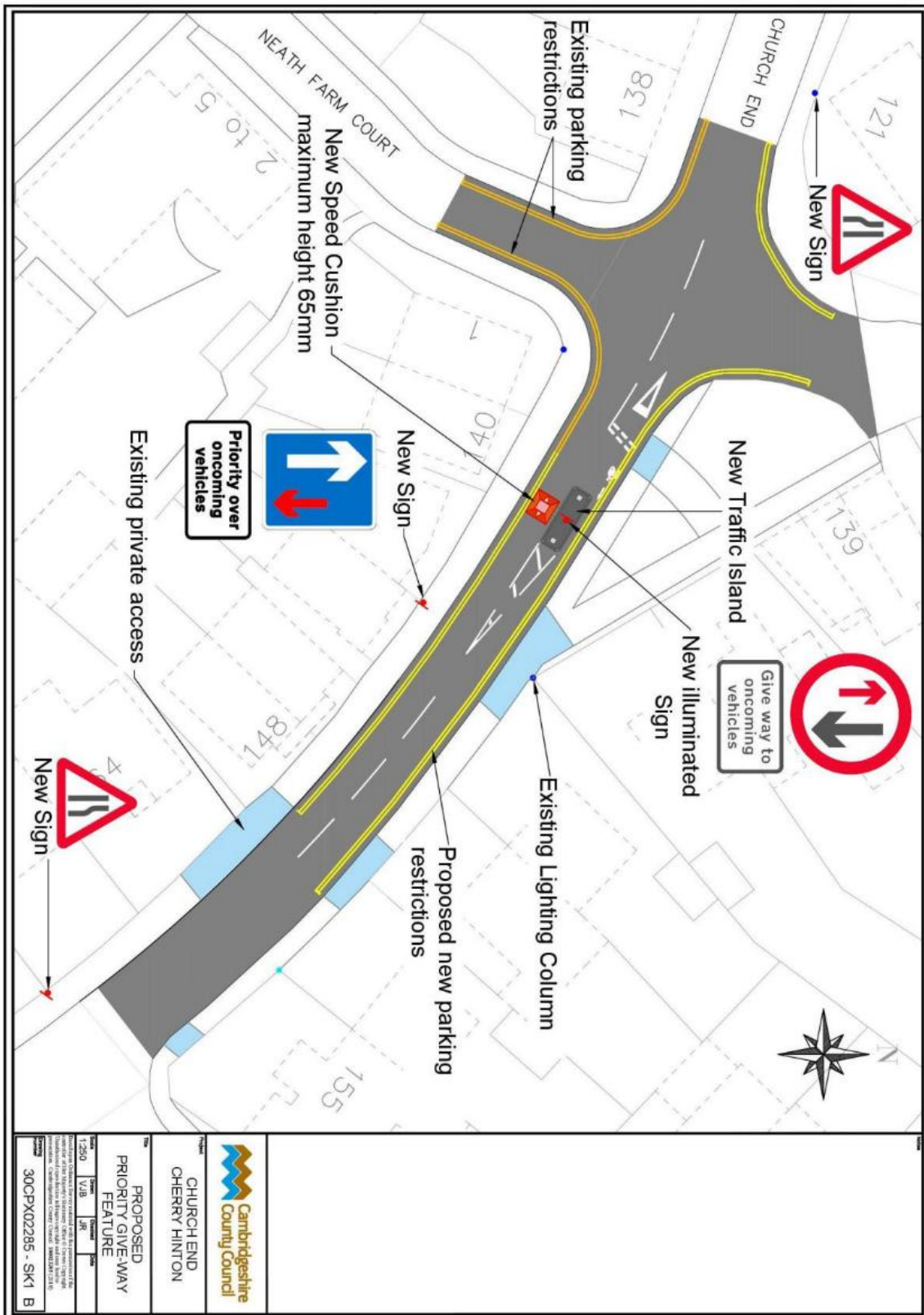
Council's Monitoring Officer or LGSS Law?	
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
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

Cambridgeshire County Council







No.	Consultation Responses	Officer's Comments
1	<p>Objection stating: We have witnessed a near-head-on collision between a speeding car and a hatchback opposite our house as well as the immediate aftermath of an accident where a speeding driver rammed parked cars and then overturned. Many drivers ignore the 20mph limit. They should be fined but I see no evidence of enforcement! Signage is also inadequate (tiny signs, some overgrown).</p> <p>Despite this, we have misgivings about the proposed scheme. In particular it seems unfair to introduce parking restrictions in the part of Church End where fewest houses have off-street parking. Most minor roads in Cambridge allow residents' parking, and drivers are expected to drive sensibly in those areas.</p> <p>We sometimes park a small car on the corner of the private road opposite Neath Farm Court in a spot indicated by the previous owners of our house in response to a query by my solicitor. I do not understand what reason the county council has for putting double yellow lines on that spot. If it doesn't cause a problem for our neighbours, with whom we have a good relationship, why should it bother the council? Please can you explain this and reconsider.</p> <p>I came home from work earlier than usual yesterday and saw the evening rush hour on Church End, which I normally miss. I was astonished at the volume of traffic, with cars queuing from both directions and mounting the pavement to pass one another.</p>	<p>Enforcement of speed limits would be a matter for the police, The 20 mph 'repeater' signs that are commonly seen attached to lighting columns used throughout a 20mph zone are used as per traffic signs regulations. If road signs are obscured by vegetation this can be reported to Cambridgeshire County Council via the online reporting portal.</p> <p>The majority of the properties in the vicinity of the proposed double yellow lines have access to off street parking either by having driveways or designated off streets parking spaces (as with Nos. 140-148 Church End). Cambridgeshire County Council as Highway Authority has to balance residents' parking needs with road safety considerations. Whilst we acknowledge that there may be some loss of off street parking because of the proposed parking restrictions that will inconvenience residents the major concern is the safe movement of traffic on the public highway.</p> <p>The Highway Code states that drivers should not park opposite or within 10 metres of a junction and therefore the proposed double yellow lines at the splay of the junction opposite Neath Farm Court will reinforce this and this section of this access road is within the boundary of the public highway.</p> <p>The proposed scheme for Church Lane is proposing a number of measures including a priority give way feature and traffic island on the eastbound side of the carriageway, a speed cushion on the westbound side of the carriageway and no waiting at any time (double yellow lines) on both side of the carriageway.</p>

	<p>I assume that the purpose of the proposed parking restrictions is primarily to improve traffic flow opposite our house. We fear this will change the residential character of our street and make it even more of a rat run than it already is.</p> <p>The improved sight lines around the corner may actually embolden drivers who would previously have slowed down because of parked vehicles to slam straight through the junction at off-peak times.</p>	<p>As you will see from the attached plan the proposed double yellow lines are needed as part of the priority give way feature and traffic island to ensure that both sides of the carriageway remains clear to ensure a free flow of traffic through the give way feature.</p> <p>The proposed waiting restrictions in collaboration with the proposed speed cushion, traffic island and priority give way feature is designed to slow traffic through this section of Church End and in connection with the wider traffic calming measures and 20mph speed limit should discourage 'rat running' and speeding.</p>
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2	<p>Objection stating: I am writing to object to the proposed changes to Church End, Cherry Hinton. Having lived in Church End for over 6 years, I have experienced many problems with not only parking but speeding outside my house. I do not believe that the proposed double yellows and speed bumps will solve the problem, in fact it will only move the problem further along Church End.</p> <p>I personally am about to get a second car as my second baby is due any day. My plan is park outside my front door. However, this will not be possible with the proposed double yellows meaning I have to struggle with a newborn from further down Church End.</p> <p>At the present time we are having a lot of problems with the garages on Church End parking along Church End, often on pavements or double parking. Recently there has been an increase in the number of Uber taxis and garage related cars around the Green of Neath Farm Court. Some of these are parked very badly making it difficult to enter and exit the car parks on NFC. This will only get worse if</p>	<p>These proposals are being made following the submission of a Local Highways Improvement Initiative (LHI) to address local residents concern regarding speeding and volume of traffic on this section of Church End. This scheme is proposing a number of measures including a give way feature and traffic island on the eastbound side of the carriageway, a speed cushion on the westbound side of the carriageway and no waiting at any time (double yellow lines) on both side of the carriageway. It is appreciated that the proposed waiting restrictions may cause some displacement of parking but the proposed double yellow lines are needed as part of the priority give way feature and traffic island to ensure that both sides of the carriageway remains clear to ensure a free flow of traffic through the give way feature. The length of double yellow lines is relatively short (78 metres on the northern side and 33 metres on the southern side) and the majority of properties on this section of Church End have off street parking facilities.</p> <p>It is my understanding that numbers 140 – 148 Church End have dedicated off street parking at the rear of the properties? Cambridgeshire County Council as Highway Authority has to balance residents' parking needs with road safety considerations. Whilst I sympathise that the propose Prohibition of Waiting will cause some loss of on street parking on the highway the purpose of the highway is for passing and re-passing. It is acknowledged that there may be some displacement of parking because of the proposed parking restrictions but the major concern is the safe movement of traffic on the public highway.</p> <p>I note the comments you have raised regarding inconsiderate parking by nearby businesses, parking enforcement and issues regarding dangerous parking in Cambridge should be raised with Cambridgeshire County Council's Parking Services Team.</p> <p>Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement process and</p>
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<p>the double yellows are enforced. Please can the council talk to the Garages, the main culprit being Regency Autos, about them parking customer and staff cars along Church End and Neath Farm court. Also can you look into putting in residents only parking spaces along Church End and NFC.</p> <p>Re. Speed bump. I object to the speed bump, firstly on the grounds that one speed bump is pointless. Speeding cars will grind to a noisy halt outside my children's bedroom windows and then speed up again. Being only one speed bump, this will do nothing to slow down the traffic from Rosemary Lane direction, in fact I believe it would only get worse.</p> <p>Having park cars outside 140-148 Church End in itself acts as a speed bump and without those cars the speeding will only get worse. I regularly see cars doing 40-50 MPH along Church End. We have had a number of serious accidents caused by speeding.</p> <p>The double yellows and speed bump will not help the residents of NFC (including</p>	<p>would need the support of local Councils and Councillors. Before a scheme is implemented an assessment is made to make sure that introducing a scheme is technically and financially feasible. Implementing parking restrictions requires the making of a legal order, which involves 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. Should any objections be received then a report would go before Members for decision. As resident Parking schemes are, by their nature, of a direct benefit to a small and localised group of residents, the general principle will apply that Residents' Parking Schemes are set up and run on a cost-recovery basis i.e. schemes are self-funding and not eligible for Local Highway Improvement contributions. Residents would need to meet the cost of the resident parking scheme through the purchase of resident parking permits. Permit parking schemes are primarily used in areas where most homes have little or no off-street parking and have no option but to park on-street.</p> <p>As stated above the speed cushion is part of a number of measure including a priority give way feature and traffic island which in their entirety will slow traffic.</p> <p>It is accepted that long lengths of yellow lines can result in an increase in traffic speeds, however, the relatively short lengths of yellow lines in conjunction with the speed cushion, traffic island and give way feature has been proposed on Church End to improve road safety by slowing traffic.</p> <p>Addressed above; this scheme in its entirety will improve road safety and traffic flows.</p>
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<p>140-148 Church End) exit the Court. There will be increasing problems turning right out of the Court at busy times. Made worse by the lack of double yellows outside the White houses (138). With no double yellows, there will still be issues with cars piling up after the speed bumps to get past the parked cars towards Rosemary Lane.</p> <p>Several neighbours having emailed you about this proposal have been emailed back a second proposal which includes putting in a traffic island as well as a speed bump. I am a little confused why this has been sent out, when you have mailed out and attached to lamp posts the version with only a speed bump and double yellows. If the Council have changed their plans for the road, then it is important that all residents are made aware of the change to the proposal and given a fair say in the changes.</p> <p>I would also like to ask why the residents on NFC have not been given the letter about this proposal. They have as much right to comment as those on Church End as they live off Church End and are part of the community.</p>	<p>A Traffic Regulation Order (TRO) is required to install the double yellow lines and as part of the statutory TRO process Cambridgeshire County Council as the Order making Authority is required to advertise a notice of the proposed TRO in the local press, post notice on site and consult with our statutory consultees and interested parties. Cambridgeshire County Council as Highway Authority is also required to consult with our statutory consultees and post notice on site when proposing to install speed cushions. Notice was therefore posted on site and consultation letters sent to nearby properties regarding the proposed Traffic Regulation Order for the double yellow lines and the proposed speed cushions. As consultation on the entirety of the scheme (including the proposed traffic island and give way feature) has been previously carried out by colleagues in Highways Projects a simplified plan was drawn up just to show those restrictions being consulted on for the TRO and Notice of Intent to install a speed cushion, there has not been a change of what is being proposed the scheme in its entirety includes a proposed traffic island and give way feature as well as double yellow lines and speed cushion. For your reference I attach a plan showing the proposed scheme in its entirety.</p> <p>Letters were sent to all those properties directly affected by the proposed double yellow lines and speed cushion (i.e. those properties on Church End and Neath Farm Court in the vicinity of the proposed restrictions), notice was also posted on site, in the local press and on Cambridgeshire County Councils website. As stated above a larger scale consultation exercise was carried out for the entire scheme on Church End by</p>
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	<p>I know that something needs to be done to stop the speeding along Church End, however a better solution is needed. Can't you make it a resident's only access road? Also by restricting the garages' parking of customer cars this will remove a lot of problems. Parking wasn't that much of an issue before a Regency Autos moved here. You only need to visit the road on a Sunday to see the difference in parking and driving on the road.</p>	<p>colleagues in Highway Projects.</p> <p>To make Church End a 'resident's only access road' would require the public highway to be stopped up, It may then be feasible to have some form of access control system for residents. Usually public highways can be stopped up to allow for development to take place or where the highway is no longer needed for public use. Any application to stop up the highway would involve advertisement and consultation whereby objections can be lodged. It is also worth noting that if a road is stopped up the maintenance burden for the up keep of the road would become the responsibility of those parties using it for access.</p>
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3	<p>Statement of support:</p> <p>I am writing to express my support for the above TRO (PR0567) for improvements on Church End. Traffic and speeding are a regular nuisance on the street which is compounded by lack of visibility around the curve on the road. Making double yellow parking restrictions will improve visibility around this bend which has been the site of many accidents and narrow misses. I would also appreciate if steps could be taken to reduce speeding on this popular rat run during rush hours.</p>	<p>Your support for the proposed double yellow lines is noted.</p> <p>Just to confirm a traffic island and priority give way feature is also proposed but as this does not require a traffic regulation Order this wasn't included on my plan. I attach a plan showing the location and extent of the traffic island and give way feature.</p>
4	<p>Statement of support:</p> <p>We approve of this waiting restrictions outlined in your letter of 23rd August 2019 (ref: PRO567), this will greatly assist our egress from our drive giving us clear sightlines towards the church and Rosemary Lane, the only improvement may be to include another speed cushion opposite the one suggested (grid ref. TL54889) as in my experience where there is only one cushion motorists will drive over the other side of the road to avoid it.</p>	<p>Your support of the proposed waiting restrictions are noted.</p> <p>Just for clarification it is proposed that a traffic island and give way priority feature will be installed opposite the proposed speed cushion, this was not shown on my consultation plan as a traffic regulation Order is not required for the give way feature. I attach a plan showing the location and extent of the proposed traffic island and give way feature.</p>
5	<p>Statement of support:</p> <p>I completely support this proposal and look forward to its implementation</p>	<p>Noted.</p>
6	<p>Statement of support:</p> <p>For the record I would like make clear my complete support for your proposals and hope it can be carried out at the earliest opportunity.</p> <p>There have been two serious accidents in the immediate vicinity of these proposals together with numerous "road rage" incidents mostly during the evening rush hour as a result of cars parked along the frontage of numbers 140-48.</p> <p>These parked cars and vans prevent two moving vehicles passing in opposite directions and at the same time restrict visibility for vehicles travelling in a north westerly direction thereby making it impossible for them to see approaching vehicles before pulling out to pass the</p>	<p>Noted.</p>

	parked cars and thereby frequently bringing vehicles travelling in opposite directions into conflict.	
7.	<p>Statement in support: I wholly support the proposals and I am sure that if implemented these will improve the road safety in this area of Cherry Hinton.</p> <p>However, I do feel the proposals could be improved as follows:</p> <p>1. At present the proposed double yellow lines on the South side terminate outside No 148, I feel this will only encourage people to park further along Church End which is still on the crown of the bend and will therefore simply move the danger point in the road further along. I would like to see the double yellow lines extended to outside No 170 Church End which would align with the double lines on the North Side.</p> <p>2. I can understand why a Speed Cushion has been introduced at the side of the New Traffic Island but I think this could be disposed of if the Traffic Island is strategically located in the highway to ensure that moving traffic has to slow down to pass it. I have to say the speed cushions in Rosemary Lane have had no effect on the traffic speed and a cushion only 65mm high will also have no effect.</p> <p>In conclusion I would confirm that I am wholly in support of the proposals but would ask you to consider points 1 & 2 above.</p>	<p>Noted.</p> <p>Any additional waiting restriction would require amending the TRO and further consultation.</p> <p>The proposed position of the traffic island allows sufficient space in the carriageway for cyclists to pass between the kerb and the traffic island and allows sufficient room for all types of vehicles to pass on the right hand side. The width of the cushions means that the majority of vehicles, including heavier ones, will straddle the edge of the cushions to some degree. This will impact on the speed they are travelling at. All vehicles will also have to align themselves with the cushions prior to negotiating them. This will result in vehicles having to reduce their speed as they approach. The traffic island, priority give way feature and speed cushion is designed to slow traffic</p> <p>The greater the height of the cushion, the louder the noise when negotiating it, and the more vibration caused. The 65mm height cushion will to reduce the impact of both of these occurrences on residents living.</p>

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSAL TO INSTALL DOUBLE YELLOW LINES IN THE HURST PARK
AVENUE AREA**

To: **Cambridge City Joint Area Committee**

Meeting Date: **22nd October 2019**

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

Electoral division(s): **Chesterton**

Forward Plan ref: **Key decision:** **No**

Purpose: **To determine objections received in response to the publication of proposals to install double yellow lines at junctions in the Hurst Park Avenue Area**

Recommendation: **The Committee is recommended to:**

- a) Implement the proposals as advertised; and**
- b) Inform the objectors accordingly.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Richard Robertson
Post:	Traffic Manager	Post:	Chair
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	richard.robertson@cambridge.gov.uk
Tel:	0345 045 5212	Tel:	07746 117791

1. BACKGROUND

- 1.1 The Hurst Park Avenue area is located just off Milton Road in the Chesterton Ward. It is highly residential in nature and suffers from areas where motorists have parked inconsiderately, thus posing a hazard to other highway users.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install double yellow lines around junctions in the area as shown in Appendix 1.
- 1.3 These areas have been identified where motorists have parked in a way that causes danger and impedes access for traffic. The areas identified are the junctions of Hurst Park & Highfield Avenue, Hurst Park & Orchard Avenue, Highfield and Leys Avenues, Orchard and Leys Avenues, Leys Avenue and Leys Road and Leys Road and Mulberry Close.
- 1.4 Parking around the junction at these locations would be prevented by the installation of double yellow lines, thus re-enforcing the Highway Code and improving safety.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 28th August 2019. The statutory consultation period ran from the 28th August 2019 to the 19th September 2019.
- 2.3 The statutory consultation resulted in 20 objections. Due to the number of representations I have summarised, thematically the representations received into the Appendix 2. The officer responses to the objections are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire's children**
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 Local Highways Improvements Initiative.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services. Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County and District Councillors have been consulted and have offered no comments.

4.7 Public Health Implications

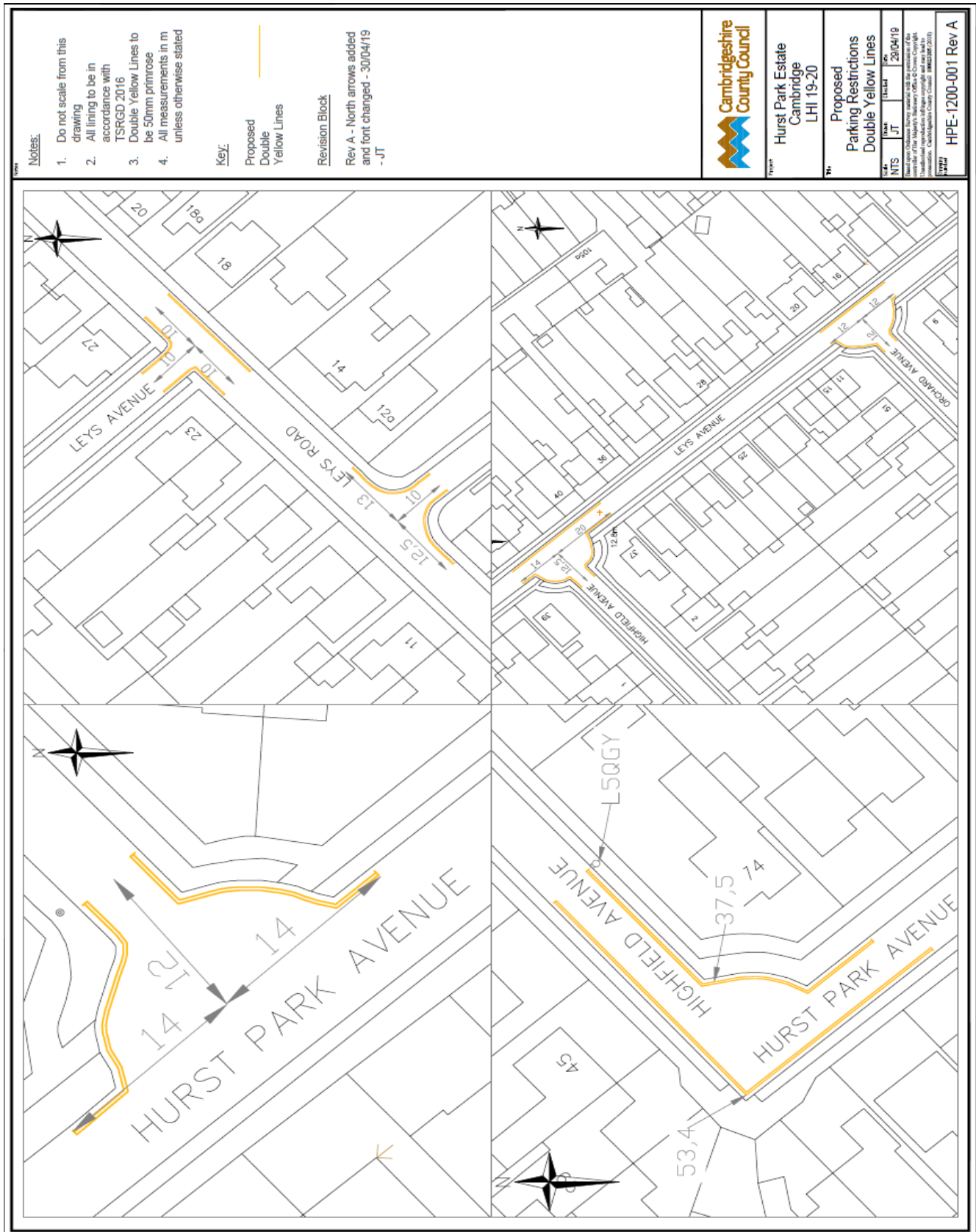
There are no significant implications for this priority

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

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: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and	Yes

communication implications been cleared by Communications?	Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Appendix 1



Appendix 2

	<u>Objection</u>	<u>Officer's Comment</u>
	The scheme will remove parking from an area where on-street parking is already limited.	The double yellow lines are being proposed around junctions where parking is causing a danger to other road users, it is also reinforcing the Highway Code which is a guide that states that motorists should not park near to junctions.
	The restrictions will prevent traffic from stopping, making deliveries impossible and removals firms will not be able to operate.	Double yellow lines prohibit vehicular waiting, loading, unloading and the making of deliveries is still permitted where the double yellow lines are present. Royal Mail services are not affected by the presence of double yellow lines.
	The proposal is a waste of money, there have been no accidents in the area. There has never been a problem in the area.	The Authority does not require an accident history to install double yellow lines. In this case the introduction of parking restrictions could prevent an accident occurring in the future.
	The proposals are unnecessary in some areas/go too far/ should be shortened.	An engineer has been on site and surveyed the area. Whilst the traffic speeds have been relatively slow, due to the presence of parked vehicles, traffic flow is impeded by the haphazard nature of the parking. In addition often vehicles have either had to drive down the centre of the road or go across to the wrong side of the carriageway to negotiate the junctions identified causing conflict with oncoming vehicular or cyclist traffic.
	We run a business on Arbury Road, the introduction of this scheme will negatively affect my business and my customers by taking away valuable car parking space.	The safety benefits of removing car parking at the junctions identified far outweigh the requirement for car parking. There are other, safer alternative places to park within the area, these junctions are not.
	This is unnecessary as there is a residents' parking scheme being consulted on for the area	The resident's parking scheme for this area will not likely be delivered in the immediate future. The budget set for this scheme is from the Authority's yearly LHI budget, and improvement can be made now and in any event should a residents' parking scheme be installed it is highly likely that some form of junction protection, very similar to what is being proposed would also be delivered.
	There is a problem of cyclists and driver speeding alike. Yellow lines will not help with that.	Noted. This proposal does not seek to address and rectify speeding issues.
	Your consultation process is troublingly ineffective. The map is incredibly slow to load.	Noted. It is difficult to ensure our web platform is 100% compatible with every device or browser. Documents are always available

		either electronically in .pdf format, online or can be viewed in a County Council office.
	<u>Approval</u>	
	We approve the banning of parking and waiting in the quarter-circular bays between Leys Avenue and Orchard Avenue, as proposed, as cars parked here restrict the views of traffic exiting Orchard Avenue.	Noted
	I agree that it is a good idea to have no parking around the corner but why extend it so far down Hurst Park Ave and along Highfield. I think it could be shortened	Noted
	<p>I am pleased that the council have agreed to provide double yellow lines on the Hurst Park Avenue estate junctions.</p> <p>I do not think the outer perimeter of the Highfield/HPA junction is really necessary and I am saddened that there is no move to extend the lines of the Leys Road Arbury Road junctions as visibility is very poor here turning into Arbury Road. High sided white transit vans regularly park as close to this junction as allowed and block the view.</p> <p>Otherwise I am in agreement with all the new provisions.</p>	Noted.
	<u>Comments</u>	
	<p>Why are there no proposed double yellow lines on Highworth Avenue.</p> <p>There are currently double lines at the entrance to Highworth and these are essential for safety for pedestrians at that crossing and for the residents near that junction.</p>	Highworth Avenue is outside the scope of the project and thus has no funding.

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSAL TO INSTALL DOUBLE YELLOW LINES ON WADLOES ROAD**

To: **Cambridge City Joint Area Committee**

Meeting Date: **22nd October 2019**

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

Electoral division(s): **Abbey**

Forward Plan ref: **Key decision:**
No

Purpose: **To determine objections received in response to the
publication of proposals to install double yellow lines at
on Wadloes Road**

Recommendation: **The Committee is recommended to:**

- a) Implement the proposals as advertised; and**
- b) Inform the objectors accordingly.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Richard Robertson
Post:	Traffic Manager	Post:	Chair
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	richard.robertson@cambridge.gov.uk
Tel:	0345 045 5212	Tel:	07746 117791

1. BACKGROUND

- 1.1 Wadloes Road is located in the eastern part of Cambridge and joins onto Newmarket Road via a roundabout. Due to Newmarket Road being a heavily used arterial route into the City and the close proximity of popular fast food outlets and the football club, Wadloes Road experiences severe congestion at peak times and during the football season.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install a short extension to an existing section of double yellow lines on the road, on its western side opposite the entrance to McDonalds.
- 1.3 The aim of the scheme is to alleviate congestion and improve safety by prohibiting vehicles from parking in unsafe areas as shown in Appendix 1.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 28th August 2019. The statutory consultation period ran from the 28th August 2019 to the 19th September 2019.
- 2.3 The statutory consultation resulted in 2 objections which has been summarised in the table in Appendix 2. The officer responses to the objections are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire's children**
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 Local Highways Improvements Initiative.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications for this priority.
- 4.3 **Statutory, Legal and Risk Implications**
There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services. Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County and District Councillors have been consulted and have offered no comments.

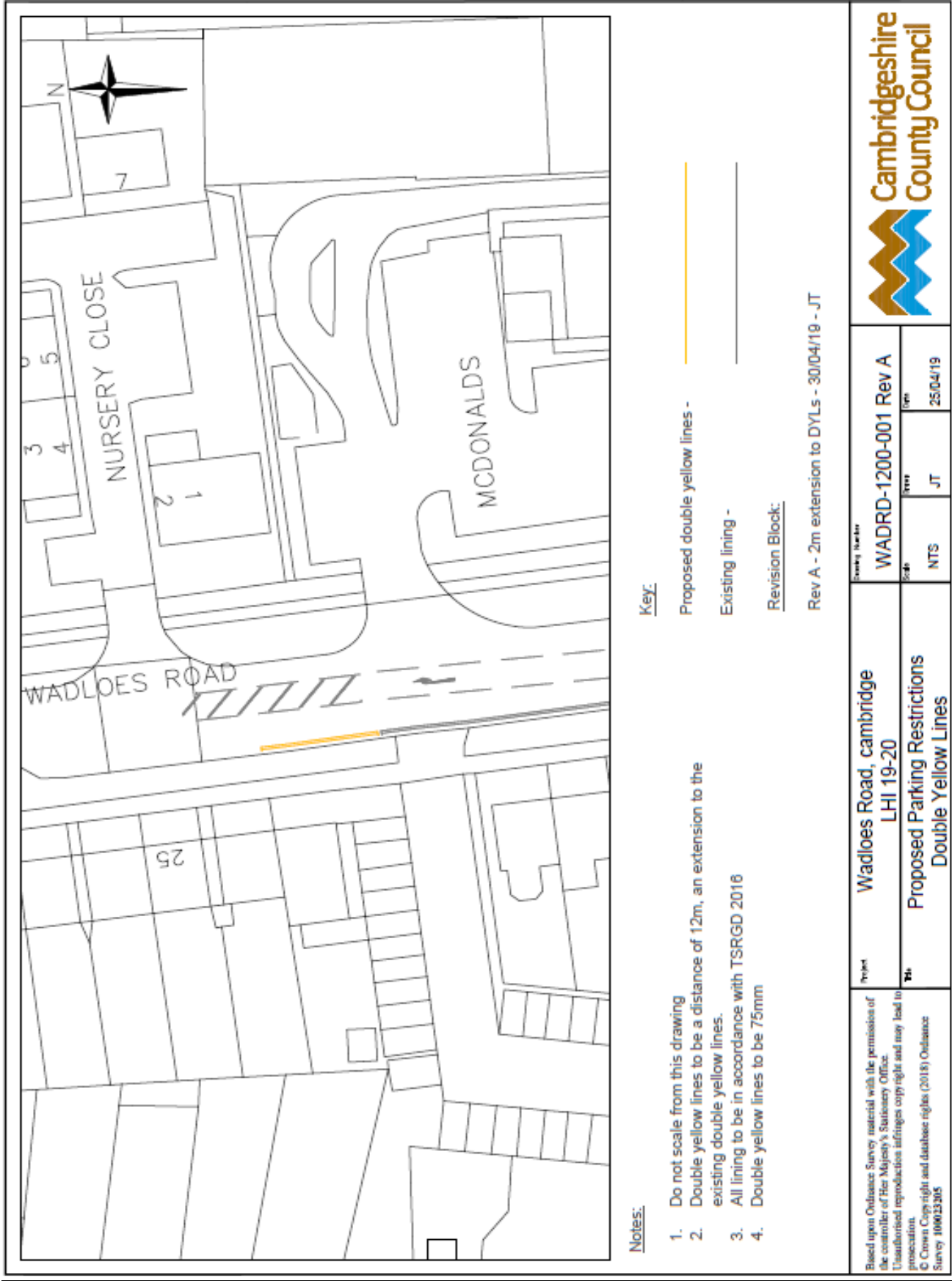
4.7 Public Health Implications

There are no significant implications for this priority

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

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: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Appendix 1



Appendix 2

	Objection	Officer's Comment
<u>1</u>	<p>Vehicles already flout parking restrictions, parking on the existing yellow lines. The issue of parking is exacerbated when Cambridge United play at home.</p> <p>The chevron area between the disabled space and the crossing used to be a space, is it is not impeding vision due to the parking being set back from the crossing itself. Could the chevrons be removed to give back a space to residents?</p> <p>Can you advise me of any measures you could put in place for residents? (Especially myself with my disability as a hindering factor).</p> <p>The current layout of the roundabout and the traffic waiting to turn into McDonalds exacerbates the lack of parking for us and makes access difficult.</p>	<p>Whilst parking enforcement resources are limited, every effort is made to conduct enforcement operations in Cambridge regularly. Wadloes Road is no exception.</p> <p>The zig-zag markings along the approaches to the crossing are a legal requirement to ensure sufficient visibility for both motorists and pedestrians. The removal of the zig-zag markings to allow space for additional parked vehicles would render the crossing unlawful and increase the likelihood of danger occurring at the crossing which is an unacceptable risk for the Authority.</p> <p>The proposal is for a short section of double yellow lines, there are no further proposals for parking changes and no additional budget for such measures.</p> <p>If you have a disability you may wish to apply for a blue badge which would allow you to park in a marked disabled persons parking place. Subsequently, you could request to be assessed for a disabled persons parking place to be installed near to your property should you not have access to an off-street parking place.</p> <p>Noted.</p>
<u>2</u>	<p>Its very congested already because of McDonalds and Cambridge United home games. The layout of the roundabout doesn't help.</p> <p>I would be disadvantaged further with the removal of parking outside my property.</p>	<p>Noted.</p> <p>There is no inherent right to park outside one's property on the highway network. Parking is</p>

		tolerated and managed where appropriate. By removing parking at this location congestion can be prevented by allowing vehicles to pass instead of having to wait behind vehicles attempting to make the right turn into McDonalds.
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**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSAL TO INSTALL DOUBLE YELLOW LINES ON CARISBROOKE ROAD,
WARWICK ROAD, AND TO INSTALL A NO STOPPING ORDER OUTSIDE
MAYFIELD PRIMARY SCHOOL**

To: Cambridge City Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director, Place & Economy Directorate

Electoral division(s): Arbury

Forward Plan ref: **Key decision:** No

Purpose: To determine objections received in response to the publication of proposals to install double yellow lines at on Carisbrooke Road, Warwick Road and the installation of a No Stopping Order outside Mayfield Primary School

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

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Richard Robertson
Post:	Traffic Manager	Post:	Chair
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	richard.robertson@cambridge.gov.uk
Tel:	0345 045 5212	Tel:	07746 117791

1. BACKGROUND

- 1.1 Carisbrooke Road and Warwick Road areas are located in the Arbury Ward of Cambridge. Being just off Histon Road, the area suffers from congestion, in part caused by on-street vehicular parking.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install double yellow lines and a no stopping order to reinforce existing School Keep Clear markings located at the entrance to Mayfield Primary.
- 1.3 The aim of the scheme is to alleviate congestion and improve safety by prohibiting vehicles from parking in unsafe areas as shown in Appendix 1.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 28th August 2019. The statutory consultation period ran from the 28th August 2019 to the 19th September 2019.
- 2.3 The statutory consultation resulted in 1 objection which has been summarised in the table in Appendix 2. The officer responses to the objection are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire's children**
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 Local Highways Improvements Initiative.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications for this priority.
- 4.3 **Statutory, Legal and Risk Implications**
There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services. Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County and District Councillors have been consulted and have offered no comments.

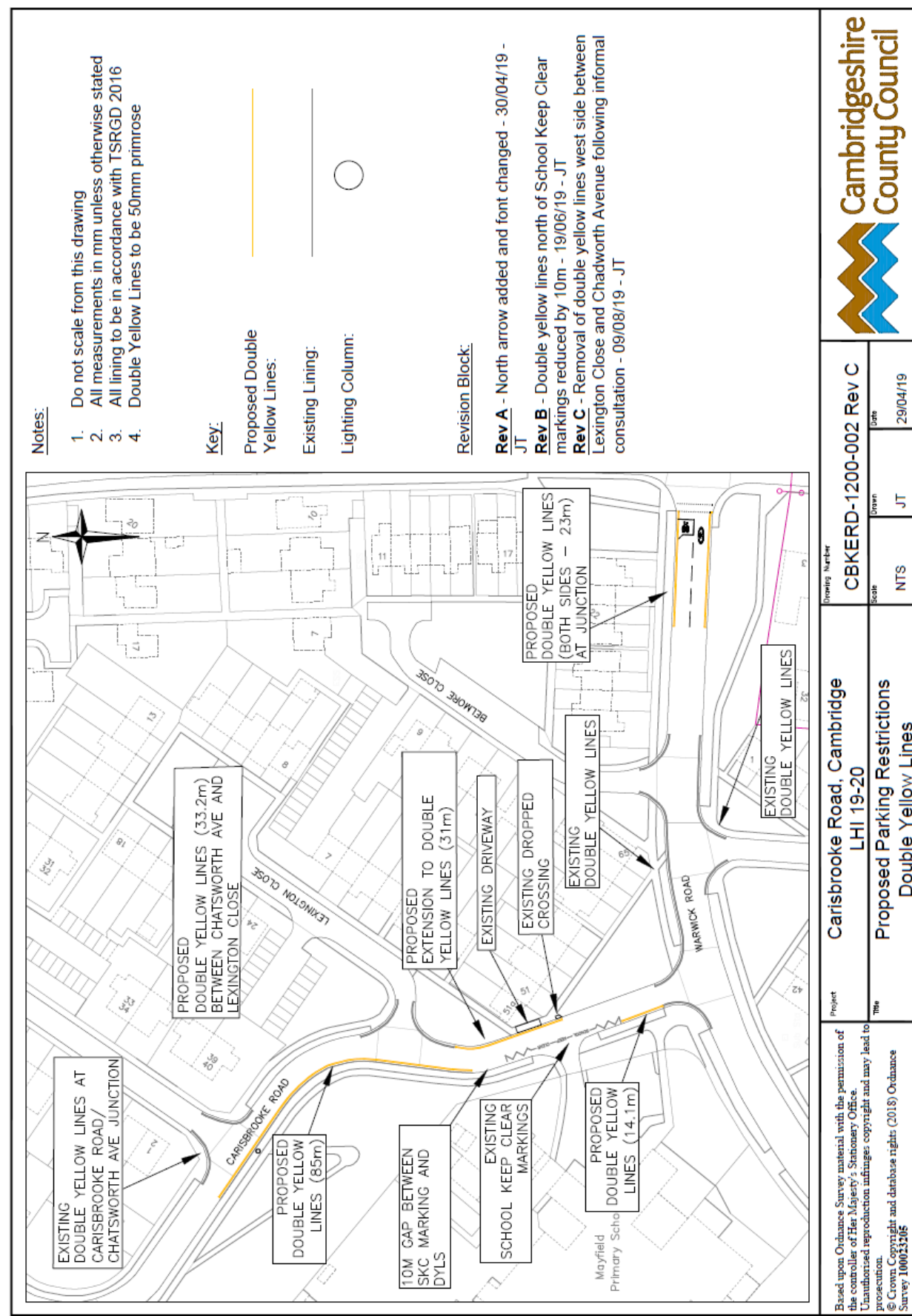
4.7 Public Health Implications

There are no significant implications for this priority

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

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: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Appendix 1



Appendix 2

	Objection	Officer's Comment
1	<p>The road is sufficiently wide to allow parking on one side and still leave plenty of room for other vehicles, including fire engines and delivery trucks.</p> <p>There is currently one pinch point immediately to the left of the car park gates but installing longer double yellow lines on the opposite side of the road would remove this.</p> <p>The school car park is not large enough to accommodate school staff and visitors and, if parking is not permitted on this stretch of road, parking will move onto the side streets outside residential properties, increasing inconvenience to our neighbours. Our staff come from a wide geographic area and public transport is not a viable option for many.</p> <p>We have previously been advised by Cambridgeshire County Council that having some parked vehicles around the school reduces vehicular speed, making it safer for children crossing the road at the start and end of the school day.</p> <p>The revised plan would suggest there are no yellow lines on the east side of Carisbrooke road on the bend between Lexington Close and Chatsworth Avenue. This would mean that any parents dropping off or picking up their children would park on the side of the road furthest from the school and the children would have to cross the road.</p>	<p>Whilst the road width may be conducive to two way traffic flow with parking permitted on one side, this still doesn't improve safety for pedestrians who are likely to be crossing the street.</p> <p>The extension of the double yellow lines on the opposite side of the road are required to improve the safety of any pedestrians that intend to cross the road. By leaving the whole length unrestricted pedestrians have to cross the street between parked vehicles which is not ideal.</p> <p>There will always be an element of displacement with any parking proposal. Whilst it is not ideal, the safety of highways users holds primacy.</p> <p>Vehicular parking on-street does slow down traffic speeds, however slow speeds is only one aspect of road safety to consider. The scheme proposed seeks a balance between keeping some on-street parking in to assist in the reduction of overall traffic speeds while improving safety by removing parking around corners and in areas where pedestrians are likely to cross.</p> <p>Parents are permitted to drop off or pick up children on existing yellow lines, what they are not permitted to do is park. The area identified is not the only place that parents can do this and there may well be better alternatives currently.</p>

	<p>If the width of available road remains a concern then an alternative would be to move the footpath further into the green space on Carisbrooke Road and use the current grass verge area to provide a layby.</p>	<p>The scope of this project is limited to managing the existing parking configuration on-street. The facilitation of additional parking is outside the scope of the project and in any event what has been suggested has not been budgeted for.</p>
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**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSAL TO INSTALL DOUBLE YELLOW LINES NEAR THE JUNCTION OF
MARMORA ROAD AND HOBART ROAD**

To: **Cambridge City Joint Area Committee**

Meeting Date: **22nd October 2019**

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

Electoral division(s): **Romsey**

Forward Plan ref: **Key decision:** **No**

Purpose: **To determine objections received in response to the publication of proposals to install double yellow lines at the junction of Marmora and Hobart Road**

Recommendation: **The Committee is recommended to:**

- a) Implement the proposal as advertised; and**
- b) Inform the objectors accordingly.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Richard Robertson
Post:	Traffic Manager	Post:	Chair
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	richard.robertson@cambridge.gov.uk
Tel:	0345 045 5212	Tel:	07746 117791

1. BACKGROUND

- 1.1 Marmora Road and Hobart Road are two residential streets located to the south of Mill Road and beyond the train line towards the east of Cambridge.
- 1.2 As a result of a successful Local Highways Improvement (LHI) bid the County Council proposes to install double yellow lines around the junction of Marmora and Hobart Road as per the diagram in Appendix 1. The additional double yellow lines are proposed to improve the visibility at this junction and thus enhance safety for all road users

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 28th August 2019. The statutory consultation period ran from the 28th August 2019 to the 19th September 2019.
- 2.3 The statutory consultation resulted in 1 objection which has been summarised in the table in Appendix 2. The officer responses to the objection are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **A good quality of life for everyone**
There are no significant implications for this priority.
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire's children**
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 Local Highways Improvements Initiative.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications for this priority.
- 4.3 **Statutory, Legal and Risk Implications**
There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services. Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County and District Councillors have been consulted and have offered no comments.

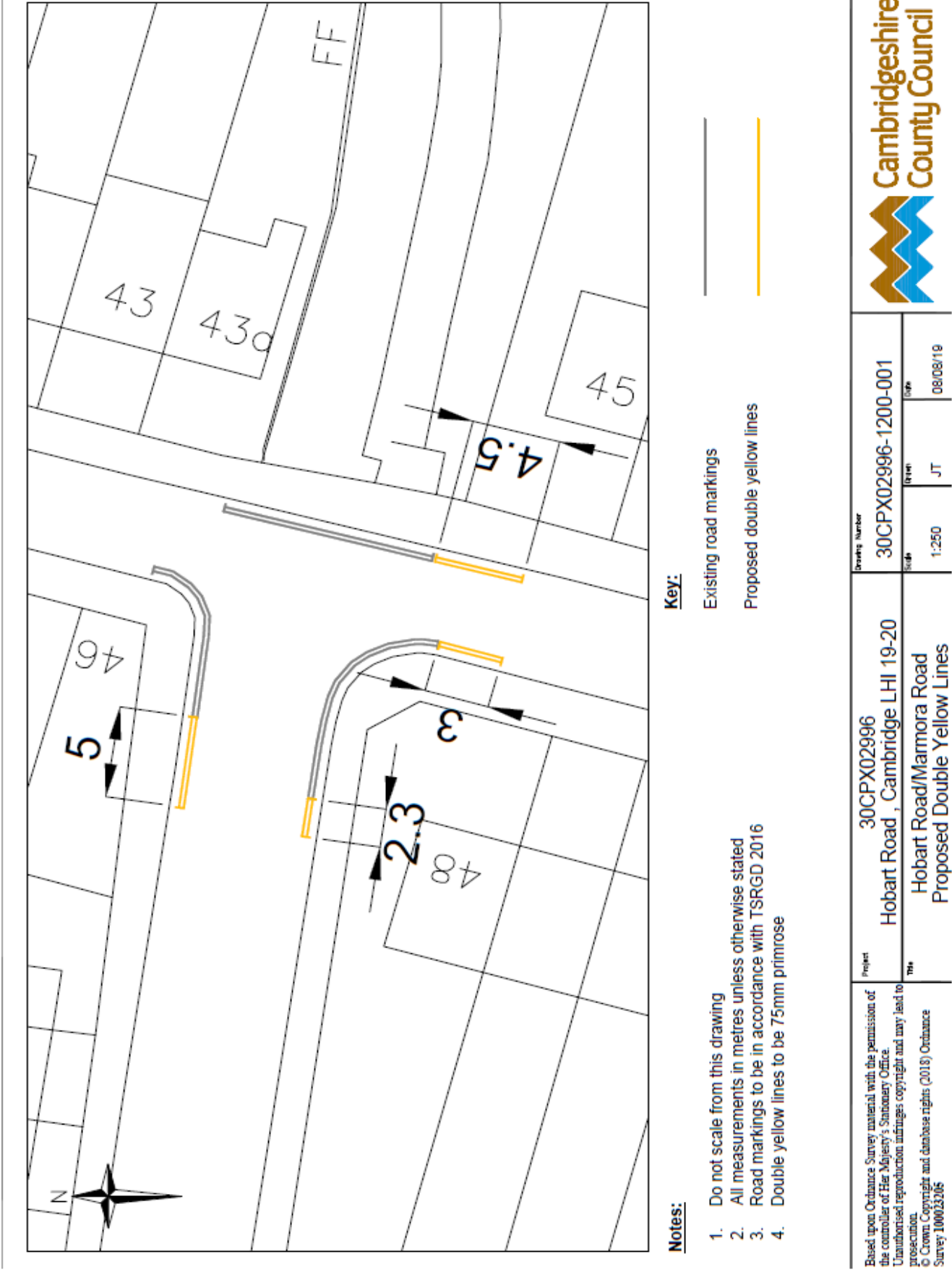
4.7 Public Health Implications

There are no significant implications for this priority

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

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: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Appendix 1



Appendix 2

	Objection	Officer's Comment
1	<p>I am writing to object to the proposal to restrict waiting in this and the adjacent location at the Hobart Road, Marmora Road junction. I imagine from the timing that the restrictions are being considered in order to make the hopefully greater pedestrian and cycle use of the Chisholm Trail safer as it crosses this junction. I completely agree that increasing their safety is essential on its own grounds, and to encourage use of the trail. However, I am objecting because I believe that there is a significant risk that the restrictions will actually worsen the safety as they will not address the primary risk.</p> <p>I offer below an alternative proposal, that would directly address the challenge here and at the Suez, Marmora junction also, and offer some additional advantages. To aid understanding, I divide Hobart Rd into two parts, that north of Marmora Rd is the 'Victorian Part', that south of Marmora is the 'Council Part' - sorry I don't know when it was built, just by whom. Presently the Hobart/Marmora Junction is risky to cross because of traffic travelling from Mill Rd to the Council Part of Hobart Rd, or vice versa. This is easily determined by watching traffic at that junction between 3-6pm for example. The reason is that residents of the Victorian Part of Hobart travel slowly from Mill Rd as they will be looking for parking spaces on Hobart Rd, or if necessary Marmora. Conversely those resident on the Hobart Rd Council Part travel very much faster as they in the main have frontage parking to which they are travelling with no need to stop at the first opportunity.</p> <p>My objection is therefore that by opening the visibility of the junction, it could increase the apparent safety of vulnerable road users, but the openness could also increase the speed of traffic through that junction due to the apparent greater visibility. I therefore do not believe that the proposed change will be sufficient. The alternative I propose is to remove the current 'rat run block' at the Suez/Hobart junction, and insert two new blocks, one at the north end of the Council Part of Hobart Rd as it reaches Marmora Rd where these restrictions are proposed and the same at the Suez/Marmora junction. In both cases these would stop the traffic before they reached Marmora Rd. I would then put a Give Way line at the South end of the Victorian part of Hobart Rd and give priority to cyclists coming off the cycleway and up Marmora.</p> <p>Advantages: This change will remove any crossing traffic from Marmora Rd, except from the very slow traffic that crosses from Malta to get down to Patacake Nursery. Turning</p>	<p>The proposal aims to improve the visibility around the junction of Hobart and Marmora Road. There is insufficient funding for any further improvements as may be suggested, which are, in any event, outside the scope of this project.</p>

<p>traffic will still use the Marmora junctions with Hobart, Madras, Suez & Cyprus but this will be travelling much more slowly, and should be constrained by Give Way lines.</p>	
<p>Disadvantages: the creating of two cul-de-sacs on the Council Part of Hobart and Suez. However, many properties have frontage parking so most turning will be easy. Hobart Road also has a circle part-way up its length that could be kept clear for in-road turning, and it could be possible to put a turning circle at the Marmora end by sharing the pavement in this area. The Council part of Suez Rd is even wider and again could accommodate a turning end. Any delivery driver would be able to reverse, and the Bin lorries could be given gated access perhaps, unless they too can reverse (their skill in doing so is amazing!). Additional advantages: 1. As presently configured, traffic from the wide Council parts of Suez and Hobart Roads is pushed down narrow Victorian Streets and onto a congested Mill Rd from where it can go East to Perne Road or West further along Mill Road to Coleridge Road. Adopting the above proposal would instead push this traffic down wide roads and out onto the wide and traffic-clamed Radegund Rd, from where it can proceed East or West onto the equally wide Perne and Coleridge Roads. 2. Residents of the roads close to the student accommodation are having very significant parking problems due to students bringing cars. I have been in correspondence with Planning Enforcement Officer (City Council) this year on the matter.</p>	
<p>An informal vote on a residents' scheme for this area did not get support, but this is not a surprise because the area voting was very much larger than that affected by the student parking. Changing the configuration would allow a much smaller targeted residents scheme to be introduced to address this issue (the scheme would be unusual in not looking to target the 10-18.00 commuter group, but instead to keep student cars away by targeting perhaps 16.30-0800 so allowing residents in the evening, and the hospital and mosque during the day.</p>	
<p>In summary, I absolutely support improving the safety of the Trail users as they cross onto and use Marmora Rd., but I believe that my proposal would have a much greater effect and be consistent with a genuine modal shift that we hope the Trail will give.</p>	