

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
HURST PARK AVENUE, AT ITS JUNCTION WITH MILTON ROAD,
CAMBRIDGE.**

To: Cambridge Joint Area Committee

Meeting Date: 24 January 2017

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* West Chesterton

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

Purpose: To determine the objections to the installation of
prohibition of waiting on Hurst Park Avenue, West
Chesterton

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

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

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

2. TRAFFIC REGULATION ORDER (TRO) PROCESS

- 2.1 The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 10th August 2016. The statutory consultation period ran from 10th August until 31st August 2016.
- 2.3 The statutory consultation resulted in 15 objections which have been summarised in the table in Appendix 3. The officer response to the objections are also given in the table.
- 2.4 On the basis of this analysis, it is recommended that the restriction is implemented as advertised.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **Developing the local economy for the benefit of all**
There are no significant implications for this priority.
- 3.2 **Helping people live healthy and independent lives**
There are no significant implications for this priority.
- 3.3 **Supporting and protecting vulnerable people**
There are no significant implications for this priority.

4 SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

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

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

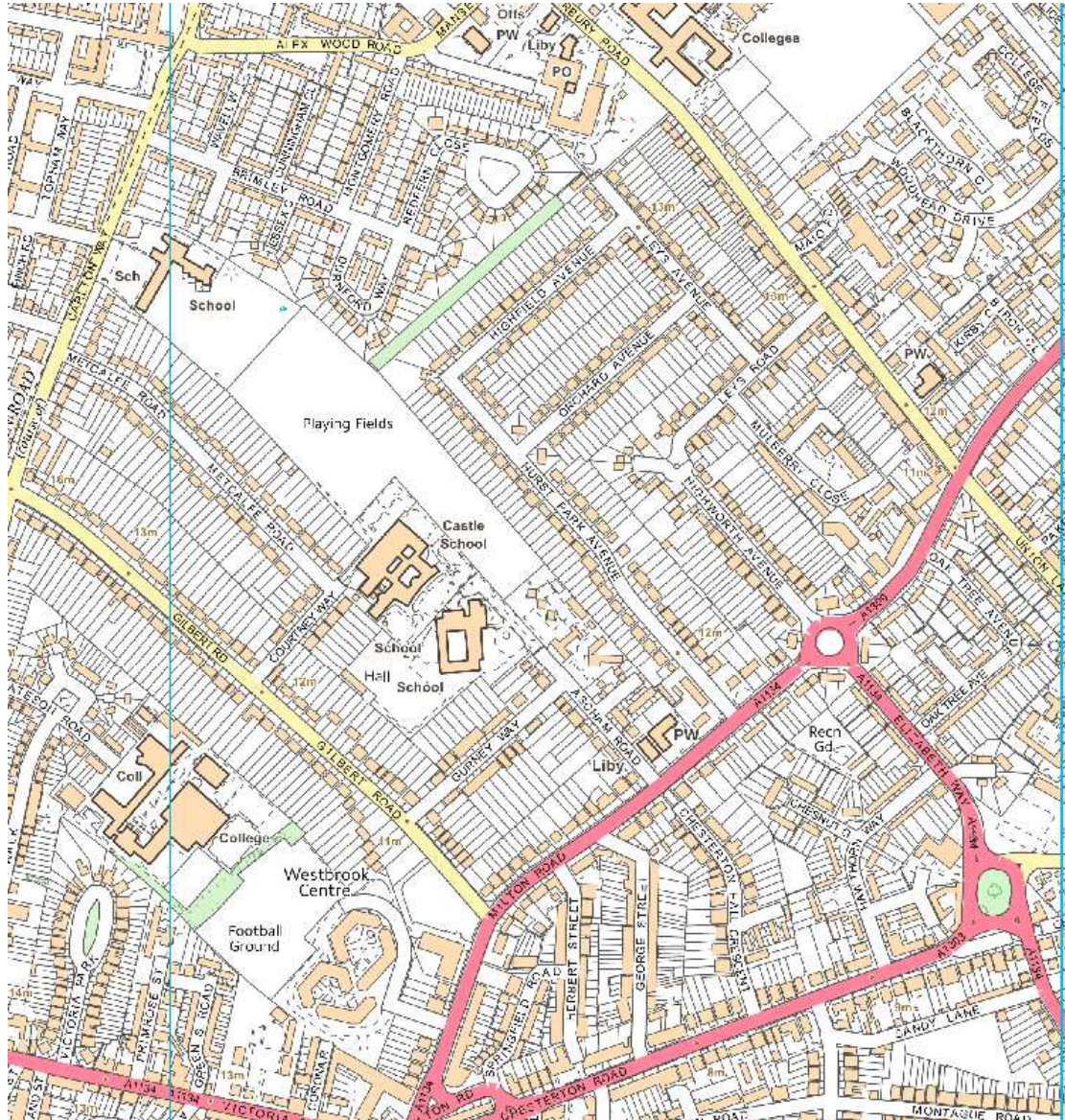
The local ward & County Councillor, Councillor Scutt supports the scheme.

4.6 Public Health Implications

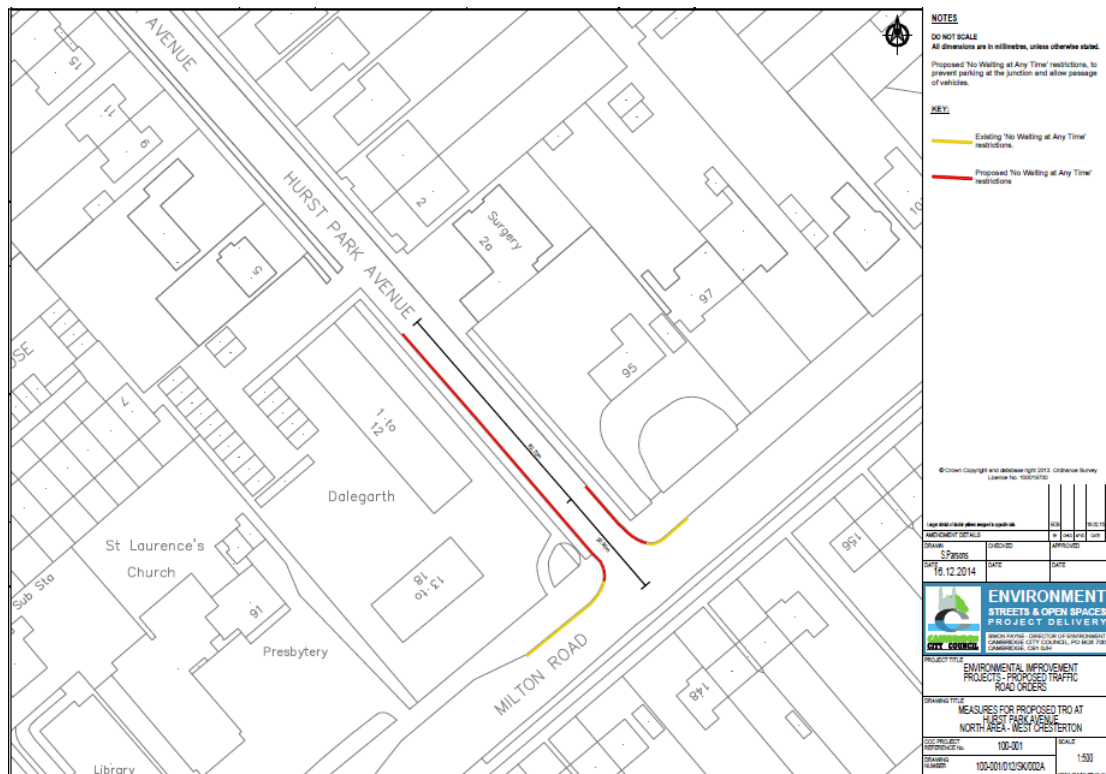
There are no significant implications within this category.

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

West Chesterton



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	11 respondents welcomed the proposal to place double yellow lines down Hurst Park Avenue, especially around the junction with Milton Road.	The objectors comments are noted.
2.	12 respondents said that the proposed 63 metres on the south side of Hurst Park Avenue would only exacerbate the problem with commuter parking and not resolve it.	The restrictions proposed are intended to keep one side of Hurst Park Avenue adjacent with its junction with Milton Road clear of parked vehicles, such that traffic can pass safely.
3.	8 respondents suggested that both sides of Hurst Park Avenue should be 21 metres, to allow additional parking places.	Varying respondents have queried the necessity for the restrictions proposed, whilst others have suggested they do not extend far enough. Officers consider that they provide the best overall balance for the need at this time.
4.	5 respondents believed that the proposal will affect the patients of the dental practice. The most concern was for the less mobile patients having further to walk.	There is no requirement for the Highway Authority to provide on-street parking for local residents' vehicles.
5.	3 respondents suggested that the south side should be 30 metres in length and not 63 metres, to allow for more parking places.	Some displacement of parked vehicles is anticipated if the proposed restrictions are implemented, but there are considered to be other opportunities to park vehicles within the area, including within off-street properties.
6.	2 respondents suggested implementing timed parking bays opposite the dentist surgery for patients instead of double yellow lines.	A comprehensive review of parking management is underway to inform future consideration of residents' parking needs.
7.	2 respondents suggested that there should be residents parking bays along Hurst Park Avenue to prevent commuter parking.	Following detailed consideration, and a detailed local consultation exercise, the overall benefit to the area of proceeding with the restriction (as advertised) is considered to provide the best solution available at the present time.

No.	RESPONSE RECEIVED	OFFICER RESPONSE
8.	1 respondent objected to the 63 metres south side of Hurst Park Avenue due to visitors of the flats not being able to park.	
9.	1 respondent suggested that both sides of the road should have double yellow lines 10 metres in length.	
10.	1 respondent would welcome a Cambridge-Wide parking solution that encompassed the ring road.	
11.	1 respondent believed that a City-Wide Transport Plan addressing ad-hoc issues is not a long term solution and a waste of money.	
12.	1 respondent suggested that double yellow lines should be implanted along the whole of Hurst Park Avenue to prevent commuter parking.	
13.	1 respondent suggested that the double yellow lines on the south side should be 40 metres and not 63 metres.	
14.	1 respondent suggested that the 63 metres on the south side of Hurst Park Avenue should be extended to discourage parking.	
15.	2 respondents suggested that restricted waiting should be introduced to prevent commuter parking, with one person suggesting it run from 8am-10am	