

# **CAMBRIDGE CITY JOINT AREA COMMITTEE**



**Date: Tuesday, 30 January 2018**

**Democratic and Members' Services**

Quentin Baker

LGSS Director: Law and Governance

**16:30hr**

Shire Hall

Castle Hill

Cambridge

CB3 0AP

**Kreis Viersen Room**

**Shire Hall, Castle Hill, Cambridge, CB3 0AP**

## **AGENDA**

**Open to Public and Press**

- |          |  |                |
|----------|--|----------------|
| <b>1</b> | <b>Apologies</b>   |                |
| <b>2</b> | <b>Declarations of Interest</b>  |                |
| <b>3</b> | <b>Minutes of the meeting held 24th October 2017</b>   | <b>5 - 8</b>   |
| <b>4</b> | <b>Petitions</b>   |                |
| <b>5</b> | <b>Traffic Regulation Order (TRO) objection associated with the proposed implementation of waiting restrictions in Lichfield Road, Cambridge</b> | <b>9 - 22</b>  |
| <b>6</b> | <b>TRO objections associated with the proposed implementation of waiting restrictions on Birch Close and on Tiverton Way, Cambridge</b>          | <b>23 - 32</b> |

|          |   |                |
|----------|---|----------------|
| <b>7</b> | <b>TRO objection associated with the proposed implementation of waiting &amp; loading restrictions &amp; disabled parking on Perne Road (Adkins Corner)</b> | <b>33 - 40</b> |
| <b>8</b> | <b>TRO objection associated with the proposed implementation of Electric Taxi Charge Point parking bays on Newmarket Road, Cambridge</b>                    | <b>41 - 48</b> |
| <b>9</b> | <b>TRO objection associated with the proposed implementation of waiting restrictions on Ross Street, Cambridge</b>  | <b>49 - 54</b> |

The Cambridge City Joint Area Committee comprises the following members:

Councillor Kevin Blencowe (Chairman) Councillor Linda Jones (Vice-Chairwoman)

Councillor Dave Baigent Councillor Gerri Bird Councillor Valerie Holt Councillor Richard Robertson and Councillor Damien Tunnacliffe Councillor Donald Adey 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: Ruth Yule

Clerk Telephone: 01223 699184

Clerk Email: [ruth.yule@cambridgeshire.gov.uk](mailto:ruth.yule@cambridgeshire.gov.uk)

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**CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES**

**Date:** Tuesday 24th October 2017

**Time:** 4.30pm – 5.30pm

**Place:** Kreis Viersen Room, Shire Hall, Cambridge

**Present:** County Councillors Adey, Jones (Vice-Chairwoman), Manning, Meschini, A Taylor and Whitehead (substituting for Cllr Kavanagh)  
City Councillors Baigent, Bird, Blencowe (Chairman), Robertson and Tunnacliffe.

**Apologies:** County Councillor Kavanagh

**Also in attendance** County Councillor Harrison

**8. DECLARATIONS OF INTEREST**

There were no declarations of interest under the Code of Conduct. The Chairman advised that the Monitoring Officers of the County Council and the City Council had each issued a dispensation, for item 5 (Parking Charges), from the provisions of the Members' Code of Conduct in respect of the debate relating to this matter.

**9. MINUTES OF THE MEETING HELD 13th JUNE 2017**

The minutes of the meeting held on 13th June 2017 were approved as a correct record and signed by the Chairman.

**10. PETITIONS**

None.

**11. PARKING CHARGES**

The Committee received a report seeking its views on proposals to change permit fees for residents' parking and on-street and off-street parking charges. The Committee was advised of two errors in the report, for which officers apologised.

- West and East Coleridge had been transposed in report paragraph 1.6; the four schemes going for consultation in October were Accordia, Newnham, Staffordshire and West Coleridge, and the three being developed for consultation probably in early 2018 were Elizabeth, Victoria and East Coleridge
- line 6 of the table at Schedule 1, in Appendix 2, had been omitted; a corrected Schedule 1 is attached to these minutes as Appendix 1.

By way of update, members were advised that, following additional forecasting and the filling of some vacant posts, the deficit of £13k in permit costs and revenue, set out in report paragraph 2.2, was now £21k.

Speaking as local member for Market division, Councillor Nichola Harrison expressed great concern at the proposed rise of 88% in the charge for visitors' parking permits, a rate of increase far above the rate of inflation since the last permit

price review. She said that this greater cost would bear heavily on older residents, many of whom needed to make or receive visits by car to and from friends and family. If for example a friend took somebody to a medical appointment, it was normal social behaviour to stop afterwards for a cup of tea at their home. The cost of permits had in the past been based on administration and enforcement costs, not on bus fares, so this price rise represented a change in policy; it was of course desirable to encourage the use of alternatives to the car, but this price rise would hurt some of the most vulnerable city residents. It was not logical to use parking charges as a means of tackling the problems of congestion.

Commenting on the proposed parking charges, members

- pointed out that those receiving medium/long-term care could obtain a free medical permit for visits by carers
- noted that the £5 administration fee would be applied to temporary hire car and tradespeople permits, not to the main residents' permit
- reported that a number of residents had mentioned that on-street parking charges had changed to cover seven days a week, while non-residents could park free of charge in residents' parking zones outside the hours when restrictions applied
- suggested that residents should be asked if they were happy for the zone restrictions to apply for more days a week. Officers advised that the hours of operation for a particular scheme could be changed on the basis that this was at the local Councillor's request and had the backing of residents
- expressed support for the proposed increases in permit prices, pointing out that the cost of visitors' permits had remained the same for many years
- commented that the timing of so unexpectedly large an increase in visitors' permit costs was unfortunate, coinciding as it did with proposals for several new residents' parking schemes, and that it made little sense to link the charge to the price of park and ride tickets, because many of the roads in question were not served by park and ride buses
- observed that increasing the price of permits was one way of encouraging people not to use their car; research had shown 30% of traffic in cities was made up of drivers looking for parking spaces, and sending out the message that there was no free parking in Cambridge would make a considerable contribution to reducing levels of congestion and air pollution
- suggested that the profile of those using visitors' permits should be examined more closely, whether they were for example older and more vulnerable people, or visitors from outside Cambridge; there was a risk that the increase would penalise a group of people who were less able to afford it
- pointed out that those visiting elderly friends and relatives were not travelling at peak times; others observed that some roads, such as Mill Road and the railway station area, were almost always congested

- pointed out that the proposed 88% increase was on quite a modest sum, and that the most disadvantaged in the city were probably unable to afford to run a car, so the increase would not necessarily affect the poorest residents. The cost of a tradespeople permit was minor compared with the cost of having work done
- enquired about the level of abuse of visitors' permits, and the costs of enforcement. Members were however advised that increasing enforcement would not necessarily increase income; the costs of enforcement were part of the cost of running the scheme.

Closing the discussion, the Chairman said that the Committee had raised a number of points for consideration by the parent committees.

It was resolved to consider and comment on the proposals for changes to

- a) Residents' and Visitor Parking Permit Charges
- b) On-Street Parking Charges
- c) Off-Street Parking Charges

## **12. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH TWO-WAY CYCLING IN ONE-WAY STREETS**

The Committee received a report inviting it to determine objections to two-way cycling on various specific restricted streets within Cambridge, following on from discussion at the Committee's meeting on 24th January 2017. Members noted that two-way cycling in Brookside was no longer being recommended, and that the majority of the objections received had concerned streets in the Newtown area, of which the majority had concerned Brookside.

Martin Lucas-Smith of the Cambridge Cycling Campaign addressed the Committee, welcoming the proposals for two-way cycling, saying they would decriminalise those already cycling to their own doors against the flow of traffic. In roads with two-way cycling, there had been no significant change in collision statistics over a ten-year period. Mr Lucas-Smith urged that two-way cycling be permitted in Brookside too. Collision data there had shown only two collisions in the last ten years, neither of which had involved contraflow cycling. The Newtown Residents' Association had said three years ago that they wanted to develop a wider traffic reduction scheme, but no scheme had yet emerged. Problems caused by the dropping and collecting of schoolchildren in Brookside should be tackled by challenging the parents' behaviour, rather than refusing to allow contraflow cycling.

Discussing the objections, members

- pointed out that St Eligius Street was nearby and parallel to Brookside and was one-way in the opposite direction, so cyclists could travel down St Eligius Street as an alternative to cycling against the flow in Brookside
- given that people were already cycling against the direction of traffic in the streets under consideration, drew attention to the importance of making it clear to drivers that cyclists would be coming the opposite way; the signing installed as a result of these proposals would ensure this

- drew attention to the importance of near misses as an influence on people's views about the safety of contraflow cycling. There were methods available of measuring near misses, and it would be useful to have such evidence available for the next discussion of two-way cycling in one way streets.

It was resolved unanimously to

a) Implement works in order to allow two-way cycling on the streets listed below, as advertised.

- 1) Guest Road
- 2) Collier Road
- 3) Emery Street/Road
- 4) Perowne Street
- 5) Sedgwick Street
- 6) Catharine Street
- 7) Thoday Street
- 8) Ross Street (from St Philip's Road to Mill Road)
- 9) Hemingford Road
- 10) Argyle Street
- 11) Coronation Street (west of junction with Panton Street)
- 12) Norwich Street
- 13) Union Road
- 14) New Square

b) Agree not to progress any changes to Brookside

c) Inform the objectors accordingly.

### **13. CAMBRIDGE CITY LOCAL HIGHWAY IMPROVEMENT MEMBER PANEL MEMBERSHIP**

The Committee received a report asking it to agree membership of the Local Highway Improvement (LHI) Member Assessment Panel for the 2018/19 programme of improvements. Members noted that the panel would meet in late January / early February 2018 to prioritise applications for LHI funding in 2018/19.

It was resolved to

- a) agree that the Cambridge City Local Highways Improvement Member Panel consist of three City Councillors and three County Councillors
- b) appoint County Councillors Jones, Kavanagh and A Taylor, and City Councillors Baigent, Blencowe and Tunnacliffe as members of the panel.,
- c) agree that a member of the panel who was unable to attend a panel meeting be authorised to nominate another member of the same Council to attend as a substitute or alternate.

Chairman



**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE  
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS IN LICHFIELD  
ROAD, CAMBRIDGE**

*To:* **Cambridge City Joint Area Committee**

*Meeting Date:* **30<sup>th</sup> January 2018**

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

*Electoral division(s):* **Queen Edith's and Romsey (County)  
Coleridge (City)**

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

*Purpose:* **To determine the objection received in response to the  
publication of waiting restrictions in Lichfield Road,  
Queen Edith's, Cambridge**

*Recommendation:* **a) Implement the restrictions in Lichfield Road,  
Cambridge as published.  
b) Inform the objectors of the decision.**

| <b><i>Officer contact:</i></b> |  |
|--------------------------------|--|
| Name:                          | Richard Lumley                           |
| Post:                          | Assistant Director                       |
| Email:                         | richard.lumley@cambridgeshire.<br>gov.uk |
| Tel:                           | 01223 703839                             |

## **1. BACKGROUND**

- 1.1** Lichfield Road is located approximately 2.7km south east of Cambridge City centre in the electoral division of Queen Edith's and the District Ward of Coleridge. Lichfield Road is connected to Cherry Hinton Road on its south side and Coleridge Road on its west side. (Appendix 1). Lichfield Road is on a bus route and is busy at certain periods of the day due to its close proximity to primary and secondary schools.
- 1.2** A Local Highway Initiative (LHI) was submitted in November 2016 to address the issue of vehicles parking on the sharp 90 degree right hand bend approximately half way along Lichfield Road. Concern was raised that vehicles parking on this bend were reducing visibility of road users entering and exiting the bend and forcing vehicles onto the opposite side of the carriageway, this is exacerbated by the fact that Lichfield Road is a bus route.
- 1.3** The LHI application therefore proposed to introduce prohibition of waiting (double yellow lines) on both sides of Lichfield Road for the length of the bend (60 metres on the south side of the carriageway and 86 metres on the north side (as amended). The LHI application also proposed to introduce double yellow lines at the junction of Lichfield Road and Coleridge Road to prevent parking at this junction to improve visibility and road safety. The proposed TRO will also implement double yellow lines across the accesses of the car parking areas of the Community Flats in Lichfield Road.
- 1.4** The LHI application for the parking restrictions is supported by the Lichfield Road Residents Association, the Local County Councillor and City Councillors.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory 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 minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2** The TRO was advertised in the Cambridge News on 16<sup>th</sup> November 2017 and the statutory consultation period deadline was the 7<sup>th</sup> December 2017. A plan showing the proposed restrictions can be seen at Appendix 2.
- 2.3** A total of three written representations were received, of which one objected to the proposal.
- 2.4** The most common issues raised by those submitting representations were as follows:
- Length of waiting restrictions too long and will cause a loss of parking places for residents.
  - Single yellow lines preferred to double yellow lines as only real problem of parking on the bends is when Lichfield Community Hall is in use.
  - The main issue in Lichfield Road is speeding and rat-running and therefore speed restriction measures are needed i.e. speed humps.

**2.5** Following the receipt of the representations and objection a revised proposal reducing the double yellow lines on the on the south western side of the bend by 20 metres and both southern ends by 10 metres was proposed by Highway Projects and approved by the Local Member. The amended restrictions are shown in a plan at Appendix 3. The three parties who made the representations were sent a copy of the amended restrictions plan on the 22<sup>nd</sup> December 2017 and asked for their comments by the 8<sup>th</sup> January 2018. Of the three parties consulted on the amended restrictions one replied that they were happy with the amended restrictions, one replied that they were still opposed to the restrictions, and no response was received from the third party. The outstanding objection to the restriction and the officer response is summarised in Appendix 4.

### **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 Local Highway Improvements process.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for this category.

#### **4.3 Statutory, Legal and Risk Implications**

The statutory process for this proposal has been followed.

#### **4.4 Equality and Diversity Implications**

There are no significant implications for this category.

#### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services. Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions and a letter drop carried out to effected properties. The proposal was available to view in the reception area of Shire Hall and online.

#### **4.6 Localism and Local Member Involvement**

The County Councillor and City Councillors have been consulted regarding the scheme.

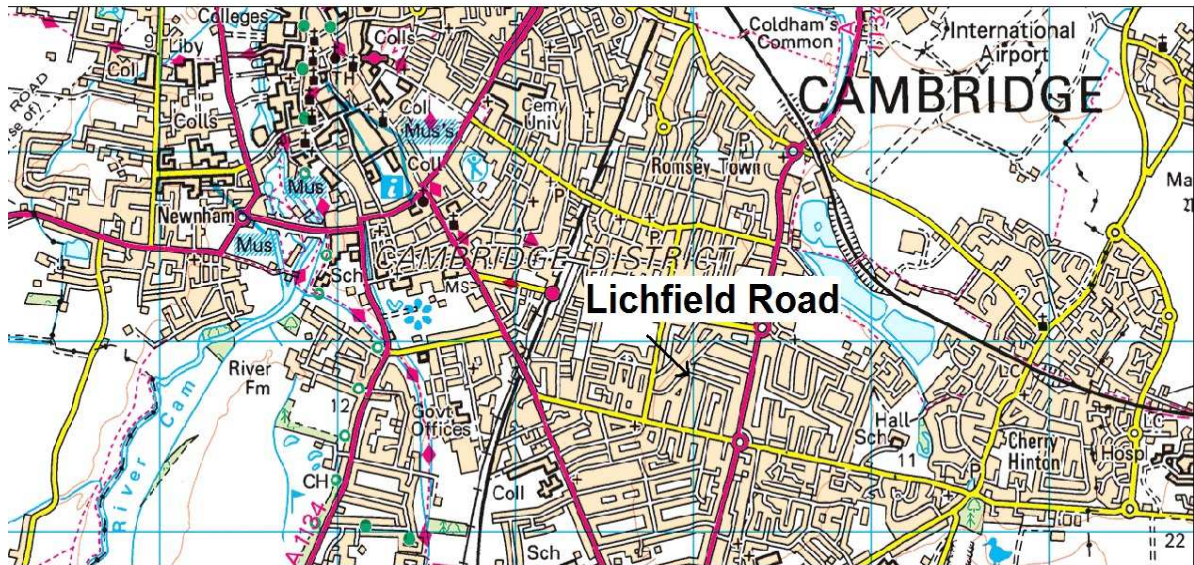
#### **4.7 Public Health Implications**

There are no significant implications for this category

| <b>Source Documents</b>                                | <b>Location</b>  |
|--|--|
| Objection (redacted)<br>Draft Traffic Regulation Order | Vantage House,<br>Washingley Road,<br>Huntingdon<br>PE29 6SR |

| <b>Implications</b>   | <b>Officer Clearance</b>                           |
|---|--|
|   |  |
| <b>Have the resource implications been cleared by Finance?</b>  | Yes<br>Name of Financial Officer: Sarah Heywood    |
|   |  |
| <b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b> | No (n/a)<br>Name of Financial Officer:             |
|   |  |
| <b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>                       | Yes<br>Name of Legal Officer: Debbie Carter-Hughes |
|   |  |
| <b>Have the equality and diversity implications been cleared by your Service Contact?</b>                       | Yes<br>Name of Officer: Tamar Oviatt-Ham           |
|   |  |
| <b>Have any engagement and communication implications been cleared by Communications?</b>                       | Yes<br>Name of Officer: Joanna Shilton             |
|   |  |
| <b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>              | Yes<br>Name of Officer: Tamar Oviatt-Ham           |
|   |  |
| <b>Have any Public Health implications been cleared by Public Health</b>  | Yes<br>Name of Officer: Iain Green                 |

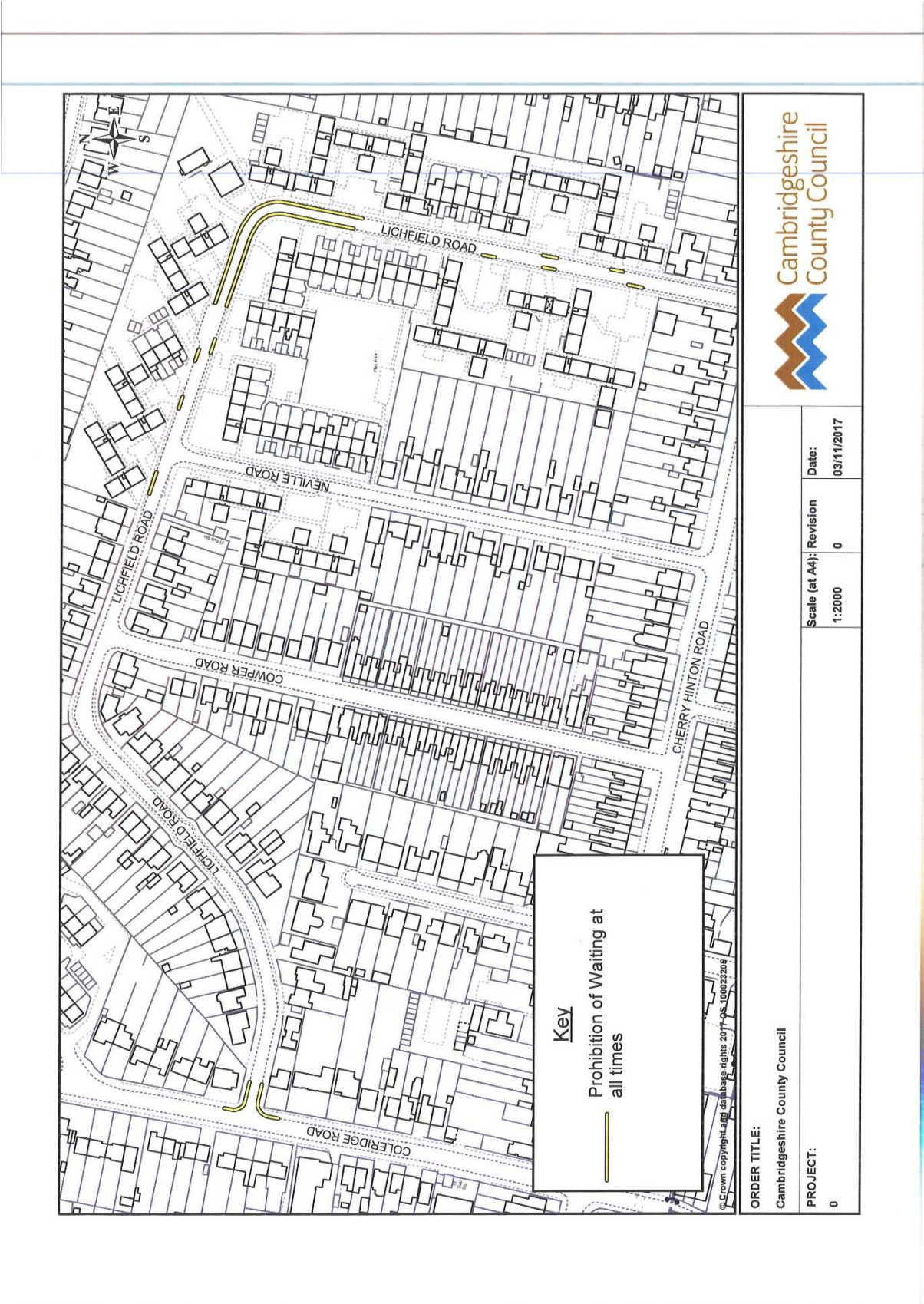
## **Appendix 1 – Location of Lichfield Road**







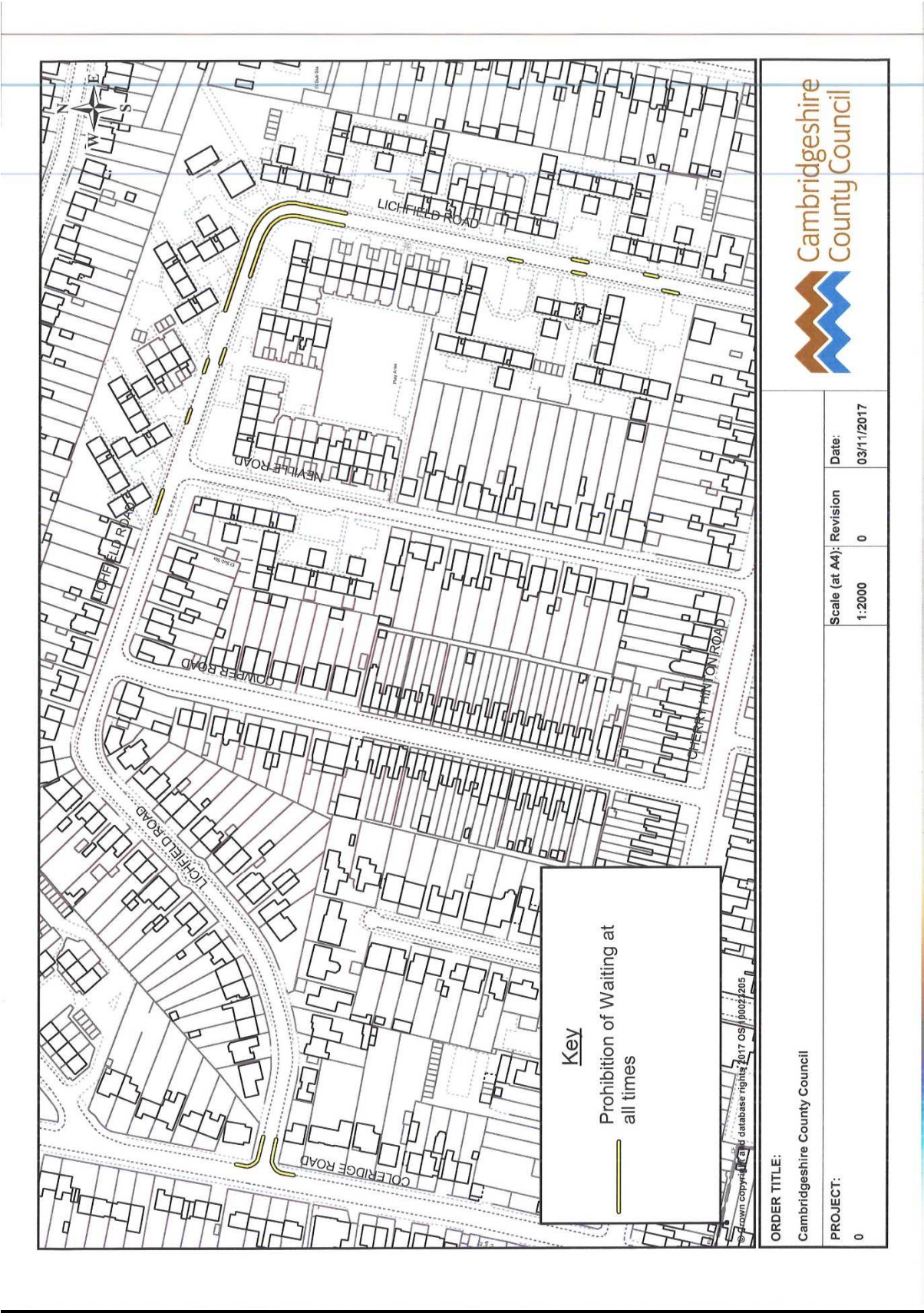
Appendix 2 Proposed Restrictions







**Appendix 3 Proposed Restrictions (Amended)**





#### **Appendix 4 – Summary of Objections and Representations on Lichfield Road Proposals and Officer Responses**

| No. | Summary of Objection/<br>Representation   | Officer Response   |
|-----|---|--|
| 1   | <p>a) We agree that there should be no parking on the actual corner by the Community Centre, but the only times that this happens are on a Monday evening when the whist/bridge club use the Centre, and some times when the Centre is used for other activities, none of the residents park on the corner and all the residents cars are parked on one side of the road only all the way along the road.</p> <p>b) The main point raised at the meeting was the speed of the traffic around this corner and along Lichfield Road in general, the road is used as a "rat-run" to avoid traffic on Cherry Hinton Road. I can see the corner from my house and in general if the corner is clear cars actually speed up around it, because they can see no obstruction, so parked cars would actually slow the traffic down. The answer maybe, although I actually hate them might be some speed reduction system (speed humps) on the corner itself.</p> | <p>As single yellow lines would only restrict parking at specified times and as the proposed Order is being made to keep the bend clear to prevent conflict of vehicles this would reduce the effectiveness of the parking restrictions.</p> <p>The proposed traffic regulation order has been made following concerns that were raised by residents (including the Lichfield Road Residents Association) regarding vehicles parking on the sharp 90 degree bend by Lichfield Hall causing an obstruction to drivers visibility and causing them to drive in the centre of the road and therefore potentially come into conflict with oncoming vehicles. This is particularly an issue for buses and other large vehicles using this road. The purpose of the proposed Order is therefore to address these concerns and has been made for road safety reasons to keep the bend clear and to prevent conflict of vehicles avoiding parked cars. I appreciate the concern regarding speeding in Lichfield Road but unfortunately this issue is beyond the scope of this proposed Order and would need to be addressed by a separate scheme, in the first instance you may wish to raise these concerns again with your local Councillor.</p> |

|  |  |   |
|--|--|---|
|  | <p>c) The proposed plan will prohibit residents parking on the road outside their houses, these 4 to 6 cars will have to find other parking spots, at present there is not enough off-road parking anyway, I live at 131 Lichfield Road, in this block there is provision for 3 cars in the residents bays, we need 4. In the next block the same again, provision for 3 cars , 4 are needed. Behind our block there is parking for 5 cars plus 1 disabled bay, these are always full. I feel that if yellow lines are to be needed then they should only be on the corner, maybe for 20-30 metres both ways from the point of the bend, not the 104 metres planned. This will allow for the residents to remain parking outside their houses and will not push other cars to end up using the residents bays, which is what will happen.</p> <p>d) Thankyou for looking into my objection to the proposed plan to put double yellow lines to prohibit stopping and parking on the Community Centre corner in Lichfield Road. From your reply I note that the length of the double yellow lines has been slightly reduced, however I still feel that stopping/parking restrictions are not only, not required, but also not the answer to the original request from the residents meeting that was held. From this meeting the residents who attended told the councillors who were there that the problem was</p> | <p>Whilst we acknowledge that there may be some displacement of parking because of the proposed parking restrictions that will inconvenience residents the major concern is the safe movement of traffic on the public highway. As well as the off street parking areas provided there is also provision for parking in the layby outside of 123-133 Lichfield Road and on street parking on the opposite side of the road. The amended proposals have reduced the length of the double yellow lines from a total length of 104 metres to 86m on the north side of the road (approximately 51m west of the point of the bend and 35m in a south easterly direction for the point of the bend) and from 91m to 60m on the south side of the road any further reductions would reduce the effectiveness of the parking restrictions to reduce vehicle conflict on the bend.</p> <p>(see also response to paragraph b above) The purpose of the proposed Order is to address these concerns and has been made for road safety reasons to keep the bend clear and to prevent conflict of vehicles avoiding parked cars. I appreciate the concern regarding speeding in Lichfield Road but unfortunately this issue is beyond the scope of this proposed Order and would need to be addressed by a separate scheme, in the first instance you may wish to raise these concerns again with your local Councillor.</p> |
|--|--|---|

|  |   |  |
|--|---|--|
|  | <p>speed restriction, not parking in general, there are some very specific problem times, but these are very few. This speed restriction not only applies to the corner in question, but to the whole of the Lichfield Road, the yellow painted 20 MPH signs on the road are no deterrent to the main speeders, who are not residents, but use Lichfield Road as a "rat-run" to avoid traffic on Cherry Hinton Road. Please listen to the locals, come and see for yourself, the problem is speeding. By painting lines, you make the corner more open and that will increase the speed of traffic.</p> |  |
|--|---|--|



**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED  
IMPLEMENTATION OF WAITING RESTRICTIONS ON BIRCH CLOSE AND ON TIVERTON  
WAY, CAMBRIDGE**

*To:* **Cambridge City Joint Area Committee**

*Meeting Date:* **30<sup>th</sup> January 2018**

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

*Electoral division(s):* **King's Hedges and Cherry Hinton (County)  
West Chesterton and Coleridge (City)**

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

*Purpose:* **To determine objections received in response to the  
publication of waiting restrictions in Birch Close and  
Tiverton Way, Cambridge**

*Recommendation:* **a) Implement the restrictions in Birch Close as originally  
published.  
b) Implement the amended restrictions in Tiverton Way.  
c) Inform the objectors of the decision.**

| <b><i>Officer contact:</i></b> |                                      |
|--------------------------------|--------------------------------------|
| Name:                          | Richard Lumley                       |
| Post:                          | Assistant Director, Highways Service |
| Email:                         | richard.lumley@cambridgeshire.gov.uk |
| Tel:                           | 01223 703839                         |

## **1. BACKGROUND**

- 1.1** The Council has published proposals to introduce waiting restrictions at various locations in Cambridge under the Local Highways Improvement (LHI) scheme. This report relates to proposals in Birch Close in King's Hedges and Tiverton Way in Cherry Hinton. In both cases No Waiting at any time (double yellow lines) are proposed over relatively short lengths of road to tackle localised issues. Drawings showing the extents of the proposed restrictions can be found in Appendices 2 and 3. The proposals have been requested by local residents and are supported by local Councillors.
- 1.2** Waiting restriction proposals at a number of other locations were published at the same time, but these did not attract any objections, so can be implemented without the need to report them to this Committee.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory 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 minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2** The TRO was advertised in the Cambridge News on 4<sup>th</sup> September 2017 and the statutory consultation period ran until 29<sup>th</sup> September 2017.
- 2.3** In respect of the Birch Close proposal, the statutory consultation resulted in the receipt of 26 written representations, mostly objecting to the proposal. These have been summarised in the table in Appendix 4 and the officer responses to the objections are also given in the table. The main point raised by many of the objectors is that the proposed 33 metre length of double yellow lines is excessive and many suggest that 18 metres would be sufficient. In an attempt to resolve the matter, without the need to report it to this Committee, officers offered to reduce the length of the yellow lines to the requested 18 metres. This was mostly accepted, but one of the objectors asked for his original objection to stand as he is opposed to any restrictions and he also raised several other concerns. Hence, the requirement to report the matter to this Committee. Officers are recommending that the originally published proposal be implemented as that would fully address the on-street parking issues that occur.
- 2.4** In respect of the Tiverton Way proposal, the consultation attracted one written representation. This was from a resident who said that the proposed double yellow lines did not extend far enough and did not match what had previously been agreed with Cllr Kavanagh. Officers accepted that this was an oversight and that the double yellow lines should have covered a longer length of Tiverton Way. Regulations allow the Council to modify a published proposal providing we inform persons likely to be affected, give them an opportunity to make representations and duly consider any representations received. Officers wrote to residents likely to be affected by the longer length of double yellow line and this resulted in the receipt of two objections. The representations received and officer responses have been summarised in Appendix 5. Officers recommend that the modified, i.e. longer length of double yellow lines, be implemented.



### **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 Local Highway Improvements process.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for this category.

#### **4.3 Statutory, Legal and Risk Implications**

The statutory process for this proposal has been followed.

#### **4.4 Equality and Diversity Implications**

There are no significant implications for this category.

#### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged, including County and District Councillors, Police and other 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.

#### **4.6 Localism and Local Member Involvement**

Relevant Councillors engaged with residents at an early stage, prior to the publication of statutory notices, and were given the opportunity to comment as part of the statutory process. No adverse comments were received.

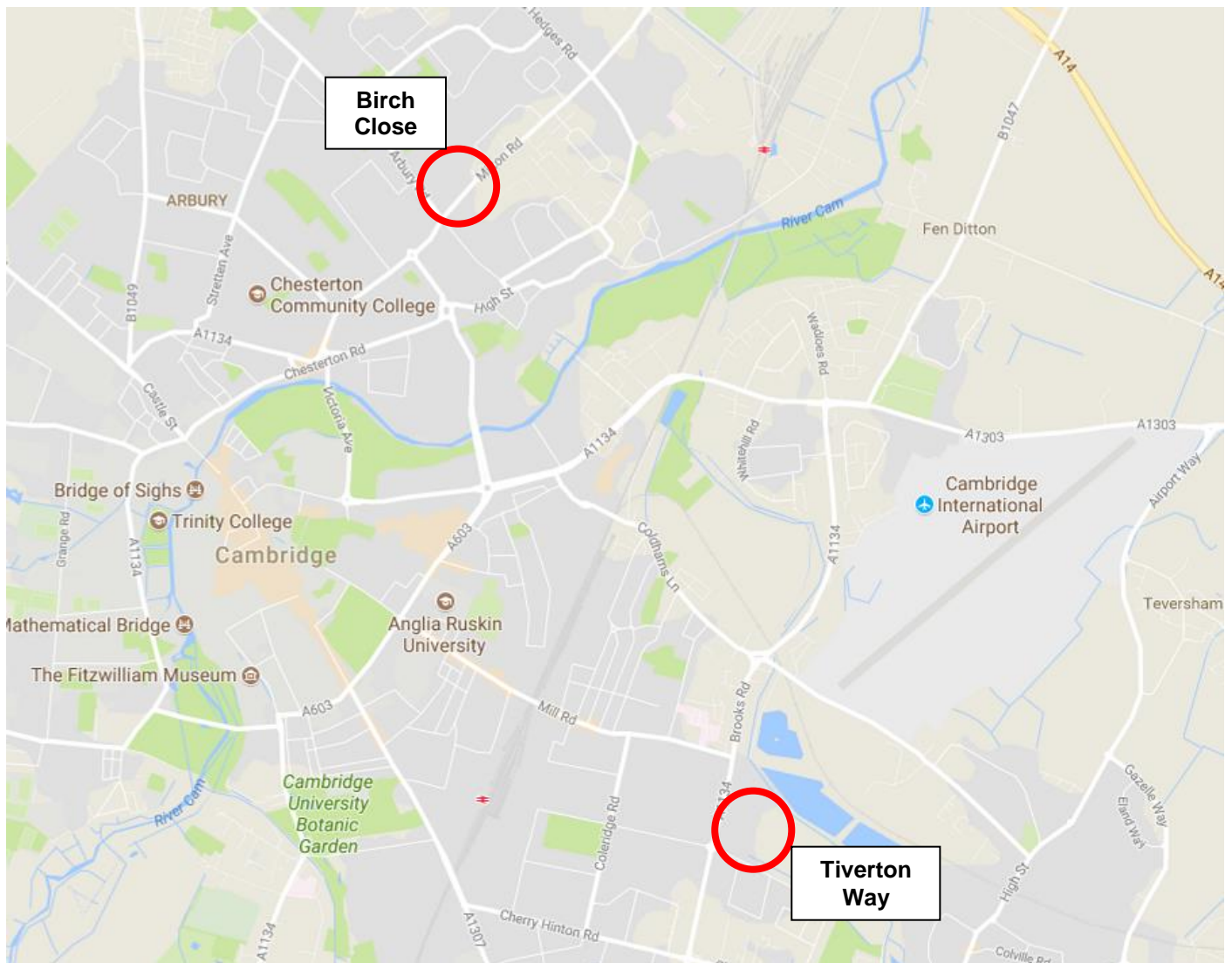
#### **4.7 Public Health Implications**

There are no significant implications for this category.

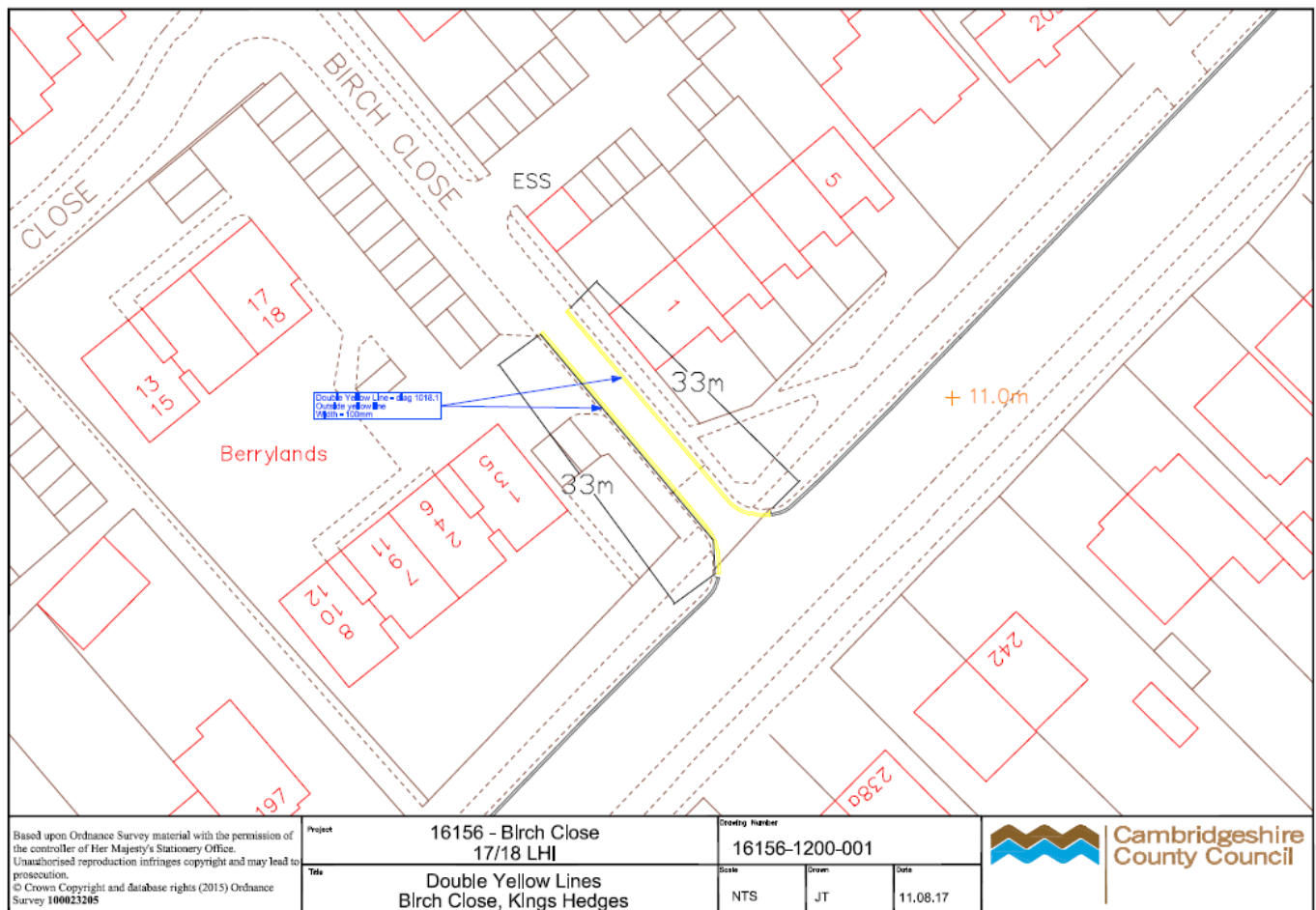
| <b>Implications</b>   | <b>Officer Clearance</b>                             |
|---|--|
|   |  |
| <b>Have the resource implications been cleared by Finance?</b>  | Yes<br>Name of Financial Officer: Sarah Heywood      |
|   |  |
| <b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b> | n/a<br>Name of Financial Officer: n/a                |
|   |  |
| <b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>                       | No response<br>Name of Legal Officer: Fiona McMillan |
|   |  |
| <b>Have the equality and diversity implications been cleared by your Service Contact?</b>                       | Yes<br>Name of Officer: Tamar Oviatt-Ham             |
|   |  |
| <b>Have any engagement and communication implications been cleared by Communications?</b>                       | Yes<br>Name of Officer: Joanna Shilton               |
|   |  |
| <b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>              | Yes<br>Name of Officer: Tamar Oviatt-Ham             |
|   |  |
| <b>Have any Public Health implications been cleared by Public Health</b>  | Yes<br>Name of Officer: Iain Green                   |

| <b>Source Documents</b>   | <b>Location</b>  |
|---|--|
| <b>Objections and other written representations (redacted)</b><br><b>Draft Traffic Regulation Order</b> | Vantage House,<br>Washingley Road,<br>Huntingdon<br>PE29 6SR |

## **Appendix 1 – Locations of Birch Close and Tiverton Way**



## Appendix 2 – Proposed Restrictions in Birch Close

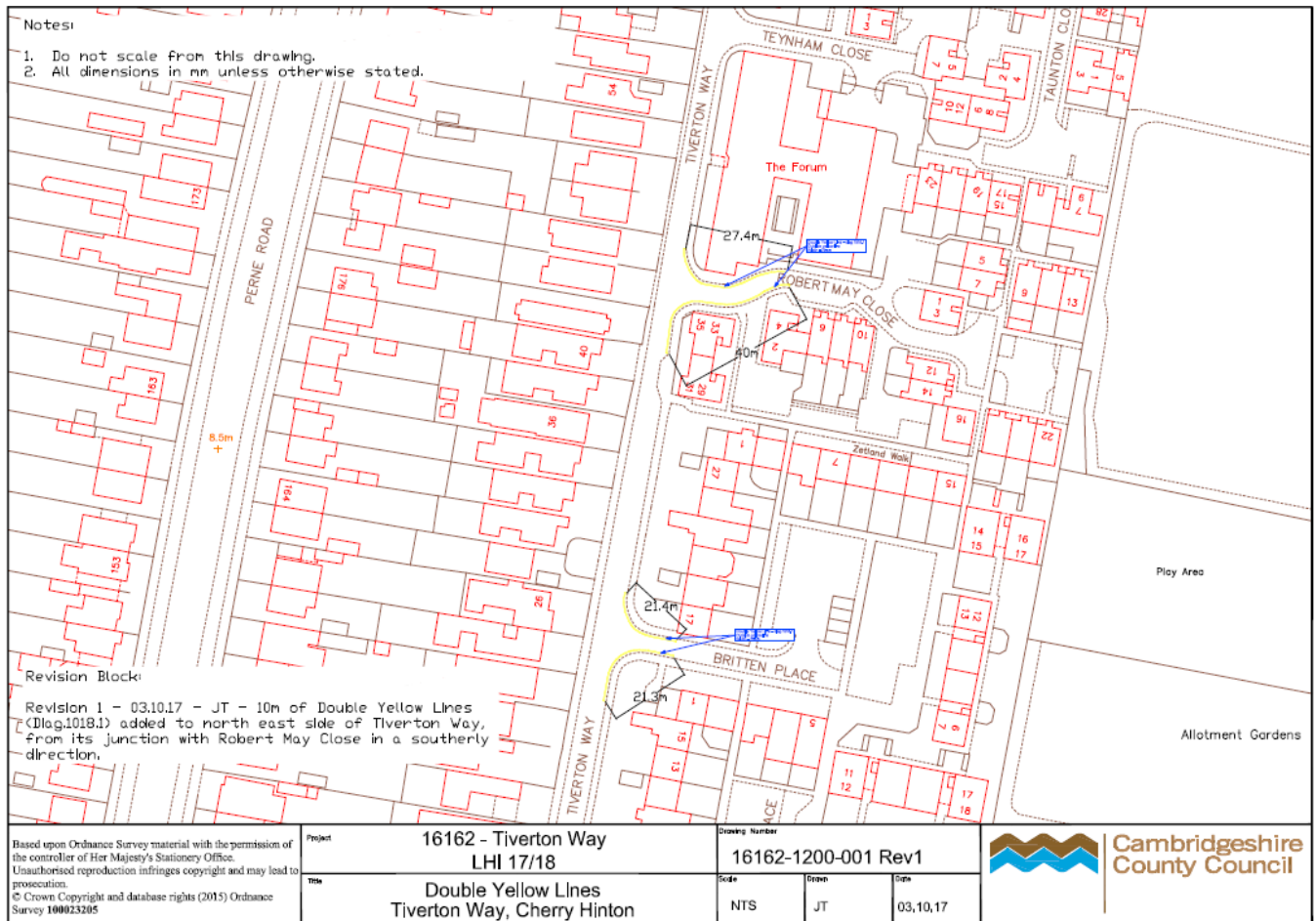


View looking into Birch Close from Milton Road. Note the line of parked cars on the north-east side. The proposed 33m length of double yellow lines would cover the access to Berrylands visible on the south-west side, but an 18m length would not.





## Appendix 3 – Proposed Amended Length of Restrictions in Tiverton Way



View when travelling south on Tiverton Way towards the road narrowing, with the Robert May Close junction on the left. The disputed length of restriction is between the junction and narrowing beyond it.



#### **Appendix 4 – Objections and Representations on Birch Close Proposal**

| No. | Summary of Objection/ Representation   | Officer Response   |
|-----|--|--|
| 1   | General support for double yellow lines at the Birch Close/Milton Road junction, but the proposed 33 metre length should be reduced to 18 metres as it is unnecessarily long. The reduced length would be adequate to keep the junction clear of parked cars, but still retain valuable on-street parking<br>(This issue was raised in 14 responses) | A significant number of respondents agree that parking needs to be restricted in the immediate area of the junction. The 33 metre length would ensure that the whole junction, including the rear access to Berrylands, would remain clear of parked vehicles. This would result in the loss of 4 to 5 legitimate parking spaces. The suggested 18 metre length represents a “do minimum” solution, resulting in the loss of only 1 or 2 legitimate parking spaces. However, it could mean that there would still be some conflict between opposing traffic on the Birch Close approach to the junction. |
| 2   | Opposed to any parking restrictions in Birch Close, particularly on the north side. Parking is self-regulating and has the benefit of lowering traffic speeds. Birch Close is a minor residential cul-de-sac, carries little traffic, so restrictions are not justified.<br>(This issue was raised in 2 responses)                                   | Birch Close is only wide enough to accommodate parking on one side, so implementing double yellow lines on one side only would achieve very little. The imposition of restrictions on the south side would mean that parking could still take place right up to the junction on the north side, so would not satisfy the aim of keeping the junction clear of parked vehicles.   |
| 3   | Opposed to parking restrictions on the south side and the lines should be reduced to 15 or 18 metres on the north side.<br>(This issue was raised in 5 responses)  | As with point 2, there is little to be gained by implementing double yellow lines on one side only. Having 15 to 18 metres of yellow line on the north side only would not help as cars could still be parked on the south side right up to the junction.  |
| 4   | The proposed double yellow lines are excessive and will have a negative impact.<br>(This issue was raised in 5 responses)  | It is noted that there is a shortage of on-street parking in the area. However, the proposal is being promoted in the interest of road safety and will only cover the junction, resulting in the loss of relatively few spaces.  |
| 5   | The renewal of road markings and lowering/thinning of the hedge at the Birch Close/Milton Road junction would assist with making it safer.<br>(This issue was raised in 7 responses)   | The condition of the road markings has been reported to the local highway officer and the hedge to the City Council who is responsible for its maintenance.  |

## **Appendix 5 – Objections and Representations on Tiverton Way Proposal**

| No. | Summary of Objection/ Representation  | Officer Response   |
|-----|---|--|
| 1   | In response to the <u>original</u> proposal, one local resident responded by stating that the double yellow lines should extend from Robert May Close right up to the road narrowing to stop cars parking on that length of road, which creates a blind spot for drivers emerging from Robert May Close.  | It is accepted that the longer length of double yellow line was agreed by Cllr Kavanagh and this was not reflected in the published proposal. Officers support the extended length of double yellow line. Hence the reason to lengthen the double yellow lines and consult those affected.   |
| 2   | In response to the <u>modified</u> proposal, two residents of the same address are opposed to extending the double yellow lines. They already find it difficult to park near their property due to the volume of parking in the area. They try to park off-street, but often have no alternative but to park on the road. The proposal would remove valuable parking space. | The extended double yellow lines will remove only one parking space. A vehicle parked in Tiverton Way between Robert May Close and the road narrowing obscures visibility for emerging drivers. It also means that drivers are forced onto the opposite side of the road, potentially resulting in conflict with opposing traffic. The longer length of double yellow lines also creates a safe area for drivers needing to wait for opposing traffic to clear before proceeding past the narrowing. |





**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE  
PROPOSED IMPLEMENTATION OF WAITING AND LOADING RESTRICTIONS  
AND DISABLED PARKING ON PERNE ROAD (ADKINS CORNER), CAMBRIDGE**

*To:* Cambridge City Joint Area Committee

*Meeting Date:* 30<sup>th</sup> January 2018

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

*Electoral division(s):* Cherry Hinton (County)  
Coleridge (City)

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

*Purpose:* To determine objections to the implementation of a third party funded Traffic Regulation Order (TRO) on Perne Road (Adkins Corner) as set out below.

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

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

## **1. BACKGROUND**

- 1.1 Adkins Corner is located in the north eastern corner of the junction of Perne Road (A1134) and Cherry Hinton Road. It lies within the County Electoral Division of Cherry Hinton, in the south east of the city (Appendix 1).
- 1.2 The proposal, to implement parking and loading restrictions, is being funded by the freehold owner of the property currently occupied by 'Budgens' supermarket. Its aim is to relocate the loading facilities for the site and to restrict waiting times during the day, to benefit the commercial users of Adkins Corner.
- 1.3 Currently HGVs (Heavy Goods Vehicles) access the loading facilities via a narrow road to the rear of the complex, which requires them to cross the footway and to perform unsafe vehicular manoeuvres. To resolve this issue it has been proposed that the loading bay be relocated to the front of the complex on the northern side of Adkins Corner where there are currently 2 disabled parking bays. To maintain accessibility for disabled users it has been proposed that these bays be moved to the southern side of Adkins Corner next to the junction with Perne Road (A1134) and that the remaining parking bays be restricted to 1 hour waiting with no return within 1 hour during the day, to benefit shoppers.
- 1.4 A plan of the proposed waiting and loading restrictions is shown in Appendix 2.

## **2. MAIN ISSUES**

- 2.1 The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 22<sup>nd</sup> September 2017. The statutory consultation period ran from the 22<sup>nd</sup> September to the 13<sup>th</sup> October 2017.
- 2.3 The statutory consultation resulted in one objection, which has been summarised in the table in Appendix 3. The officer responses to the objection are also given in the table.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

Report authors should evaluate the proposal(s) in light of their alignment with the following three 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 third party funding from Transport Planning Associates on behalf of the freehold owner of the property currently occupied by 'Budgens' supermarket.

##### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

##### **4.3 Statutory, Legal and Risk Implications**

The statutory process for this proposal has been followed.

##### **4.4 Equality and Diversity Implications**

There are no significant implications within this category.

##### **4.5 Engagement and Communications Implications**

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

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

##### **4.6 Localism and Local Member Involvement**

The County Councillor, Cllr Sandra Crawford and the City Councillors, Cllr Mark Ashton, Cllr Robert Dryden & Cllr Russ McPherson were consulted. Only response received was that of support from Cllr Dryden.

##### **4.7 Public Health Implications**

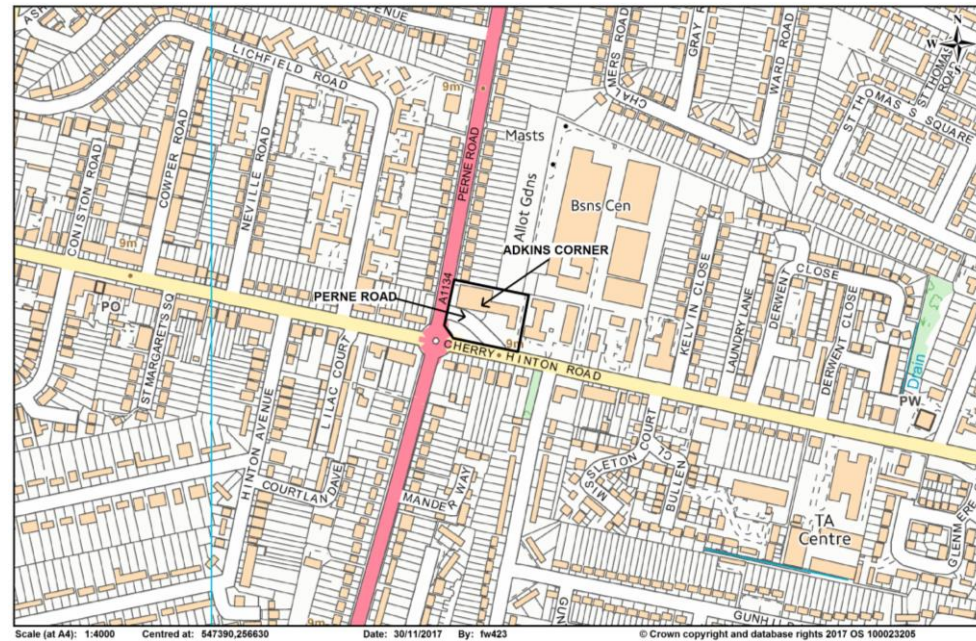
There are no significant implications within this category.

| <b>Implications</b>   | <b>Officer Clearance</b>                           |
|---|--|
|   |  |
| <b>Have the resource implications been cleared by Finance?</b>  | Yes<br>Name of Financial Officer: Sarah Heywood    |
|   |  |
| <b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b> | N/A  |
|   |  |
| <b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>                       | Yes<br>Name of Legal Officer: Debbie Carter-Hughes |
|   |  |
| <b>Have the equality and diversity implications been cleared by your Service Contact?</b>                       | Yes<br>Name of Officer: Tamar Oviat-Ham            |
|   |  |

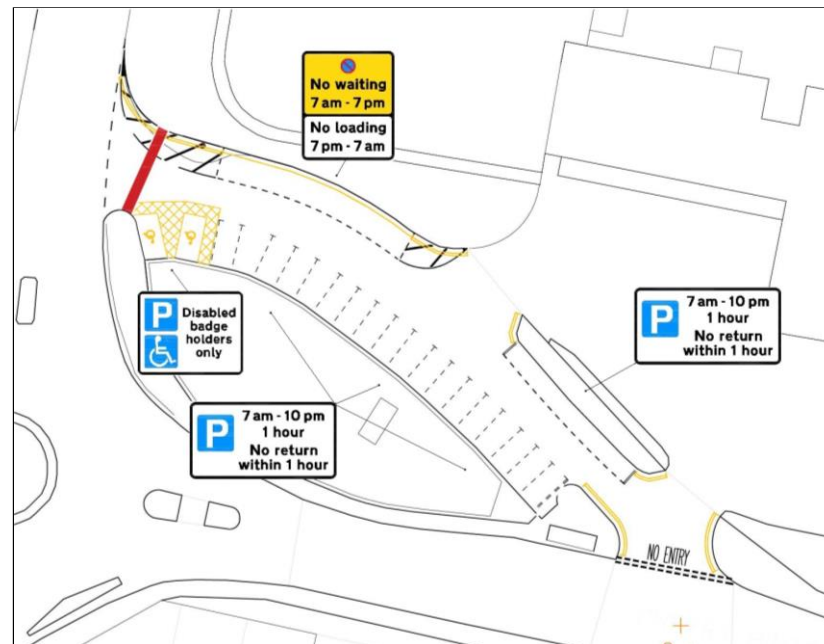
|  |  |
|--|--|
| <b>Have any engagement and communication implications been cleared by Communications?</b>          | Yes<br>Name of Officer: Joanna Shilton   |
| <b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b> | Yes<br>Name of Officer: Tamar Oviatt-Ham |
| <b>Have any Public Health implications been cleared by Public Health</b>                           | Yes<br>Name of Officer: Iain Green       |

| <b>Source Documents</b> | <b>Location</b> |
|-------------------------|-----------------|
| Scheme plans            | Vantage House   |
| Consultation documents  | Vantage Park    |
| Consultation responses  | Washingley Road |
|                         | Huntingdon      |
|                         | PE29 6SR        |

## Appendix 1 – Location of Perne Road / Adkins Corner



## Appendix 2 – Plan of proposed loading and waiting restrictions



**Appendix 3**

| No | Consultation Responses   | Officer's Comments  |
|----|--|---|
| 1  | <p>Objects to the proposals on the grounds that they have operated a mobile catering van from this 'car park' for the last 12 years and that the restrictions would stop them from being able to continue. They say they only require one space otherwise the restrictions will jeopardise their business.</p> <p>(Included with their objection was a copy of their premises licence, which currently permits late night trading from the 'car park')</p> | <p>Though a premises licence (granted by Cambridge City Council) permits the sale of late night refreshments (the supply of hot food or hot drinks between 11pm and 5am) and that the licence is specific to this location, it does not grant entitlement to the land and it won't be affected by the restrictions.</p> <p>A mobile catering vehicle is not restricted to one site so should the proposed be implemented the vehicle can operate from another site while the waiting restriction is active and move to Adkins Corner later on (after 7pm for the loading bay, after 9pm for the parking bays) without the need to apply for a premises licence for a different site.</p> <p>The area concerned is public highway so cannot be reserved for any single person.</p> |





**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE  
PROPOSED IMPLEMENTATION OF ELECTRIC TAXI CHARGE POINT PARKING  
BAYS ON NEWMARKET ROAD, CAMBRIDGE**

*To:* Cambridge City Joint Area Committee

*Meeting Date:* 30<sup>th</sup> January 2018

*From:* Executive Director: Place & Economy

*Electoral division(s):* Market (County and City)

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

*Purpose:* To determine an objection received to the proposed implementation of Electric Taxi Charge Point parking bays within redundant Doctors' Parking Bays on Newmarket Road, Cambridge

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

|                                |                                      |
|--------------------------------|--------------------------------------|
| <b><i>Officer contact:</i></b> |                                      |
| Name:                          | Richard Lumley                       |
| Post:                          | Assistant Director Highways Division |
| Email:                         | Richard.lumley@cambridgeshire.gov.uk |
| Tel:                           | 01223 703839                         |

## **1. BACKGROUND**

- 1.1 In order to improve air quality in Cambridge there is a need to reduce emissions from diesel vehicles. To that end, as a first step, local policy has been developed to transition the licensed taxi fleet in Cambridge from diesel to Electric and petrol Hybrid vehicles.
- 1.2 Alongside the policy changes funding has been secured from the City Council Capital Programme; Greater Cambridge Partnership (City Deal); and the Office for Low Emission Vehicles (OLEV) to procure the installation of a substantial network of 21 'Rapid' and 'Fast' electric vehicle charging units across the Greater Cambridge Geography.
- 1.3 Funding sources are as follows: Cambridge City Council £100K; Greater Cambridge Partnership £100k; OLEV £426K.
- 1.4 Extensive consultation with the taxi trade and stakeholders was undertaken as part of feasibility study funded by OLEV which outlined the necessary charging network required, the potential location of infrastructure and helped support the bid to OLEV for the capital funding. OLEV has stipulated that the network be installed over a 3 year period.
- 1.5 Four sites have been identified for installation of the first eight charge points (two at each location) and a tender is underway to fulfil these installations, subject to the necessary process.
- 1.6 One of the four primary locations for the proposed Electric Taxi Charge Points is situated within redundant Doctors' Parking Bays on the northern side of Newmarket Road, between Auckland Road and Evening Court (see Appendix 1).
- 1.7 The Doctors' Parking Bays on Newmarket Road were provided for the exclusive use by eligible Doctors' Surgeries and since the relocation of the local GP surgery the parking bays have been redundant, with the last permits for lawful use expiring in December 2014.
- 1.8 Doctors' Parking Bays are for use by emergency GPs who are required during the course of their duties to attend emergency appointments where patients are unable to attend the Surgery.
- 1.9 A plan of the proposed restrictions is shown in Appendix 2.

## **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 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 8<sup>th</sup> November 2017. The statutory consultation period ran from the 8<sup>th</sup> November to the 30<sup>th</sup> November 2017.
- 2.2 The statutory consultation resulted in one objection, which has been summarised in the table in Appendix 3. The officer responses to the objection are also given in the table.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

There are no significant implications for this priority.

#### **3.2 Helping people live healthy and independent lives**

There are no significant implications for this priority.

#### **3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The necessary funding has been secured via the City Council and from the Office for Low Emissions Vehicles and the Greater Cambridge Partnership.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

#### **4.3 Statutory, Legal and Risk Implications**

The statutory process for this proposal has been followed.

#### **4.4 Equality and Diversity Implications**

There are no significant implications within this category.

#### **4.5 Engagement and Communications Implications**

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

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

#### **4.6 Localism and Local Member Involvement**

The County Councillor, Cllr Nicola Harrison and the City Ward Councillors were consulted. Only response received was that of support from Cllr Harrison.

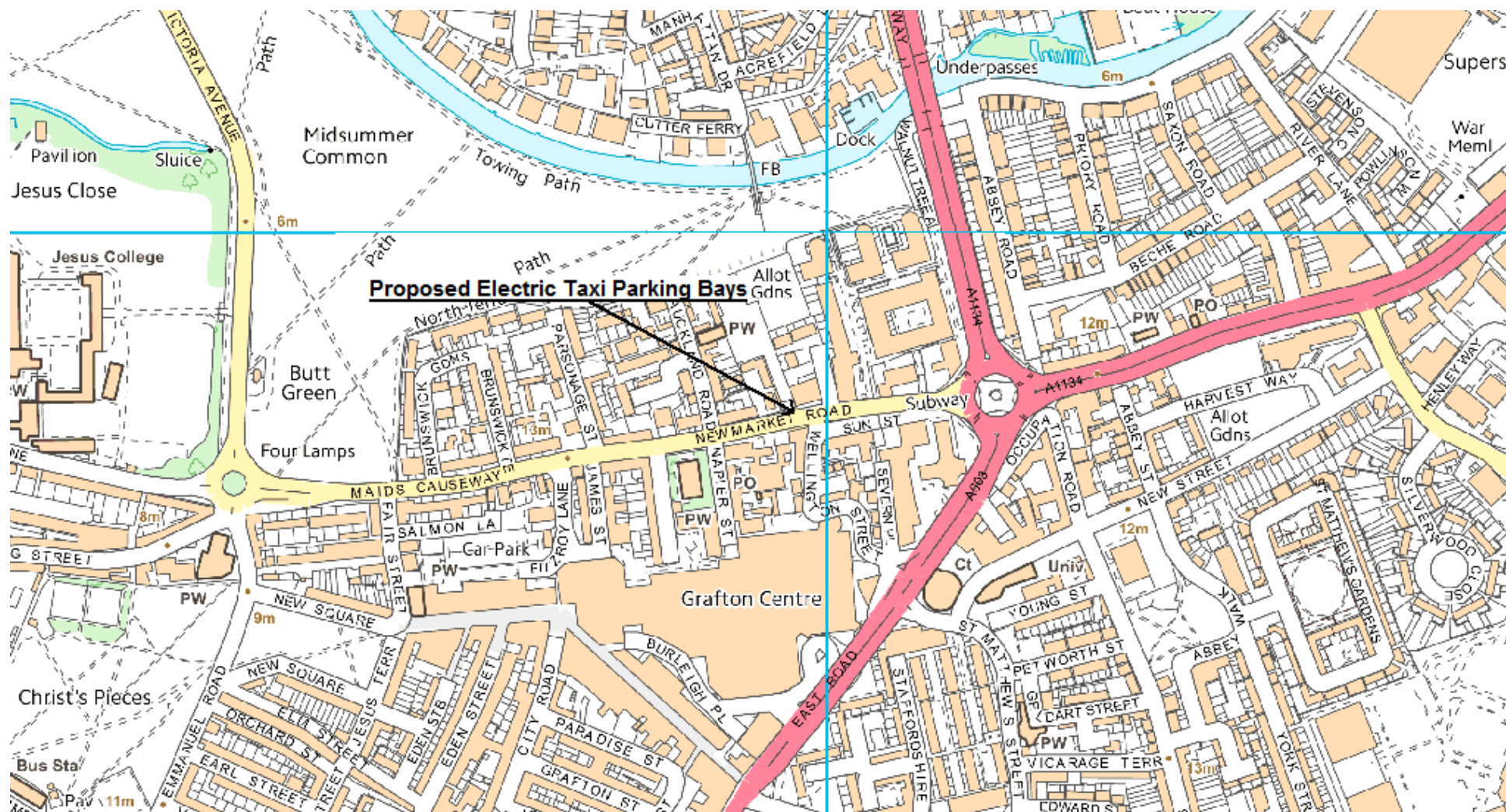
#### **4.7 Public Health Implications**

There are no significant implications within this category.

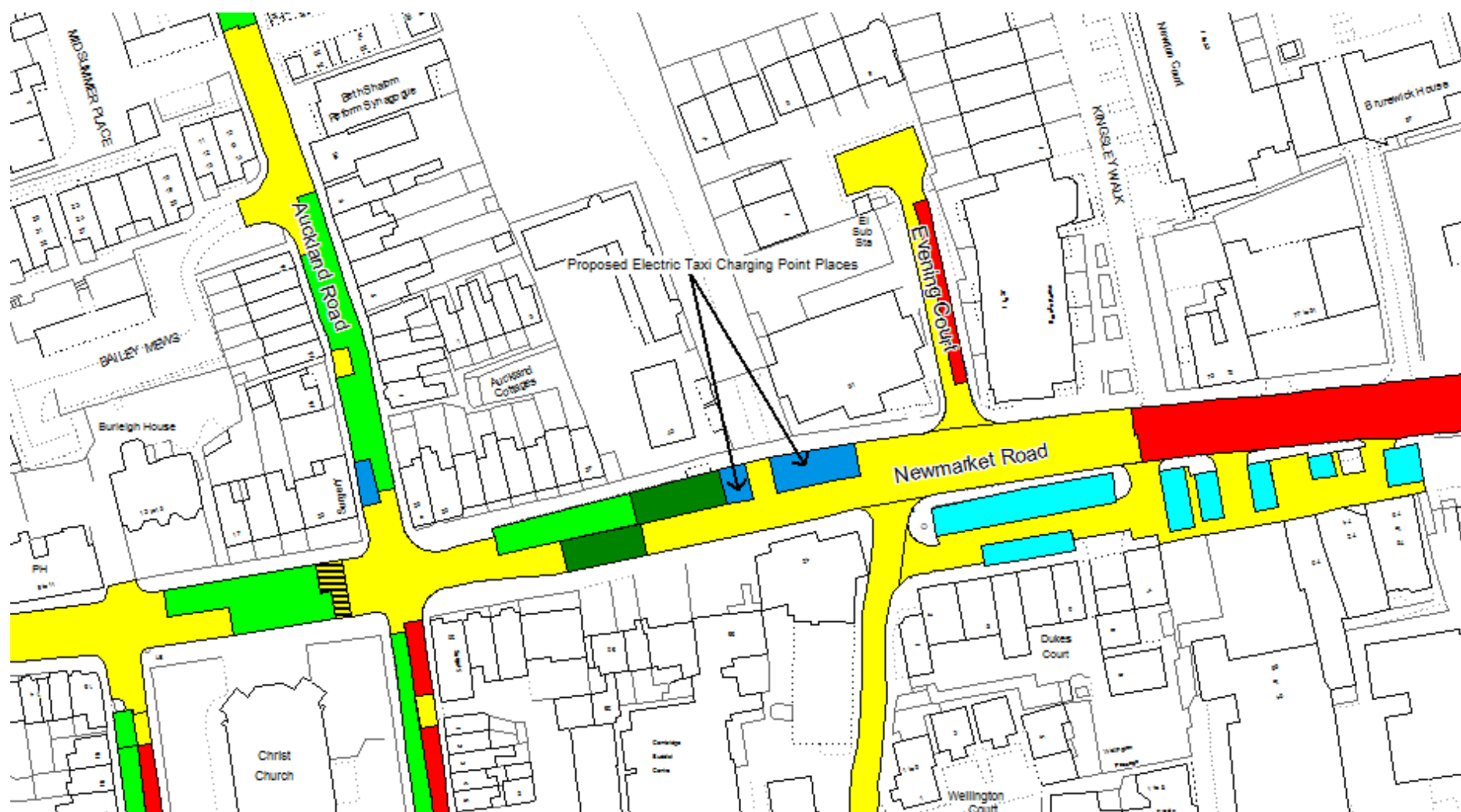
| <b>Implications</b>   | <b>Officer Clearance</b>                        |
|---|---|
|   |   |
| <b>Have the resource implications been cleared by Finance?</b>  | Yes<br>Name of Financial Officer: Sarah Heyward |
|   |   |
| <b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b> | N/A<br>Name of Financial Officer: Chris Malyon  |
|   |   |
| <b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>                       | Yes<br>Name of Legal Officer: Fiona McMillan    |
|   |   |
| <b>Have the equality and diversity implications been cleared by your Service Contact?</b>                       | Yes<br>Name of Officer: Tamar Oviatt-Ham        |
|   |   |
| <b>Have any engagement and communication implications been cleared by Communications?</b>                       | Yes<br>Name of Officer: Eleanor Bell            |
|   |   |
| <b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>              | Yes<br>Name of Officer: Tamar Oviatt-Ham        |
|   |   |
| <b>Have any Public Health implications been cleared by Public Health</b>  | Yes<br>Name of Officer: Iain Green              |

| <b>Source Documents</b>                                      | <b>Location</b>   |
|--|---|
| Scheme plans<br><br>Consultation responses                   | Vantage House<br>Vantage Park<br>Washingley Road<br>Huntingdon<br>PE29 6SR  |
| Cambridgeshire County Council Highways Asset Management Plan | <a href="https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/HIAMP%202016%20v5.0%20Feb%202017.pdf?inline=true">https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/HIAMP%202016%20v5.0%20Feb%202017.pdf?inline=true</a> |

## Appendix 1 – Location of Proposed Electric Taxi Charge Points



## Appendix 2 – Plan of proposed Electric Taxi Parking Bays



**Appendix 3**

| No | Consultation Responses   | Officer's Comments  |
|----|--|---|
| 1  | <p>Objects to the proposals on the grounds that Cambridgeshire County Council has overlooked the fact that there is a nearby surgery that provides extended hours care, home visits, and domiciliary care. Additionally, we feel that Cambridgeshire County Council may not have considered the impact that the proposed changes will have on the provision of health care in both Cambridgeshire and the surrounding area.</p> <p>Our surgery is the only surgery in East Anglia that is dedicated to providing an extended hours, 7 days a week, 365 days a year service. We provide both emergency and routine care to both Cambridge residents and people from the surrounding area. We regularly see patients who have travelled from Suffolk, Norfolk, and the Peterborough area due to a lack of open care facilities in these areas, particularly in the evenings and at weekends.</p> <p>Additionally, many of our patients are advised to come to us after calling the NHS 111 help line. Our service plays an important role in reducing the number of unnecessary visits to A&amp;E departments across East Anglia.</p> <p>In order to provide home visits and domiciliary care, it is essential to have parking close to our surgery for the transport of equipment and materials. The proposed changes will result in us having to reduce or cut this service.</p> <p>Due to our extended opening hours, our clinicians typically work a 12-13 hour working day. Many of our clinicians commute from outside of Cambridgeshire and need to transport personal equipment to the surgery. As our clinicians arrive at the surgery before 0730 and leave after 2000, we do not contribute to peak hour's congestion in Cambridge.</p> | <p>The Cambridge Dental Hub is not a GP Surgery and therefore is not eligible for Doctors Parking Bay Permits. Conversion of the existing Doctor's Parking Bays into Electric Taxi Charge Points will not affect the Dental Hub as they have never had permitted use of these bays.</p> <p>There are a significant number of on and off street parking facilities in the area for use by both customers and employees of the Dental Hub. Pay &amp; Display Parking is available directly opposite the Dentists and multi storey off-street parking available in the nearby Grafton east &amp; Grafton west car parks. Cheaper, longer stay parking provision is available from one of the many Park &amp; Ride facilities located around Cambridge, with the nearest service to Newmarket Road Park &amp; Ride running from 0700-2030 Monday to Friday.</p> |





**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE  
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON ROSS STREET,  
CAMBRIDGE**

*To:* **Cambridge City Joint Area Committee**

*Meeting Date:* **30<sup>th</sup> January 2018**

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

*Electoral division(s):* **Romsey (County and City)**

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

*Purpose:* **To determine objections to the implementation of a third party funded Traffic Regulation Order (TRO) on Ross Street as set out below.**

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

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

## **1. BACKGROUND**

- 1.1 Ross Street is a one-way residential street which is located within the electoral division of Romsey, to the east of Cambridge City Centre. It links Coldhams Lane with Mill Road, which are both extremely busy arterial routes for the city (Appendix 1).
- 1.2 The proposal, to amend the current parking restrictions on the eastern side of Ross Street, is being funded by Transport Planning Associates on behalf of the developers of 213 Mill Road. Its aim is to relocate the parking and waiting facilities in such a way as to protect the new site access and to remove parking restrictions in such a way as to improve parking facilities for residents.
- 1.3 Plans of the current and proposed waiting and loading restrictions are shown in Appendix 2.

## **2. MAIN ISSUES**

- 2.1 The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 25<sup>th</sup> October 2017. The statutory consultation period ran from the 25<sup>th</sup> October to the 15<sup>th</sup> November 2017.
- 2.3 The statutory consultation resulted in one objection, which has been summarised in the table in Appendix 3. The officer responses to the objections are also given in the table.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

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

## **4. SIGNIFICANT IMPLICATIONS**

- 4.1 **Resource Implications**  
The necessary staff resources and funding have been secured through third party funding from Transport Planning Associates on behalf of the developer of 213 Mill Road.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**  
There are no significant implications within this category.
- 4.3 **Statutory, Legal and Risk Implications**  
The statutory process for this proposal has been followed.

#### 4.4 Equality and Diversity Implications

There are no significant implications within this category.

#### 4.5 Engagement and Communications Implications

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

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

#### 4.6 Localism and Local Member Involvement

The County Councillor, Cllr Noel Kavanagh and the City Councillors, Cllr Anna Smith, Cllr Dave Baigent and Cllr Sophie Barnett were consulted and offered no objections.

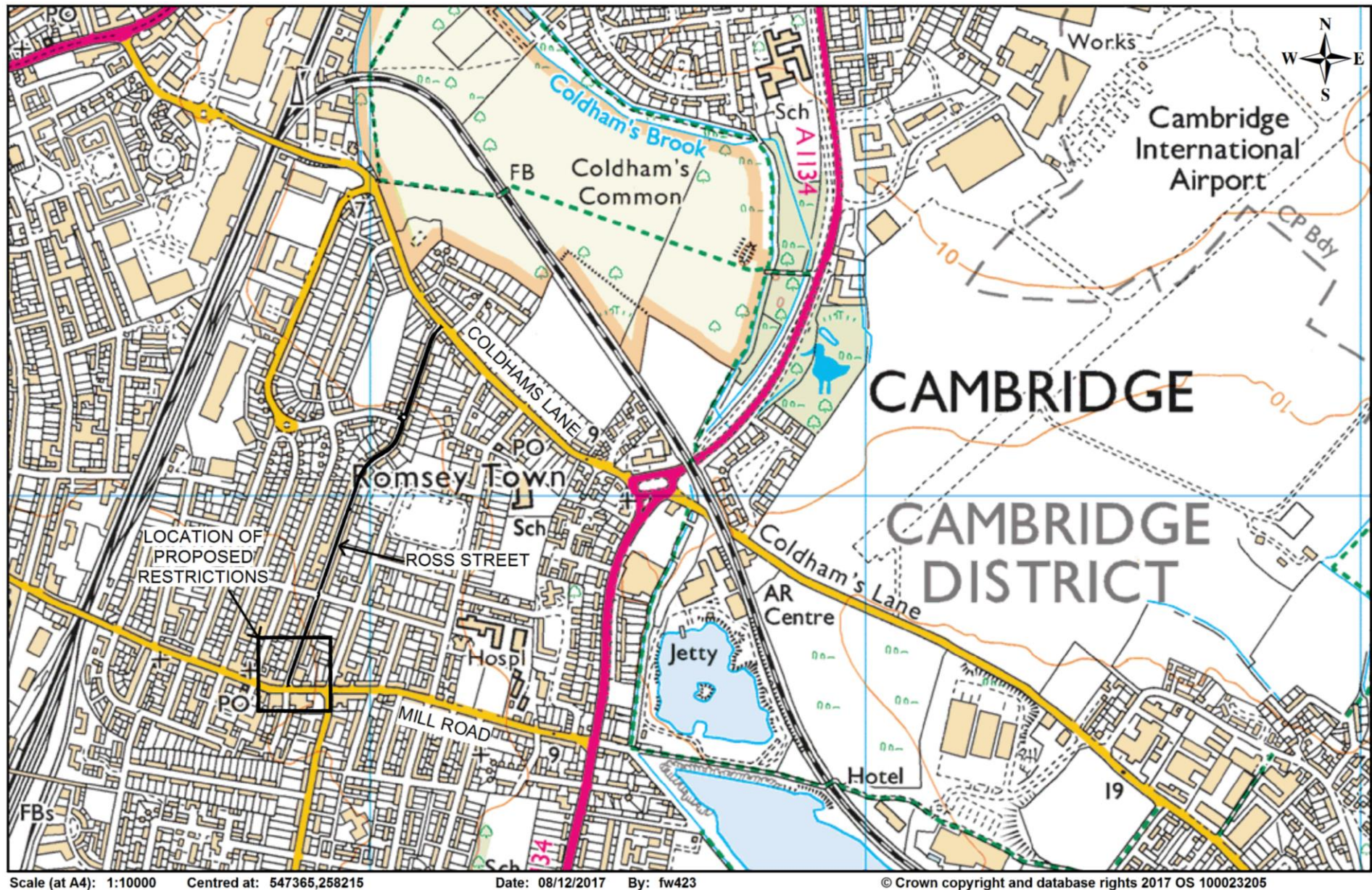
#### 4.7 Public Health Implications

There are no significant implications within this category.

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

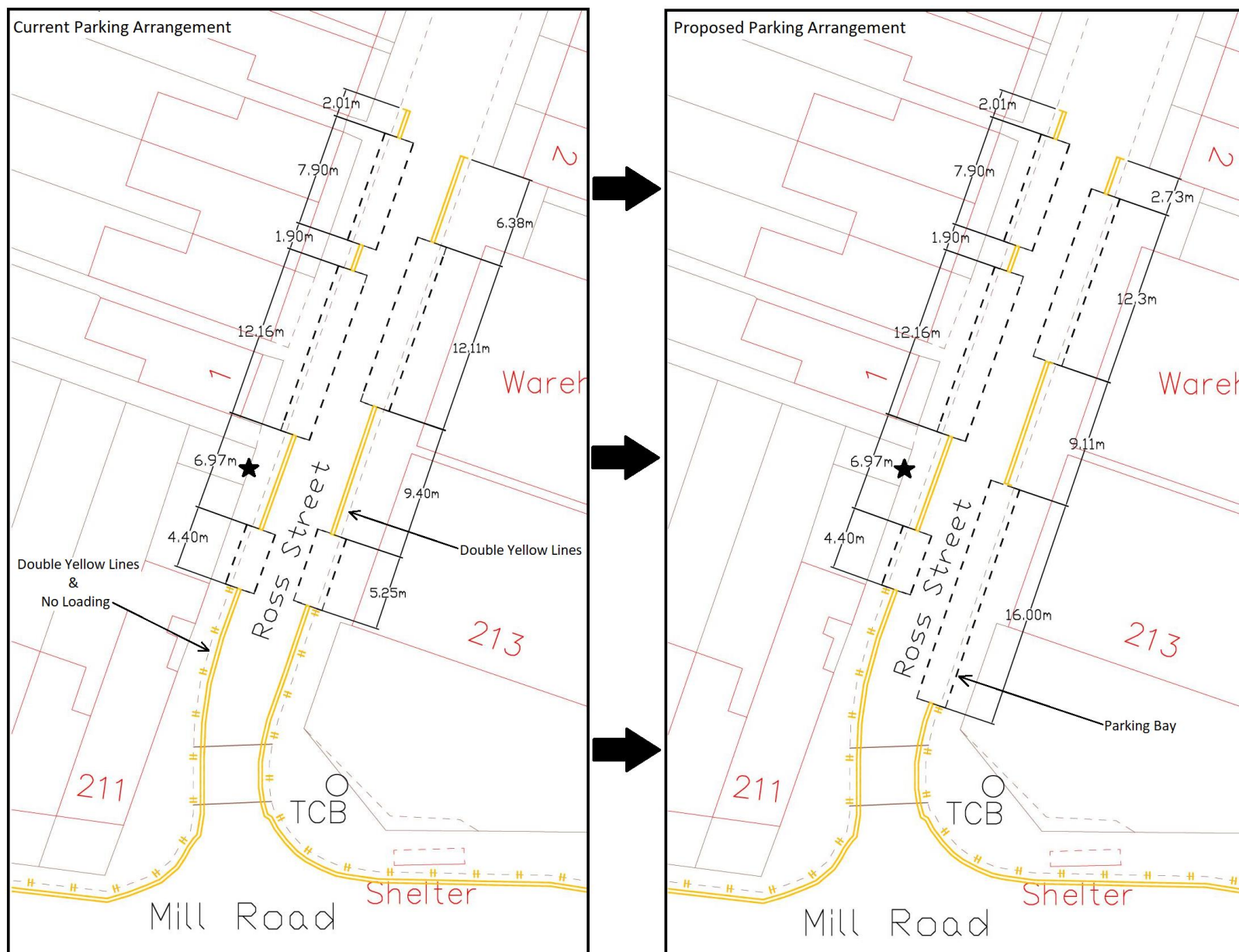
| Source Documents   | Location  |
|--|---|
| Scheme plans<br>Consultation documents<br>Consultation responses | Vantage House, Vantage Park<br>Washingley Road, Huntingdon PE29 6SR |

## Appendix 1 – Location of Ross Street





## Appendix 2 – Plan of current / proposed waiting and loading restrictions



**Appendix 3**

| No | Consultation Responses   | Officer's Comments   |
|----|--|--|
| 1  | <p>Objection from a resident, stating:</p> <ul style="list-style-type: none"><li>• They have a garage on the western side of Ross Street (location is indicated by a star on Appendix 2), which currently has double yellow lines opposite.</li><li>• To enter and exit the garage they require the full width of the carriageway.</li><li>• If the parking bay outside No. 213 is extended (from 5.25m to 16m) it will be impossible to use the garage.</li></ul> | <p>Access to the garage will still be possible but may require the use of more than one manoeuvre if the parking bay opposite is full.</p> |