

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSAL TO PERMIT TWO WAY TRAFFIC IN SEDGWICK STREET,
CAMBRIDGE FROM ITS JUNCTION WITH MILL ROAD TO A POINT 54 METRES
NORTH OF THE SAME JUNCTION AND TO REMOVE A DISABLED PERSONS
PARKING BAY**

To: Cambridge Joint Area Committee

Meeting Date: 4th June 2019

From: Executive Director Place & Economy Directorate

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

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

Purpose: To determine objections received in response to the publication of proposals to allow two way traffic over part of Sedgwick Street and revoke a disabled persons parking bay.

Recommendation: a) Implement the proposals in Sedgwick Street as originally published.

b) Inform the objectors accordingly.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Sonia Hansen Post: Traffic Manager Email: Sonia.Hansen@cambridgeshire.gov.uk Tel: 0345 045 5212	Names: Councillor Linda Jones Post: Email: linda.jones@cambridgeshire.gov.uk Tel: 01223 511871

1. BACKGROUND

- 1.1 Sedgwick Street is a residential street located to the north east of Mill Road, Cambridge. It is located in the Electoral Division of Romsey approximately 1.2 miles south east of Cambridge City centre. A location plan can be found at Appendix 1.
- 1.2 The proposal to permit two way traffic on Sedgwick Street from its junction with Mill Road for a distance of 54 metres has been proposed following the submission of a privately funded highways initiative application. The proposal has been submitted to allow service vehicles to access the rear of the Tesco Express store directly from Mill Road by turning into Sedgwick Street and proceeding in a northerly direction to access the service area at the rear of the store. Presently Tesco service vehicles access the rear of the store via the loop of roads from Catharine Street (Catharine Street, Cromwell Road and Sedgwick Street). Complaints have been received regarding frequent damage caused to cars on Catherine Street and Sedgewick Street by Tesco delivery vehicles having to use that route to get to the store, plus delays caused when those vehicles are unable to get through. It has also been proposed to remove the disabled persons parking bay in the vicinity of 5 Sedgwick Street as this bay is no longer in use by the original applicant or others. It is proposed that this bay will revert back to a free parking place. A plan showing the length of road proposed for use by two way traffic and the location of the disabled persons parking bay to be removed 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 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 6th February 2019. The statutory consultation period ran from the 6th February 2019 to the 27th February 2019.
- 2.3 The statutory consultation resulted in 11 representations, 9 objections and 2 statements of support. These have been summarised in the table in Appendix 3. 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 a Privately Funded Highway Improvement 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. The equality impact of the proposal to remove the disabled persons parking bay has been considered. The bay was no longer in use and provision is available in the area. Prior to advertisement of the TRO Notice of Cambridgeshire County Council's Intention to remove the bay was posted on site and letters were sent to local residents, there was a three week consultation period where comments/objections could be submitted to which no comments were received. Therefore, there is no negative impact in respect of disability. The consideration is reflected in the officer's comment shown in Appendix 3 response reference number 10.

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 Noel Kavanagh has been consulted and has expressed support for the proposed TRO, City Cllrs Baigent, Barnet and Smith were consulted.

4.7 Public Health Implications

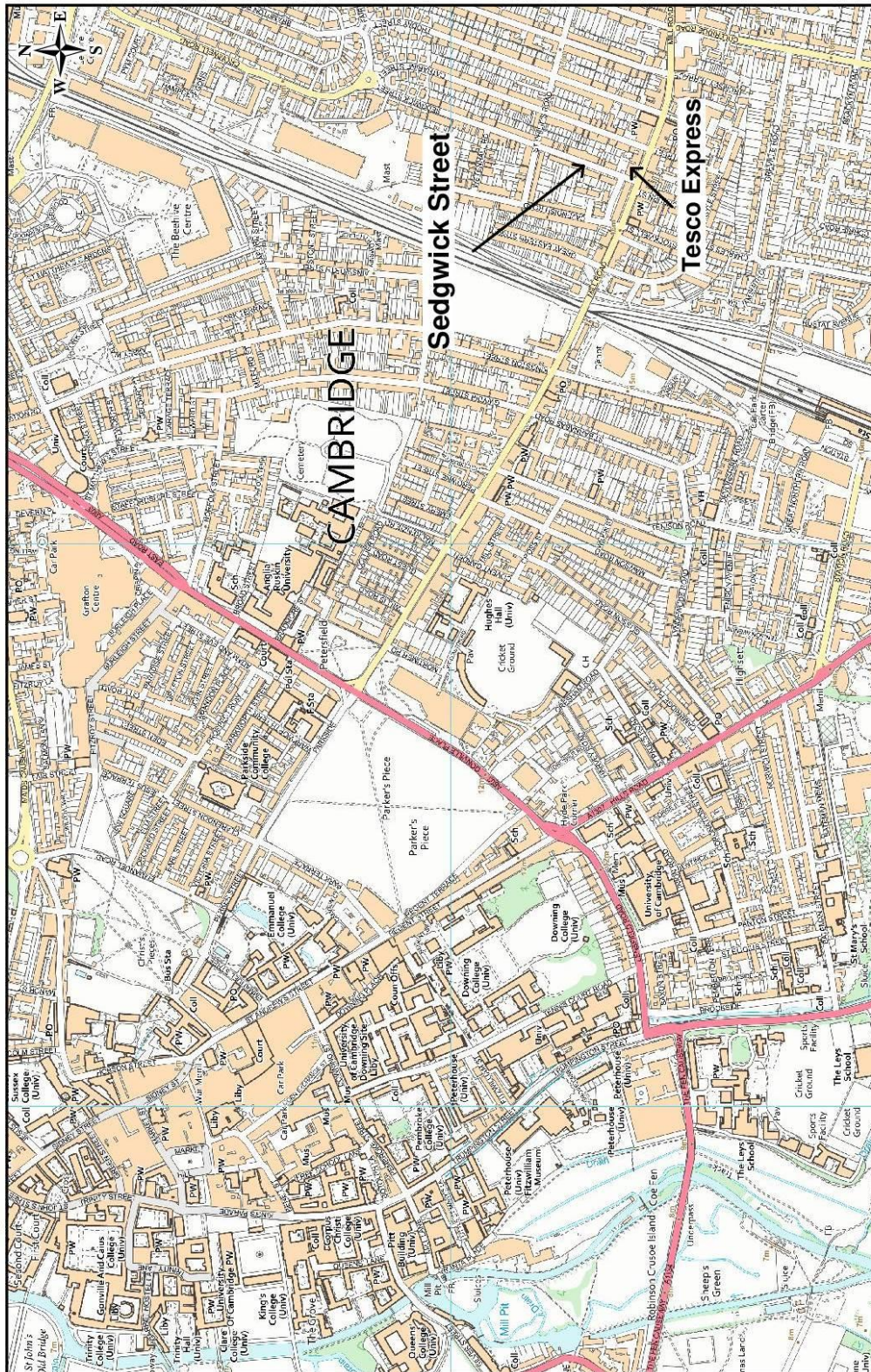
There are no significant implications for this priority.

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	Yes

risk implications been cleared by LGSS Law?	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: Elsa Evans
Have any Public Health implications been cleared by Public Health	No Name of Officer: No response

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

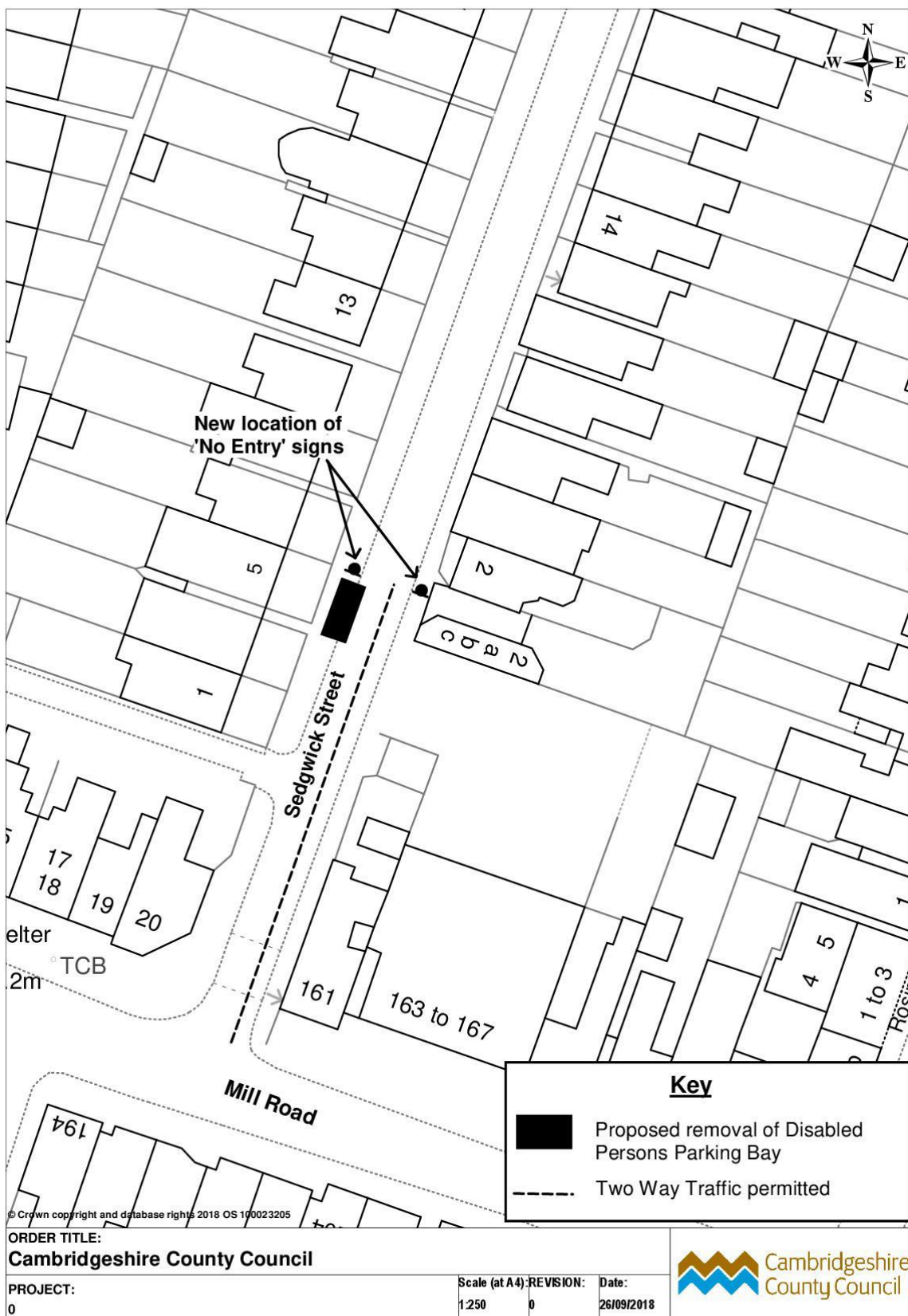
Location plan



© Crown copyright and database rights 2019 OS 100023205

Date: 30/04/2019 By: cg263

Scale (at A4): 1:7500 Centred at: 545740,258016



No.	Consultation Responses	Officer's Comments
1	<p>Objection stating: When Tesco first moved into their Mill Road store in 2009, it was made abundantly clear what the constraints were over servicing it. Cambridgeshire County Council's Highways Development Management Engineer wrote at the time:</p> <p>"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.</p> <p>As you know the Highway Authority considers it perfectly possible for the premises to be serviced from the rear with smaller vehicles."</p> <p>They therefore have a responsibility to continue servicing this store in manner that is safe and meets the requirements of this location. Any idea they may have of using larger lorries would be dangerous and unwise on Mill Road. For these reasons I object to this TRO.</p> <p>It may also be worth noting that another supermarket manages to successfully service a store that is slightly bigger, in a challenging location (Sidney Street), with modestly sized lorries.</p>	<ul style="list-style-type: none"> • It is my interpretation of Cambridgeshire County Council's response (as Highway Authority) made when Tesco submitted its original planning application for the store at Mill Road was that it was not the Highway Authority's responsibility to fund any TROs required to modify the highway to suit the preferred servicing arrangements of the store. The proposed TRO has been applied for and funded by Agents acting for Tesco and all costs are being met by Tesco's Agents. • Tesco's Agents have confirmed that they are not proposing to use larger vehicles if the proposed TRO to allow 2 way traffic on part of Sedgwick Street was approved • Regarding your comment about the servicing arrangements at Sainsbury's store at Sidney Street, it is noted that Sidney Street has a high density of pedestrians and cyclists and from what I have witnessed delivery vehicle are guided into the servicing area to the rear of the store by Sainsbury's staff. • Having considered the objections submitted Tesco's agents have stated that they would like to proceed with the proposed TRO as the application for the TRO was applied for following resident's complaints of frequent damage to cars on Catharine Street and Sedgwick Street as a result of Tesco's delivery vehicles having to use that route to access the rear of the store and delays caused by delivery vehicles unable to get through due to obstructions

2	<p>Objection stating: I object to the proposed TRO to permit 2-way driving at the Mill Road end of Sedgewick Street.</p> <p>It is likely to lead to an increase in traffic entering Sedgewick St. from Mill Road and subsequently having to turn around in the road or reverse across pavements or into Mill Road, with consequent additional hazard to pedestrians and cyclists. The area already has a bad record for collisions. There is limited short-term parking on Mill Road with the result that dangerous and illegal driving and parking on pavements in the vicinity of cash-points, convenience stores and takeaways is common place- opening up Sedgewick Street from Mill Road will make it more prone to such misuse and to dangerous manoeuvres to return to Mill Road.</p> <p>The TRO is inaccurate in that it does not mention that the "no-entry" sign is qualified by an "except cycles".</p> <p>This matter was extensively aired years ago at the time of Tesco's planning application and it appears that this notice is being promoted purely for the convenience of Tesco's delivery operations. The inaccurate nature of the TRO suggests that this proposal is being promoted without proper preparation, a site visit or any consideration of the effects on vulnerable road and pavement users.</p>	<ul style="list-style-type: none"> • Signs on the junction of Sedgwick Street with Mill Road will identify Sedgwick St as a No Through route and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations. • Existing waiting restrictions and loading restrictions on Sedgwick Street from its junction with Mill Road to the new location of the No Entry will remain. Double yellow lines are generally well understood by drivers and largely self-enforcing and very often the possibility of enforcement action deters motorists however illegal parking on the DYL's needs to be properly enforced and this can be carried out by Civil Enforcement Officers if/when required. • Contra flow cycling would be permitted from the point at which it is proposed Sedgwick Street becomes one way and this would be signed accordingly i.e. with 'except cycles' sign. The 'no entry' signs illustrated in the proposed TRO consultation plan were drawn for illustrative purposes to show the location of the signs • Having consulted with Tesco's agents regarding the objections received they have stated that they would like to proceed with the proposed TRO as the application for the TRO was applied for following resident's complaints of frequent damage to cars on Catharine Street and Sedgwick Street as a result of Tesco's delivery vehicles having to use that route to access the rear of the store and delays caused by delivery vehicles unable to get through due to obstructions.
3	<p>Objection stating: I am writing to comment on the proposal to make part of Sedgwick Street two-way for</p>	<ul style="list-style-type: none"> • The proposed TRO is proposing to allow two way traffic over a short

<p>car traffic.</p> <p>Sedgwick Street is 5m wide (unlike Catherine Street which is 6m wide). In this space we currently have:</p> <ul style="list-style-type: none"> * one way auto traffic * two-way cycle traffic * delivery traffic to shops on the Broadway * illegal traffic coming from the alley (not a public road but that doesn't stop a lot of people from using it) * illegal on-street parking by the tanning salon * illegal on-street parking by the laundromat and Tesco * pedestrians walking in the road <p>Sedgwick Street is very densely populated, so there are a lot of pedestrians. Since there are many shops on Mill Road and very little parking, naturally people park on Sedgwick Street illegally. However this means pedestrians often have to walk in the road to get around the cars parked illegally.</p> <p>Combine the pedestrians with the fairly constant flow of cars, cyclists, cars/deliveries from the alley, illegal parking and you already get tricky road conditions - all in the small space of 5m wide.</p> <p>I realise Catherine Street is two-way, but Sedgwick Street is narrower, has more illegal parking and it has an additional intersection (traffic from the alley) which makes it more hazardous than Catherine Street.</p> <p>I really think you should do a health and safety analysis of this proposal before you increase the risk of the public's safety. Shouldn't safety be the priority?</p>	<p>section (54m) of Sedgwick Street only.</p> <ul style="list-style-type: none"> • Existing waiting restrictions and loading restrictions on Sedgwick Street from its junction with Mill Road to the new location of the No Entry will remain. Double yellow lines are generally well understood by drivers and largely self-enforcing and very often the possibility of enforcement action deters motorists however illegal parking on the DYL's needs to be properly enforced and this can be carried out by Civil Enforcement Officers if/when required. • Your comment regarding Sedgwick Street being relatively narrow, densely populated and frequently used by cars, cycles and pedestrians (as are many of the roads in the vicinity of Mill Road) is noted. The whole of the local area is within a 20mph zone, with low vehicle speeds. If permitted Tesco delivery vehicles would therefore be likely to be accessing Sedgwick Street off of Mill Road at low speed.
--	--

4	<p>Objection stating: I write to object to this proposed change: Proposed TRO (Reference Number PR0523)</p> <p>There is very significant history to this site and the delivery situation introduced by Tesco, so this should not be considered an insignificant change. There were strong protests at the time of the store's introduction, with clear concerns about the ability of Tesco to introduce deliveries in a sensible way. The store was opposed partly on those reasons. It is unacceptable for Tesco now to be proposing amendments to the Highway when it was clearly aware at the time that changes were problematic and opposed, and that Tesco should be adapting its deliveries to the circumstances, not the other way round.</p> <p>Points of objection:</p> <p>1) The TRO should be refused for the same reasons as per the County Council's existing view as of 2009 when the store was introduced. I quote Cambridgeshire County Council's Highways Development Management Engineer:</p> <p>"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.</p> <p>As you know the Highway Authority considers it perfectly possible for the premises to be serviced from the rear with smaller vehicles.</p> <p>There has since been no change in</p>	<ul style="list-style-type: none"> • It is my interpretation of Cambridgeshire County Council's response (as Highway Authority) made when Tesco submitted its original planning application for the store at Mill Road that it was not the Highway Authority's responsibility to fund any TROs required to modify the highway to suit the preferred servicing arrangements of the store. The proposed TRO has been applied for and funded by Agents acting for Tesco and all costs are being met by Tesco's Agents. • Tesco's Agents have confirmed that they are not proposing to use larger vehicles if the proposed TRO to allow 2 way traffic on part of Sedgwick Street was approved. • Signs on the junction of Sedgwick Street with Mill Road will identify Sedgwick St as a No Through route and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations. • Existing waiting restrictions and loading restrictions on Sedgwick Street from its junction with Mill Road to the new location of the No Entry will remain. Double yellow lines are generally well understood by drivers and largely self-enforcing and very often the possibility of enforcement action deters motorists however illegal parking on the DYL's needs to be properly enforced and this can be carried out by Civil Enforcement Officers if/when required. • Contra flow cycling would be permitted from the point at which it is proposed Sedgwick Street becomes one way and this would be signed accordingly i.e. with 'except cycles' sign. The 'no entry' signs illustrated in the proposed TRO consultation plan were drawn for
---	---	--

<p>circumstances and no change in County policy. Accordingly there is no justification for any change to this position.</p> <p>2) The applicant should simply use smaller vehicles as per Hilary's and other shops. They were very aware of the delivery situation when they moved in and are effectively applying to push the problem they have created onto the public highway. We see no reason other than the applicant's own business strategy why smaller vans cannot be used, and it is not the remit of the Highway Authority to facilitate business profitability arising from the use of larger vehicles.</p> <p>3) Allowing a short stretch of two-way driving will create a very unclear situation as motorists will drive in, believing it to be a two-way street, then 54m later have to reverse out, in an area with a poor collision record and very high levels of cycling. I am not aware of any other location in Cambridge that has such an unusual situation, where a two-way street becomes a one-way no-entry-except-cycles street suddenly afterwards.</p> <p>4) A short stretch of 54m will inevitably create new parking (even if officially disallowed), which is out of line with policy to discourage driving to local centres like Mill Road. Parking on the pavement as part of this activity will become even more likely. There is already a problem with people stopping on Mill Road to use the ATM (as many warned at the time) and similar informal/illegal parking will be increased if the proposal goes ahead.</p> <p>5) The TRO as advertised is in any case defective, as the plans state a No Entry sign but not that there is also an Except Cyclists plate, i.e. the current restriction from which a change is being proposed is not correctly stated.</p>	<p>illustrative purposes to show the location of the signs.</p>
--	---

5	<p>Objection stating: As a local resident and frequent cyclist all along the length of Mill Road, I strongly object to proposed TRO PR0523 for reasons that include:</p> <p>(1) From the very beginning of the painful process that resulted in the ill-advised establishment of a Tesco Express on this unsuitable site, it was blindingly obvious to everyone (including Tesco itself) that there would be serious problems with large delivery vehicles. But Tesco nevertheless stubbornly chose to proceed with this site. Like all other traders on Mill Road, Tesco must adapt to the reality of the existing streetscape - by using smaller vans. The County wisely and correctly refused these particular proposals when they were first put forward. This correct interpretation of policy should continue to pertain.</p> <p>(2) The ludicrous proposal for a 54m section two-way traffic flow butting up to one-way flow is a recipe for guaranteed confusion. Vehicles will be driven in to Sedgwick St only to discover the need to reverse onto an already dangerously congested and overloaded Mill Road. This would be a preposterous arrangement. Tesco must not be allowed to create a new and serious hazard, but must accept the need to use smaller vans ... like the other shops on Mill Road do.</p>	<ul style="list-style-type: none"> • It is my interpretation of Cambridgeshire County Council's response (as Highway Authority) made when Tesco submitted its original planning application for the store at Mill Road that it was not the Highway Authority's responsibility to fund any TROs required to modify the highway to suit the preferred servicing arrangements of the store. The proposed TRO has been applied for and funded by Agents acting for Tesco and all costs are being met by Tesco's Agents. • Tesco's Agents have confirmed that they are not proposing to use larger vehicles if the proposed TRO to allow 2 way traffic on part of Sedgwick Street was approved. • Signs on the junction of Sedgwick Street with Mill Road will identify Sedgwick St as a No Through route and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations
6	<p>Objection stating: I do not support the proposed alteration to the top of Sedgwick Street.</p> <p>1. The junction Mill Road/Sedgwick Street is a busy junction, with cycling both ways, vehicles queuing to turn left/right adding the Tesco lorry permission to turn in or reverse into Sedgwick Street is a major safety issue for cars, cyclists and pedestrians. There is every possibility that traffic would be backed up in Mill Road whilst they wait till the junction is clear of vehicles/cycles.</p> <p>2. With the no entry signs being moved this</p>	<ul style="list-style-type: none"> • Regarding the safety issue of allowing Tesco vehicles to turn into Sedgwick Street from Mill Road. The whole of the local area is within a 20mph zone, with low vehicle speeds. If permitted Tesco delivery vehicles would therefore be likely to be accessing Sedgwick Street off of Mill Road at low speed and there are likely to only be a few delivery vehicles accessing the site daily. • Signs on the junction of Sedgwick

	<p>will add to amount of vehicles traveling down the wrong way having now where to turn until they get to St Phillips Road.</p> <p>3. This was fully investigated when the planning permission was granted and it was refused then, nothing has changed in fact the traffic (vehicle/cycle) movement have increased.</p> <p>Please do not approve this application, Tesco should be encouraged to use a smaller delivery vehicle.</p>	<p>Street with Mill Road will identify Sedgwick St as a No Through route and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations.</p> <ul style="list-style-type: none"> • It is my interpretation of Cambridgeshire County Council's response (as Highway Authority) made when Tesco submitted its original planning application for the store at Mill Road that it was not the Highway Authority's responsibility to fund any TROs required to modify the highway to suit the preferred servicing arrangements of the store. The proposed TRO has been applied for and funded by Agents acting for Tesco and all costs are being met by Tesco's Agents.
--	---	--

7	<p>Objection stating:</p> <p>I wish to object to the county councils proposals to permit two way traffic in Sedgwick street, Cambridge, from its junction with Mill Road to a point 54 metres north of the same junction. I believe that making this change would be unsafe and cause accidents, and have an adverse impact on traffic on both Mill Road and Sedgwick Street.</p> <p>The suggestion to make Sedgwick Street two way from Mill Road is not a new one. It was one of the options considered when Tesco applied for planning permission in 2008, and the Public Inquiry which took place then mentions this option. Paragraphs 9 and 10 deal with the option now being discussed and it was not considered favourably then.</p> <p>The junction of Sedgwick Street and Mill Road is already a dangerous spot for traffic. At the Sedgwick Street/Mill Road junction cars frequently stop and park on the double yellow lines on the east side while they are using the laundrette. Cars and vans also park full on the pavement on the west side of the street (near the tanning salon), reducing both the road width and that of the pavement and making it impossible for wheelchairs and baby buggies to go down the pavement. In addition this reduces the visibility on to Mill Road. The yellow lines are never enforced.</p> <p>Furthermore visibility for turning out of Sedgwick Street onto Mill Road is frequently poor - caused by the regular (every 10 minutes) buses stopping at the bus stop on the west side of Mill Road and also cars and other vehicles stopping (illegally) outside the laundrette and Tesco on the east side (see photo below. Vehicles would often not be able to see that a lorry was waiting to turn into Sedgwick Street so would drive up to the junction.</p> <p>The delivery lorries would have to wait to ensure that the Sedgwick St is clear before turning into it. This could be a considerable time and would cause blockages and traffic queues on Mill Road. Also the narrowing of</p>	<ul style="list-style-type: none"> • It is my interpretation of Cambridgeshire County Council's response (as Highway Authority) made when Tesco submitted its original planning application for the store at Mill Road that it was not the Highway Authority's responsibility to fund any TROs required to modify the highway to suit the preferred servicing arrangements of the store. The proposed TRO has been applied for and funded by Agents acting for Tesco and all costs are being met by Tesco's Agents. • Existing waiting restrictions and loading restrictions on Sedgwick Street from its junction with Mill Road to the new location of the No Entry will remain. Double yellow lines are generally well understood by drivers and largely self-enforcing and very often the possibility of enforcement action deters motorists however illegal parking on the DYL's needs to be properly enforced and this can be carried out by Civil Enforcement Officers if/when required. • Regarding the issues you have raised about allowing Tesco vehicles to turn into Sedgwick Street from Mill Road. The whole of the local area is within a 20mph zone, with low vehicle speeds. If permitted Tesco delivery vehicles would therefore be likely to be accessing Sedgwick Street off of Mill Road at low speed and there are likely to only be a few delivery vehicles accessing the site daily. • Tesco's Agents have confirmed that they are not proposing to use larger vehicles if the proposed TRO to allow 2 way traffic on part of Sedgwick Street was approved. • Signs on the junction of Sedgwick Street with Mill Road will identify Sedgwick St as a No Through route
---	--	--

<p>Sedgwick Street by parked cars will make it more difficult for the lorries to turn in. At the same time there will be bicycles going along Mill Road on the inside of the waiting lorries and then around the lorries as they turn into Sedgwick Street. This is just accidents waiting to happen. For several years Mill Road has been recorded as being one of the most dangerous places for cycle accidents. This proposed change will only worsen the figures.</p> <p>We are going to have frequent incidents of lorries starting to turn down into Sedgwick Street to be faced by ongoing traffic which has nowhere else to go. The concept that this traffic can reverse to allow the lorry to turn into the Tesco car park will not always be feasible as reversing through cars parked on both sides of the road is difficult, particularly if the reversing vehicle is a large lorry. Also it is illegal to reverse through no entry signs. We could very easily have the situation where we have two lorries face-to-face with one having to reverse either back onto Mill Road or trying to reverse safely back through the cars parked on both sides of the street. It is not clear which vehicle would have the priority - that on Sedgwick Street or that turning from Mill Road.</p> <p>Despite traffic calming measures Sedgwick Street is still used as a cut-through from Coldhams Lane to Mill Road. So there is still a considerable amount of traffic coming down Sedgwick Street.</p> <p>To change this junction to two ways is only going to cause additional chaos here and Mill Road would inevitably be frequently blocked while lorries are waiting to turn into Sedgwick Street. Also the Tesco car park is too small to allow their lorries to turn around in it. At present they reverse into it. This would still be necessary if the junction was changed and would cause additional problems for the two way junction with lorries either having to reverse from Mill Road into Sedgwick Street or drive further down it and then reverse into the car park.</p> <p>The suggestion that the planned changes to Sedgwick Street would make it similar to the junction at Catherine Street is incorrect.</p>	<p>and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations.</p>
--	---

	<p>This was also discussed in the Planning Inspector's report (para 30). Not only is this junction narrower than Catherine Street, traffic comes down Sedgwick Street towards Mill Road, whereas on Catherine Street it goes away from Mill Road so that all vehicles are going the same way. Furthermore the cyclists generally go down Catherine Street off Mill Road rather than the other way. On Sedgwick Street the vehicles come along Sedgwick Street and would meet the lorries coming directly at them.</p> <p>The recent change to two-way cycling down Sedgwick Street has also led to incidences of motorbikes and cars driving at speeds in excess of the 20 mph limit the wrong way down Sedgwick Street (beyond the point proposed in this application). Changing to two way for this short length of road is only going to increase this further. If lorries are permitted to turn in, the other delivery lorries (Amazon, Ocado, Sainsbury, Asda, & Tesco home deliveries as well as others such as Travis Perkins etc.) are likely to turn in as well rather than go around the Catherine/Sedgwick Street loop. They will block access while making their deliveries. Also even though new no entry signs will be erected, it is clear that they will not always be seen by drivers amongst the other street furniture and vehicles when they are manoeuvring.</p> <p>The proposed changes to this junction will only make the area more dangerous for the local residents and cyclists, make the roads more dangerous, and cause more traffic problems. I therefore urge you to consider the above points and decide against the proposed changes to this junction.</p>	
--	---	--

8	<p>Objection stating: Camcycle is a charity that works for more, better and safer cycling and walking in and around Cambridge. Camcycle object to the TRO requesting 54m of two-way driving proposed for Sedgwick Street (Ref PR0523). Camcycle believes that the TRO should be refused as per the previous County view: [...] <i>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.</i> [...] <i>Development Control Engineer (City and South)</i></p> <ul style="list-style-type: none"> • The applicant should use smaller vehicles as used by Hilary's and other shops in the locality. They were very aware of the delivery situation when they moved in and are effectively applying to push the problem they have created onto the public highway. We see no reason other than the applicant's own business strategy why smaller vans cannot be used, and it is not the remit of the Highway Authority to facilitate business profitability arising from the use of larger vehicles at the expense of pedestrian and cyclist safety. • Allowing a short stretch of two-way driving will create a very unclear situation as motorists will drive in, believing it to be a two-way street, then 54 meters later have to 	<ul style="list-style-type: none"> • It is my interpretation of Cambridgeshire County Council's response (as Highway Authority) made when Tesco submitted its original planning application for the store at Mill Road that it was not the Highway Authority's responsibility to fund any TROs required to modify the highway to suit the preferred servicing arrangements of the store. The proposed TRO has been applied for and funded by Agents acting for Tesco and all costs are being met by Tesco's Agents. • Tesco's Agents have confirmed that they are not proposing to use larger vehicles if the proposed TRO to allow 2 way traffic on part of Sedgwick Street was approved. • Having consulted with Tesco's agents regarding the objections received they have stated that they would like to proceed with the proposed TRO as the application for the TRO was applied for following resident's complaints of frequent damage to cars on Catharine Street and Sedgwick Street as a result of Tesco's delivery vehicles having to use that route to access the rear of the store and delays caused by delivery vehicles unable to get through due to obstructions. • Signs on the junction of Sedgwick Street with Mill Road will identify Sedgwick St as a No Through route and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations. • Existing waiting restrictions and loading restrictions on Sedgwick Street from its junction with Mill Road to the new location of the No Entry will remain. Double yellow lines are generally well understood by drivers and largely self-
---	---	---

	<p>reverse out increasing the risk to cyclist and pedestrians, in an area with a poor collision record and very high levels of cycling. Note it is not an analogue to the arrangement for deliveries to the Co-op store at Catherine Street. In that location the existing one-way is in the correct direction. People driving into Catherine Street would not then unexpectedly need to perform a U-turn.</p> <ul style="list-style-type: none">· This short stretch of new access will inevitably instigate pavement parking (even if officially disallowed), which is out of line with policy to discourage driving to local centres like Mill Road. There is already a problem with people stopping to use the ATM (as we warned at the time) and similar informal/illegal parking will be increased if the proposal goes ahead.	<p>enforcing and very often the possibility of enforcement action deters motorists however illegal parking on the DYL's needs to be properly enforced and this can be carried out by Civil Enforcement Officers if/when required.</p>
--	--	---

9	<p>Objection stating:</p> <p>I am opposed to this proposal.</p> <p>Sedgwick St. is 1m narrower than neighbouring Catherine Street (which is already two-way at the end); that makes it sufficiently narrow that traffic turning in from Mill Road cannot help but cross the centre line in so doing, especially if it's a goods vehicle. This will pose a significant threat to traffic coming out of Sedgwick St. onto the Mill Road, and particularly to cyclists.</p> <p>I therefore further anticipate frequent logjams at busy periods between traffic trying to get out of Sedgwick St., and traffic trying to turn in but being unable to because of the width, which will also stop traffic on Mill Road at times when it can least afford the disruption.</p> <p>There is already a lot of traffic using the alley behind the Broadway as a rat-run to turn left onto Sedgwick St. for access to the car park behind Tesco. I fear that legitimising that left turn will pull even more traffic into the alley when the Mill Road is heavily congested, as it often is. This will be extremely dangerous for existing legitimate users of the alley.</p> <p>Vehicles already sometimes pass the No Entry signs at the entrance to Sedgwick St. If those signs are moved 54m up the road I fear that a considerable number of vehicles will enter Sedgwick St. to access locations more than 54m up it. Faced with the need to turn around in a 5m-wide road with an on-street parking space when they reach the proposed No Entry signs, I fear that many will continue up Sedgwick St. to access St. Philip's Road, as some already do.</p> <p>I see no evidence in the TRO documentation that any safety analysis of these changes has been done, and I feel that for such a change that is a dangerous omission.</p>	<ul style="list-style-type: none"> • I agree regarding access issues when another vehicle is seeking to exit at the junction, but this is similar to other such scenarios all along Mill Road. • Regarding the issues you have raised about allowing Tesco vehicles to turn into Sedgwick Street from Mill Road. The whole of the local area is within a 20mph zone, with low vehicle speeds. If permitted Tesco delivery vehicles would therefore be likely to be accessing Sedgwick Street off of Mill Road at low speed and there are likely to only be a few delivery vehicles accessing the site daily. • As the access road serving the rear of the premises on the Broadway is a private access road Cambridgeshire County Council as Highway Authority cannot control access and the use of this road, however it may be that the landowner could restrict use of the road by using for example removable or drop down bollards that are open with a key or code. • Signs on the junction of Sedgwick Street with Mill Road will identify Sedgwick St as a No Through route and any vehicles caught out will be able to turnaround via the Tesco access. The new location of the No Entry will be clearly signed and lit as per regulations. • The section of the road subject to the proposed change to permit two way traffic would be reverting to its previous design, prior to the one way system being installed. • Having consulted with Tesco's agents regarding the objections received they have stated that they would like to proceed with the proposed TRO as the application for the TRO was applied for following resident's complaints of frequent damage to cars on Catharine
---	--	--

	<p>The stated purpose is to allow service vehicles to access the Tesco car park, which would be achieved; but the deeper purpose is to stop goods vehicles from having to go round the Catherine St. / Sedgwick St. loop, and this will not be achieved for any of the many goods vehicles that use the loop to access something other than Tesco car park. This includes skip lorries, council refuse collection lorries, and moving vans, all of whom will instead be adversely affected by this change when trying to exit Sedgwick St. (see above).</p> <p>I have no objection to the change of status of the parking bay outside 5 Sedgwick St.</p>	<p>Street and Sedgwick Street as a result of Tesco's delivery vehicles having to use that route to access the rear of the store and delays caused by delivery vehicles unable to get through due to obstructions.</p>
--	--	---

10	<p>Statement of support:</p> <p>I agree with the plan to make the end of Sedgwick Street 2-way to allow vehicle access to the small carpark behind Tesco without looping round the 1-way streets</p> <p>I do not understand why the new 'no entry' sign is to the north of my house. This will make the parking bay outside my house the only one that is accessible directly from Mill Road and will encourage people to drive further up Sedgwick Street if they spot another parking space a few cars down the road. Instead I would put the No Entry sign the Mill Road side of the parking bay, directly across from the other sign which would be located within the white hatchings on the entry to the car park. This would encourage people NOT to drive further up (although they inevitably will). It would also stop people parking *on* the white hatchings (which is the case approx. 50% of the time - enforcement officers are rarely spotted along here)</p> <p><u>Re. Changing the bay from disabled to regular free space:</u></p> <p>I am very surprised by this decision as the space is occupied 90% of the time by cars with disabled badges. Surely this demonstrates that there is clearly a need for parking for those less able to be able to get to Mill Road, it seems to be going against that need to turn it into a regular space. Will there be additional disabled spaces added to Mill Road itself or anywhere else which users can park to access those shops?</p>	<p>Noted.</p> <p>The signs were placed where they were (as shown on the consultation plan) to reduce the likelihood of them being hit by vehicles – if they were located in front of the bay, you would have issues with the one nearest the Tesco entrance when vehicles look to turn around in the entrance. The footpath is also already very narrow at this point due to a street light at the back of the path, so further reducing available width wouldn't be the preferred option.</p> <p>Signs will be erected at the junction of Sedgwick Street and Mill Road informing road users that Sedgwick Street is not a 'through road' so this should prevent vehicles from proceeding past the no entry signs.</p> <p>Regarding your comment about vehicles parking within the hatched no parking area within the Tesco car park as this is private land enforcement would be up to the landowner.</p> <p>Having been informed that this bay was no longer in use notice was posted on site on the 5th October 2018 advertising our intention to remove the bay if no longer needed and inviting comments, letters were all posted to neighbouring properties. The deadline for comments was the 26th October 2018 and no comments were received hence our proposal to now remove the bay. At present there is no intention to add additional disabled persons parking bays but there is presently a disabled parking bay in the car park at the rear of Tesco's, blue badge holders are also entitled to park on double yellow lines for up to 3 hours if there are no other available places to park.</p>
11	<p>Statement of support:</p> <p>I'm writing, as a local resident who uses Sedgwick Street on a daily basis, to voice my strong support for the proposed order to permit two way traffic in Sedgwick Street, Cambridge from its junction with Mill Road</p>	<p>I confirm receipt of your email dated 27th February 2019, your comments in support of these proposals are duly noted.</p>

to the point proposed.

My principal reason for welcoming this proposal is that it will remove from the surrounding residential streets the daily obstruction caused by delivery trucks heading to the service yard of the Tesco Store on Mill Road. The vehicles used are so large as to be completely unsuitable to drive in these streets and have to drive at less than walking pace in many places to inch their way past the (legally) parked cars on both sides of Sedgwick Street. Traffic tailing back behind this blocks the junction between St Philips Road and Sedgwick Street and causes exceedingly long delays, often exceeding tens of minutes, to local residents heading up to Mill Road.

I was involved in the campaign to prevent this store opening and still think it's a bad idea to have it in that location but, now that it's clearly not going away, I welcome a measure to mitigate the impact on these side-streets. What's proposed seems to mirror the arrangement at the South end of Catherine Street by which the Co-op store make their deliveries. The Co-op use large, articulated trucks for this but the degree of obstruction is far, far less.

I hope very much indeed that you will proceed to make the proposed order and thereby improve the situation considerably for those of us that live here and use these streets on a daily basis.