

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
COURTNEY WAY AND METCALFE 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 objections to the installation of
proposed Prohibition of Waiting parking
restrictions on the corner of Courtney Way/Metcalfe
Road, West Chesterton

Recommendation: a) To determine the objections and decide whether
to implement the proposed restrictions as
advertised, or over an amended lesser extent, as
detailed in this report
b) Inform the objectors accordingly

<i>Officer contact:</i>	
Name:	Richard Lumley
Post:	Head of Highways
Email:	richard.lumley@cambridgeshire.gov.uk
Tel:	01223 703839

1. BACKGROUND

- 1.1 Courtney Way and Metcalfe Road are residential streets leading off Gilbert Road and Carlton Way, and are located within the Electoral Division of West Chesterton, to the north of Cambridge City Centre (Appendix 1).
- 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, around the access to Castle School. This area also experiences parking demand from all day commuters and locally based facilities staff.
- 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 a mixed level of local support for the proposal. In considering the consultation responses, local ward Councillors determined to proceed to formal advertisement stage.

2. 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 5 responses which have been summarised in the table in Appendix 2. The officer response to the objections are also given in the table.

3. OFFICER COMMENT

- 3.1 The responses to both the statutory and non-statutory consultations were limited to the immediate local vicinity; suggesting this is primarily an issue of local interest. Whilst the proposed introduction of 'No waiting at any time' restrictions on the inside of the corner leading to the Castle School appear welcome, the proposed extension of the limited waiting restrictions on the opposite side of the road (adjacent to Numbers 14 and 16 Courtney Way) is opposed by some local residents.
- 3.2 In this area, vehicular parking poses less of an imposition to safe movement. On this basis, it is suggested that the advertised restrictions might be implemented in part only at this point - with an amendment to delete the limited waiting element. This adaption would enable more on-

street parking locally, addressing the points made in the representations, and is shown in Appendix 4.

- 3.3 The currently allocated funding to implement restrictions at this corner is however limited to this current opportunity, so members need to be aware that further funding would likely have to be sourced to complete the work if it proves necessary at a future point.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

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

5.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 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.

5.5 Localism and Local Member Involvement

The local ward County Councillor, Councillor Scutt, supports the introduction of the proposal – as revised.

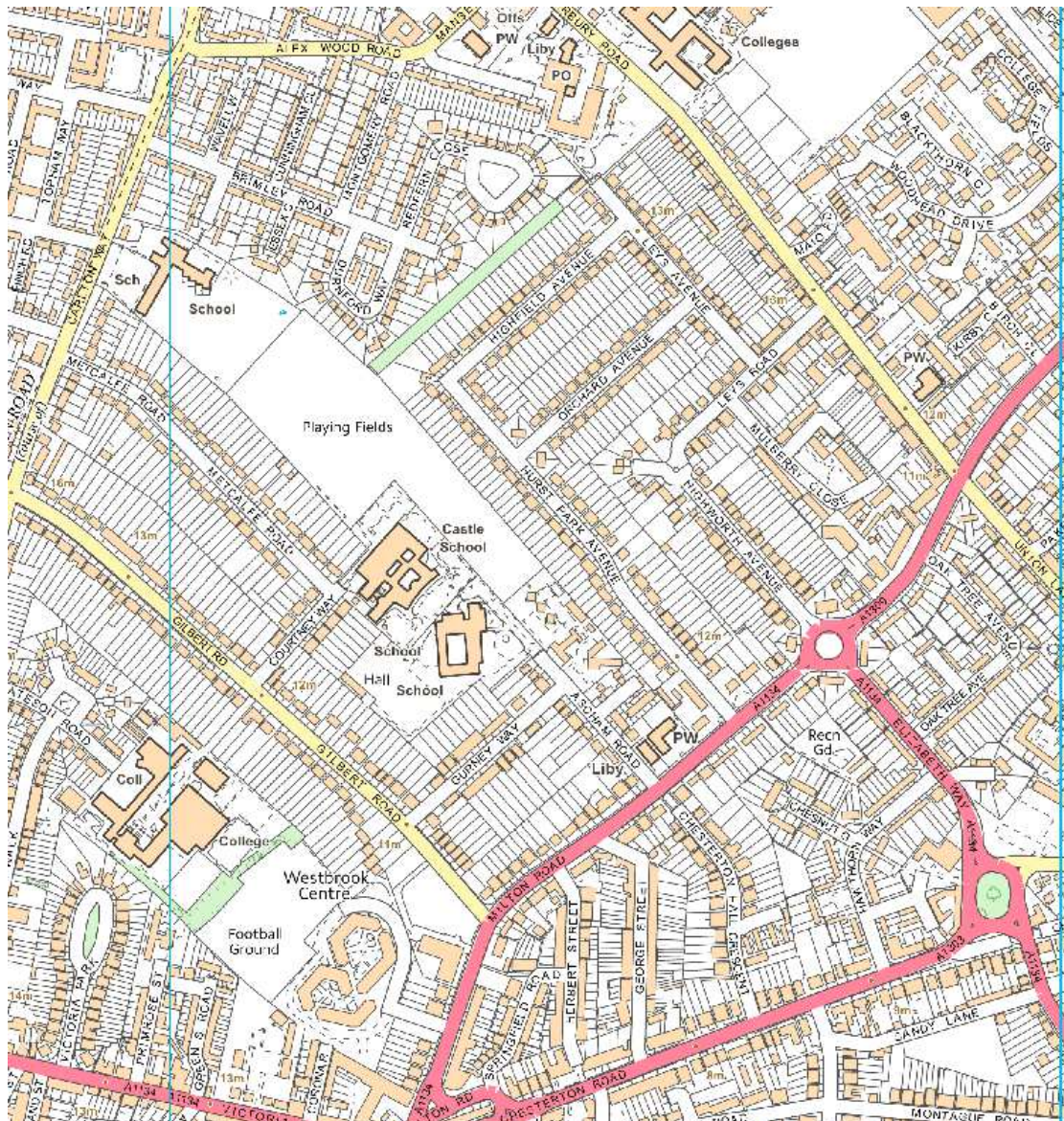
5.6 Public Health Implications

There are no significant implications within this category.

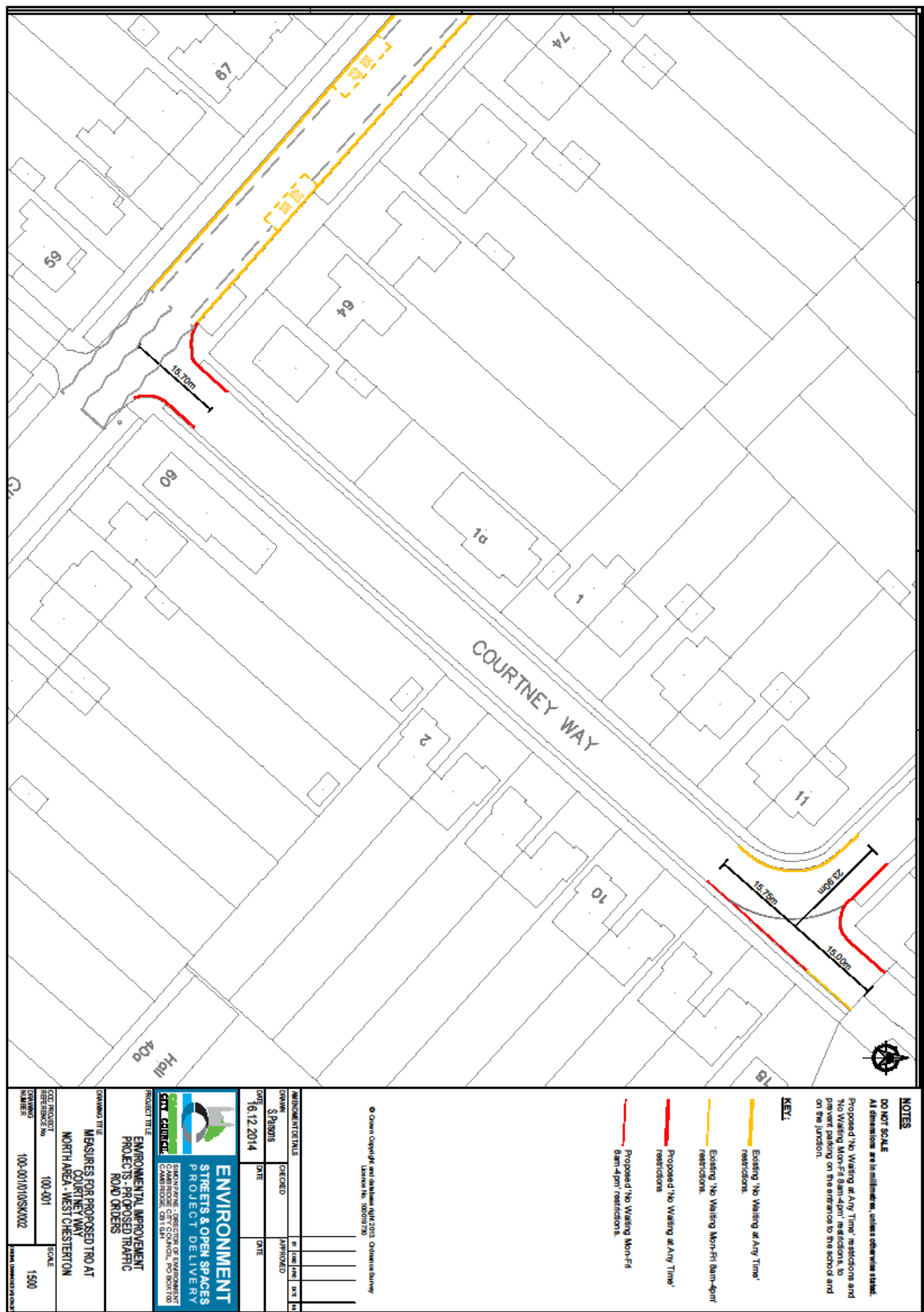
Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209, Shire Hall Castle Hill, Cambridge CB3 0AP

Appendix 1 – Location Overview

West Chesterton



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>5 respondents stated that the area covered by the proposal includes an area of kerbside in front of No16 where parking:</p> <ul style="list-style-type: none">• does not affect traffic circulation around the corner bend where Metcalfe Road runs into Courtney Way• does not affect the flow of traffic into and out of Castle School <p>Their reasoning is as follows: The curving south corner bend where Metcalfe Road runs into Courtney Way is clearly marked by a dashed white line well away from the south side kerb running westward from No. 16 to the School Gates. This leaves space to park cars in front of No16 without impinging on either of the two lanes of traffic in Metcalfe Road and Courtney Way. Nor do they affect entry and exit to Castle School since the double School Gates are on the north side of Courtney Way and the two lanes of traffic going in and out are not affected by kerbside parking on the south side where there is no traffic entrance.</p> <p>The single yellow lines around the north junction with Courtney Way and Metcalfe Road were introduced when the School was being extended/re-built and put there for safety reasons.</p>	<p>The representations made are acknowledged.</p> <p>Courtney Way and its junction at the corner with Metcalfe Road experience, like many roads in the area, regular on-street vehicle parking. The restrictions proposed are intended to ensure that this corner, and the access to the Castle School, are kept clear of parked vehicles at busy times for highway safety and capacity purposes.</p> <p>The restrictions proposed were considered to provide the best overall long term solution to ensure the area is kept clear.</p> <p>However, parking pressure in the area varies and the representations received make valid observations about the degree of hazard posed. Furthermore, the Council does not wish to un-necessarily inconvenience local residents.</p> <p>Consequently, the Joint Area Committee is recommended to consider supporting the implementation of the restrictions over a lesser extent, to enable some parking opportunity as suggested.</p> <p>This position is supported by the local ward member, Councillor Scutt.</p> <p>If supported, some 22 metres of proposed new 'No waiting Mon – Fri 8am – 4pm' (to extend the existing restrictions on the south-east side of Courtney Way) would not be introduced at this stage, with the need for further restrictions in the area kept under review.</p>

Appendix 3

		<p>If further restrictions are needed in the future it is likely that further funding would be needed, and the process re-run, to complete the work at that point.</p>
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