

CAMBRIDGE CITY JOINT AREA COMMITTEE



Cambridgeshire
County Council

Date: Tuesday, 04 June 2019

Democratic and Members' Services

Fiona McMilan

Monitoring Officer

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

- 1 Election of Chairman/woman**
- 2 Election of Vice-Chairman/woman**
- 3 Apologies for absence and declarations of interest**
- 4 Petitions and Public Questions**
- 5 Minutes - 5th March 2019 3 - 8**
- 6 Traffic Regulation Order Objections Associated With The Proposal 9 - 30**
to Permit Two Way Traffic in Sedgwick Street, Cambridge and to
Remove a Disabled Persons Parking Bay
- 7 Consider Objections to Proposed RPS Amendments in Coleridge 31 - 42**
Road, Cambridge

The Cambridge City Joint Area Committee comprises the following members:

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

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

Clerk Name: Daniel Snowdon

Clerk Telephone: 01223 699177

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

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CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 5th March 2019

Time: 4:30pm – 6:15pm

Venue: Kreis Viersen Room, Shire Hall, Cambridge

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

City Councillors: K Blencowe (Vice-Chairman), G Bird, V Holt, C Payne, R Robertson and M Sargeant

Apologies: City Councillor M Gehring

44. APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies were received from City Councillor M Gehring, who was substituted by City Councillor C Payne.

Councillor A Taylor declared an interest in agenda item 3, Kings Parade Cambridge – Vehicular Access Management, as she was an employee of a business located on the street in question.

45. MINUTES OF THE MEETING HELD ON 27TH NOVEMBER 2018

The minutes of the meeting held on 24th July 2018, with the following amendments, were approved as a correct record and signed by the Chairwoman.

- i) Removal of “North Area Committee” in the third paragraph on page 5 of the minutes and the addition of “2017 elections” in the same place.
- ii) Removal of “A procedural motion was proposed to the Committee” in the ninth paragraph on page 6 of the minutes and the addition of “It was proposed by a Member” in the same place.
- iii) Removal of “the local Member” in the eleventh paragraph on page 6 of the minutes and the addition of “Cllr Manning” in the same place.

The minutes of the meeting held on 27th November 2018 were approved as a correct record and signed by the Chairwoman.

The Chairwoman provided the Committee with an update on the steer that was agreed at the Cambridge City Joint Area Committee (CJAC) meeting held on 27th November 2018, regarding the Resident Parking Schemes (RPS) in Ascham and Elizabeth. It was acknowledged that local Councillors had made progress and that the Ascham scheme would be implemented as planned. Once the Elizabeth scheme decided whether or not

it wished to join the Ascham scheme, consultations would be undertaken to see whether the Ascham scheme would be willing to incorporate the Elizabeth area. The Committee was informed that officers were undertaking an interim review of the RPS across Cambridge and Members were thanked for their participation and contributions to the process.

46. KINGS PARADE, CAMBRIDGE – VEHICULAR ACCESS MANAGEMENT

The Committee received a report on the development and implementation of urgent short-term measures to restrict traffic movement on Kings Parade. In presenting the report, the City Council Strategic Director informed Members that the police had been requested to undertake a safety review on the need to install preventative measures, noting that any decisions would be made by the local authorities as opposed to the police service. It was acknowledged that although some concerns had been expressed, the public and businesses were generally in support of the measures and that many of the details were still being finalised in consultation with other people and groups.

It was demonstrated to the Committee that the current controls were insufficient and were of a lower standard to those employed by other large towns and cities across the country. In presenting the proposed scheme, the officer indicated that it included a 1.2 metre opening on one of the pavements to allow bicycles to pass through the barrier in each direction, noting that this was the maximum width recommended by the police. An alternative to placing barriers on the pavements would be to place smaller bollards along the edge of the pavements. It was suggested that some of the 11 disabled parking bays that would be made inaccessible by the barrier might be replaced in the future reshaping of Trumpington Street, while others might need to be considered elsewhere.

The Committee was informed that the Experimental Traffic Order (ETO) was made under sections 9 and 10 of the Road Traffic Regulation Act 1984 and that it could stay in force for a maximum of 18 months before being made permanent or removed. Formal objections could be submitted during the first six months after installation and these would be considered by the Committee at the end of the six month period in order to decide whether the order would become permanent. If any changes were made during the first six months, objections would be then be received for a further six months following the new date. Although there was no legal requirement for the Committee to consider the issue at this stage, it had been considered an opportunity for Councillors from both Councils to express their views at an early stage. It was noted that having accepted the need to implement for this summer, as well as the desire to not raise alarm or awareness until there were assurances that a scheme could be introduced, there was now a tight schedule for consultation.

Three members of the public exercised their right to speak at the meeting and the Chairwoman invited them to speak to the Committee in turn.

Ms Bev Nicholson was invited to speak on behalf of Camcycle and she requested the opportunity for the organisation to be consulted prior to any changes being implemented to the current road layout. Despite being in favour of restricting vehicular access, she objected to a shared space for bicycles and pedestrians on the grounds of safety. She suggested that some bicycles would not fit through a 1.2 metre gap and noted that there were dangers of heavy congestion when students were travelling to and from lectures in the nearby colleges. She also informed Members that similar barriers had caused

serious problems when installed in London and that it was undesirable for Cambridge to be faced with the same issues. Ms Nicholson noted that the scheme offered an opportunity to help alleviate the lack of bicycle parking spaces.

Mr Richard Summers was invited to speak to the Committee as the Operations Manager of Great St Mary's Church, situated on Kings Parade. Mr Summers expressed concern over the process in which the ETO was being planned and implemented, suggesting that the Committee was being asked to support something on which they had not been fully informed. He noted that elderly or disabled members of the congregation would no longer be able to attend services in the church. Mr Summers informed Members that hearses would not be able to access the church for funerals and contractors would be unable to carry out works on the building.

Reverend Devin McLachlan, Associate Vicar of Great St Mary's Church was invited to address the Committee and he reiterated concerns over accessibility for the community. Noting that the church received 350,000 visitors per year to its 17 weekly services, he informed Members that many were Blue Badge holders or arrived in taxis, and that unless they had access to wheelchairs or mobility scooters they would no longer be able to attend. Revd McLachlan also suggested that the churches work in the community, including helping homeless people, would be adversely affected. He expressed concern that bicycles would end up travelling at a higher speed, placing the congregation, visitors and other pedestrians in higher danger.

While discussing the report, Members:

- Clarified that the ETO was issued by the highway authority on the request of officers and that the advice issued by the police service was confidential. Some Members queried how they could support something if they did not know where it had come from, who had designed it and how it would function when complete.
- Expressed disappointment that the perceived threat of terrorism was leading to the redesign of one of the city's most beautiful streets. While some Members generally supported restrictions on vehicles, they were disconcerted to be doing so out of fear. Some Members displayed a preference for the less intrusive bollards along the side of the pavement, as opposed to the TATA barges.
- Expressed concern that the barriers might actually prove counterproductive by indicating the area as a suitable target for any attack. It was also noted that barriers were only effective against one particular type of attack.
- Acknowledged that the removal of the disabled parking bays was a serious problem and suggested that disability associations should be consulted on ways to resolve the issue. Members agreed to record that they would not expect there to be any reduction in the number of disabled parking bays, noting that any bays that were removed should be replaced in similar locations. Officers committed to try and ensure that there would be no decrease in the number of parking bays but acknowledged that it may not be possible to relocate them to within the same distance of Great St Mary's Church.
- Considered extending the current access of disabled parking bays from certain Blue Badge Holders to all Blue Badge holders. It was acknowledged that ETOs could override current Traffic Regulation Orders (TRO) and officers agreed to consider the proposal.

- Requested a second opening for bicycles in the barrier to avoid having two lanes of bicycles passing through a space of 1.2 metres, noting that the widths did not meet the proposals made by Camcycle. Members also argued that to avoid an increase in collisions between bicycles and pedestrians they should not share the same space. It was suggested that cycling organisations should be consulted further over the proposals and this was agreed by officers, although it was noted that the scheme was limited by the size of the pavements, the road and the barrier.
- Asked for clarification over whether the barriers could be removed or opened on an established schedule on the basis that 24-hour restrictions were not necessary. Officers informed the Committee that such details were still under consideration.
- Expressed concern over the lack of consultation carried out so far on the proposals, suggesting that churches, colleges, businesses, museums, pedestrians, cyclists and disabled people should all be involved in the planning stage. It was further noted that ETOs were partly designed to reduce the consultation burden and that the public would be concerned about this lack of participation.
- Suggested that a form of measuring the scheme's success or failure was a fundamental feature of ETOs and that such oversight was currently lacking from the plans. One Member expressed a desire to hold a continuous role in the process, with one Member proposing that a working group be formed to look at the restrictions and involve affected groups in the planning phase.
- Argued that although Kings Parade was perhaps the most susceptible area to a terrorist attack, there were multiple areas across the city that should have been considered, including Sidney Street, Bridge Street.
- Expressed concern that unlike in many other large towns and cities across the UK and despite Cambridge's draw to tourists, such security measures had yet to be considered and implemented in the city.
- Suggested that a temporary order for the peak visitor season would be preferable to a permanent order, although it was acknowledged that the city received large numbers of visitors all year round.
- Checked whether the Committee would be asked to comment on the objections after 6 months or whether it would be asked to make a decision on changing the ETO to a permanent order. Members were informed by officers that the order had still not been drafted and therefore they could not provide confirmation at this point. It was noted that although the Committee would consider the objections at the end of the consultation period, the consultation itself was not under the remit of the Committee.
- Established that any minor changes would not require a further consultation period after the initial 6-month period for submitting objections and that it would only be significant changes that would require further consultations.
- Enquired on the format of the consultation that would take place and whether it would be the same as with a standard TRO. Officers informed the Committee that the format of the consultation had not been decided but that it would be a full consultation that provided the opportunity for the public to submit any objections.

- On the Chair's advice, agreed to amend recommendation c to clarify that the "formal consultation period" was the "initial 6-month formal consultation period and subsequently as required", to ensure that objections to any changes to the order would also be considered by the Committee.

An amendment (attached to these minutes as **Appendix 1**) was proposed by Councillor Manning and seconded by Councillor Taylor. Following discussion, the amendment on being put to the vote was lost.

It was agreed to vote on each of the recommendations separately.

It was resolved unanimously to:

- a) note the investigation and identification of need to introduce further restrictions on motor vehicular access to Kings Parade in Cambridge

It was resolved by a majority to:

- b) support the introduction of further controls and the use of an Experimental Traffic Regulation Order (lasting between 6 and 18 months) in order to trial potential suitable arrangements from 2019

It was resolved unanimously to:

- c) Consider at a future meeting the outcome of this trial arrangement, determining any objections lodged during the initial 6-month formal consultation period and subsequently as required, and to decide whether to introduce a permanent scheme.

Chairwoman
4th June 2019

Strike recommendations a, b and c. Replace with:

- a) Note the paper presented today, but defer the decision
- b) Form a working group of CJAC Councillors to discuss the options and benefits for an Experimental Traffic Order further restricting access to the historic centre of Cambridge, with a view to bringing back a more detailed proposal for trials to the next CJAC meeting
- c) The working group should invite participation from other stakeholders, including but not limited to, local members for market ward/division, Camcycle and local businesses
- d) If there is evidence of a security threat to Cambridge, and/or specific locations, that the Councillors who are members of CJAC be party to that evidence on the expectation that it will not be shared publicly.

**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

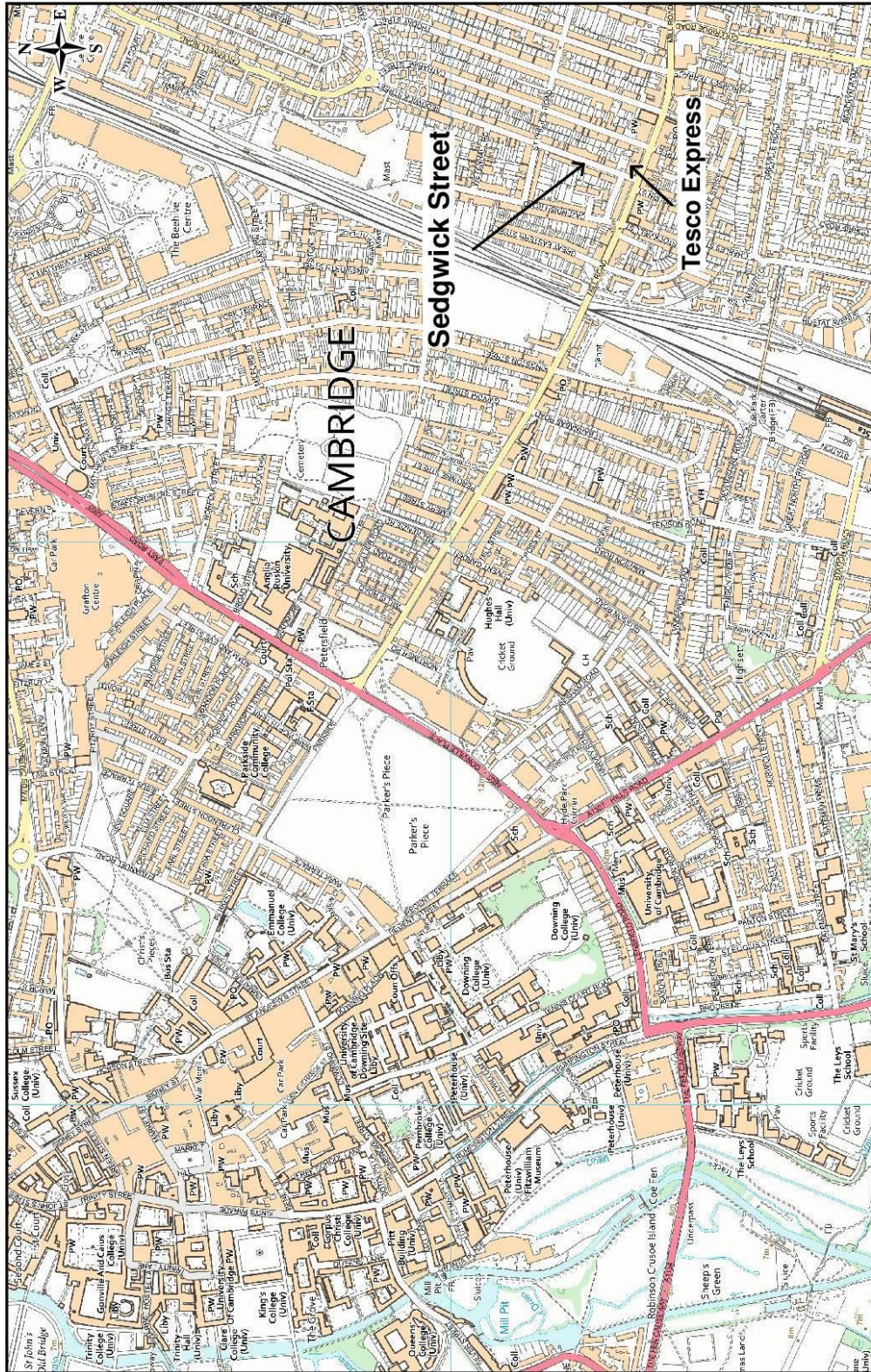
There are no significant implications for this priority.

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

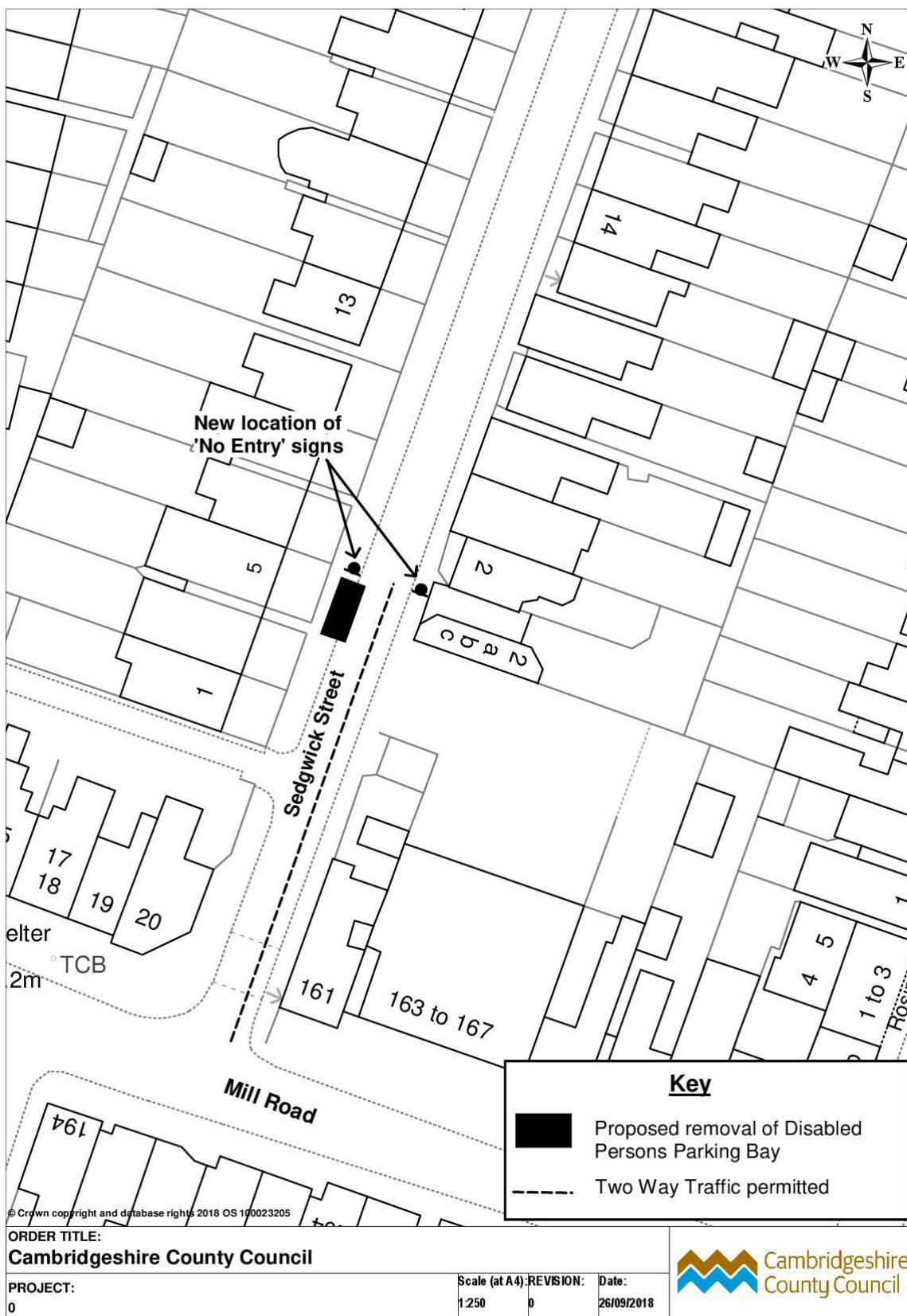
Location plan



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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.
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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
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	<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>
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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.
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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
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<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>
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	<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>	
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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-
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	<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>
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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
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	<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>
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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>

	<p>to the point proposed.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
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**CONSIDER OBJECTIONS TO PROPOSED RESIDENTS PARKING SCHEME
AMENDMENTS IN COLERIDGE ROAD, CAMBRIDGE**

To: Cambridge Joint Area Committee

Meeting Date: 4th June 2019

From: Executive Director – Place & Economy

Electoral division(s): Romsey and Queen Edith's

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

Purpose: To determine objections and other written representations received to proposed amendments to the residential parking scheme in Coleridge Road.

Recommendation: a) Introduce the proposed amendments as shown on the drawing shown in Appendix 1 as published.
b) Inform the objectors accordingly

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Gary Baldwin	Names:	Councillor Linda Jones
Post:	Engineer (Policy & Regulation)	Post:	Chair
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1. BACKGROUND

- 1.1** A residential parking scheme was introduced in the Coleridge West area of Cambridge in Autumn 2018. Essentially, the scheme restricts most on-street parking to permit holders only (residents and their visitors) from Monday to Friday between 10am and 6pm. There is also some short-stay parking provision at selective locations. The implementation of the parking scheme followed an extensive public consultation exercise, including the consideration of objections by this Committee on 24th July 2018.

2 MAIN ISSUES

- 2.1** In the weeks following the implementation of the scheme, both the County and City Councils received a significant amount of correspondence from residents of Coleridge Road expressing concerns about the layout of parking in their road. Before the scheme was implemented, many drivers were in the habit of parking partially on the footway, which allowed for two-way traffic to pass. In line with the Council's agreed policy, the scheme sought to remove parked cars from the footway and now most are parked fully on the road. However, at several locations along Coleridge Road this has created vehicular conflict and short duration delays, particularly when larger vehicles, such as refuse trucks, are using the road. In addition, cyclists have expressed concerns that the resultant narrowing of the road has caused them to feel more vulnerable.
- 2.2** As a result of the aforementioned concerns, officers and Members agreed to review the parking layout in Coleridge Road with a view to removing the main "pinch-points" to ease traffic flow and address any safety concerns. An on-site review was carried out and a revised scheme was drawn up. The proposed amendment would result in the loss of about 25 spaces, but approximately 50 would remain. Wherever possible, the remaining parking spaces have been retained on alternate sides of the road to create a chicane effect, with the aim of moderating traffic speeds. The revised parking layout is shown in Appendix 1.
- 2.3** It was felt that the proposed changes would have only a negligible impact on other roads in the area, so at that stage only residents of Coleridge Road were directly consulted on the revised plan to gauge their initial views. Although, there was some opposition, it was felt that the Council should proceed to the statutory TRO stage. This requires the Council to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, including the emergency services. This provides an opportunity for any interested party to submit a written representation on the proposal.
- 2.4** The proposed residential parking scheme amendments were advertised in the Cambridge News on 6th March 2019 and the statutory consultation period ran until 29th March 2019.
- 2.5** It was agreed that all written representations, including those received immediately prior to the publication of notices, would be considered and reported to this Committee for a decision. A total of 26 representations were received from 185 households in Coleridge Road. The majority of those responses were generally opposed to or concerned about some aspects of the amended plan. A small number of those who responded offered support for the proposed changes. The main points raised in relation to the proposals are

summarised in the table in Appendix 2 and officer responses are also given in the table.

2.6 Cambridgeshire Police do not object to the proposals.

2.7 It is acknowledged that there is some local opposition to the proposed changes, but there would also appear to be support for amending the current layout. There are concerns with the present layout of parking spaces, which creates some vehicular conflict and a potential hazard to some users, such as cyclists. It is strongly recommended that Members adhere to the County Council's policy of not introducing new footway parking schemes. It is important to maintain safe and convenient provision for pedestrians and others, such as wheelchair and pushchair users. Consequently, it is recommended that the published proposal to amend the current layout be approved and implemented.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

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

3.2 Thriving places for people to live

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 residential parking schemes, including modifications to them, are being funded through the Greater Cambridge Partnership.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The required statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

The recommended retention of carriageway parking, rather than a return to partial footway parking is beneficial to disabled people, including those with visual impairments and wheelchair users. It is felt that we need to re-inforce the point that footways are for pedestrians, particularly vulnerable adults and children, and that they should not have to cope with parked vehicles in "their" space.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged, including the Police and the Emergency Services. Notices were placed in the local press and were also displayed on the road

affected by the proposal. The documents associated with the proposal were available to view in the reception area of Shire Hall and online.

4.6 Localism and Local Member Involvement

All relevant County and City Councillors were consulted.

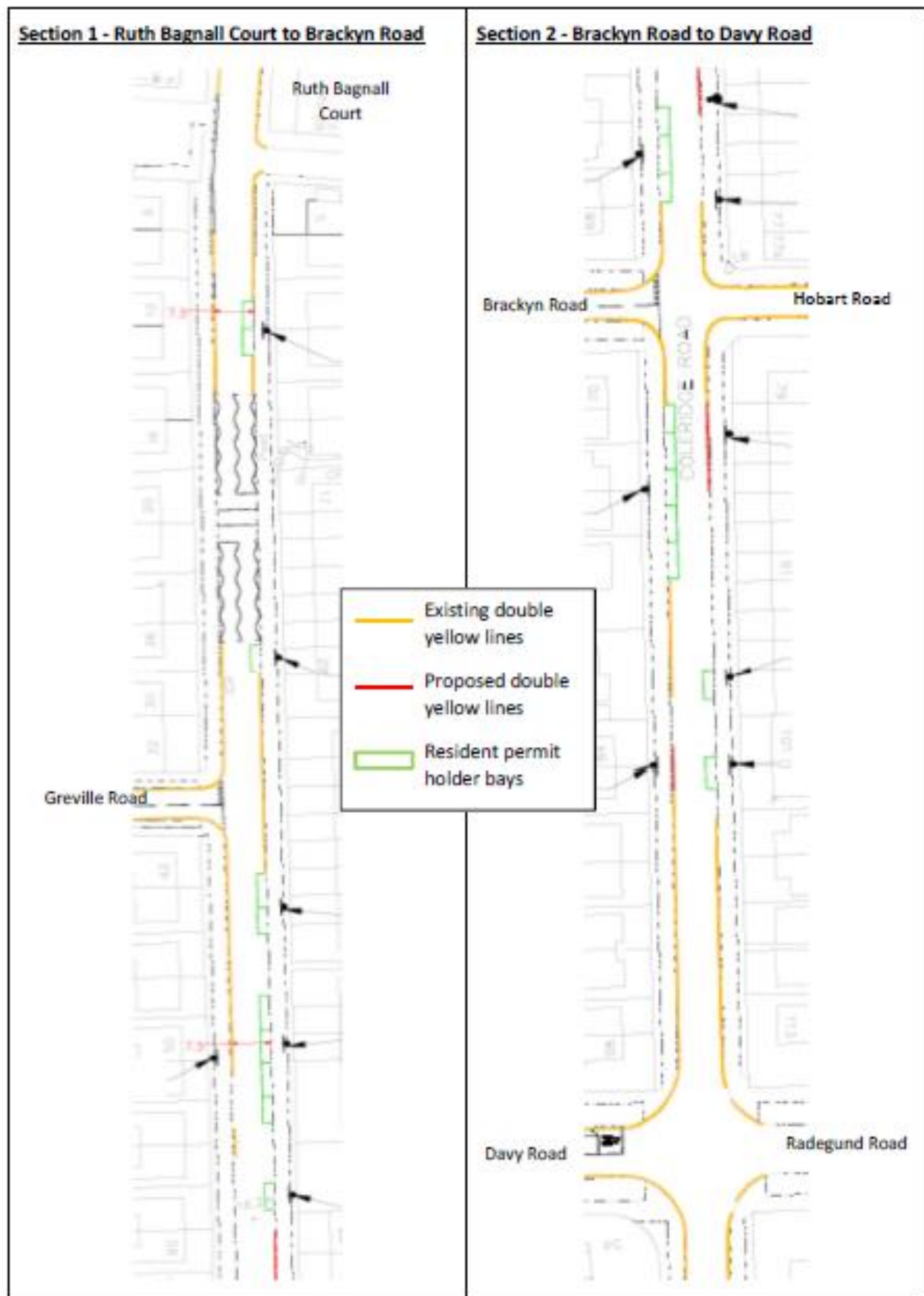
4.7 Public Health Implications

There are no significant implications for this priority.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	No Name of Legal Officer: no response
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?	No Name of Officer: no response
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	Yes Name of Officer: Stuart Keeble

Source Documents	Location
Copies of written representations (redacted) received during the public notice period	Highways Office Vantage House Huntingdon PE29 6SR

Appendix 1



Section 3 - Davy Road to Fanshawe Road



Section 4 - Fanshawe Road to Cherry Hinton Road



Appendix 2

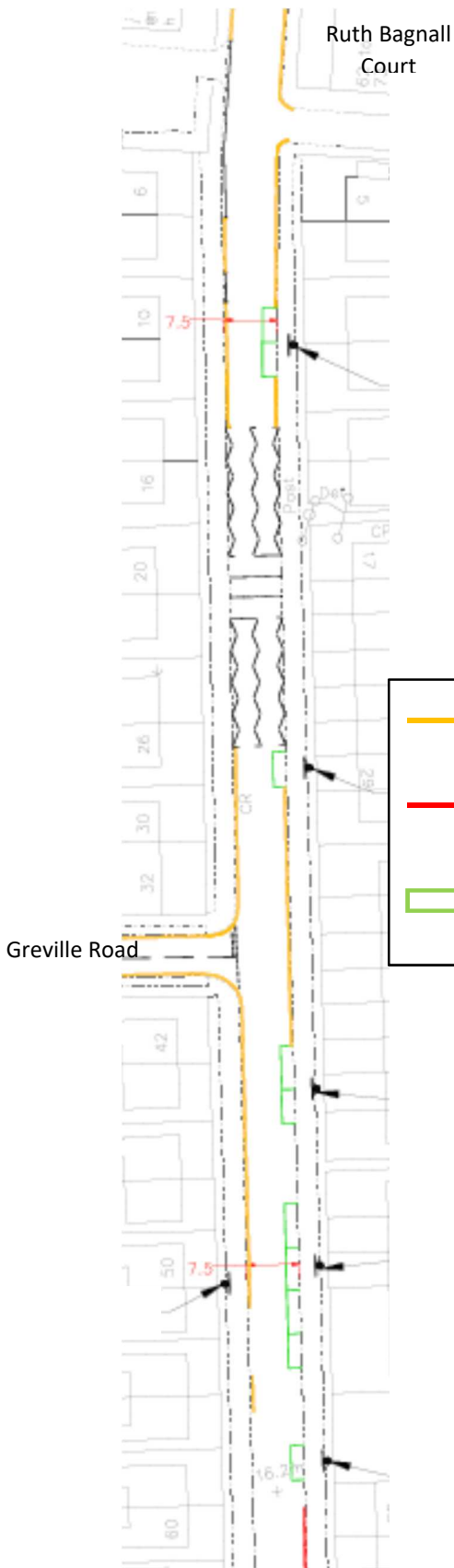
No.	Summary of Objections/ Representations ranked by number of times mentioned (includes issues raised in 2 or more representations)	Officer's Response
1	<p><u>Loss of parking spaces for residents and visitors (raised in 16 representations)</u></p> <p>The amended parking layout will result in the loss of parking spaces for residents, visitors, tradespersons, deliveries, carers, etc. There are also concerns about whether the parking scheme contains sufficient capacity for those using the recreation ground, particularly during busier periods in the summer.</p>	<p>The proposed amendments will remove approximately 25 resident permit holder bays from Coleridge Road. About 50 spaces will remain.</p> <p>During the working day, observations indicate that there will be ample parking capacity. Clearly there is greater demand overnight and at the weekend, but the proposed layout appears to contain sufficient spaces to satisfy that demand. Many properties in Coleridge Road have off-street parking and, during the process to implement the RPS, a number have applied for dropped kerbs to enable them to construct driveways. If all resident spaces are full, drivers do have the option of parking in the side streets, some of which contain fairly low levels of on-street parking.</p> <p>A wider review of the parking scheme will take place approximately 12 months after implementation and will consider the adequacy of on-street parking provision. That would also be the right time to consider whether there is sufficient short-stay parking for recreation ground users.</p>
2	<p><u>Opposition to the removal of footway parking (raised in 12 representations)</u></p> <p>Before the residential parking scheme was implemented, residents parked their vehicles partially on the footways along Coleridge Road. This did not create any significant problems, primarily because the footways are wide enough to accommodate parking. There is no evidence of this creating any</p>	<p>The County Council's policy on residential parking is:-</p> <p><i>"The Council has a responsibility to keep footways safe to use, to maintain safe passage for pedestrians, rather than to facilitate parking. Parking on footways:-</i></p> <ul style="list-style-type: none"> <i>• Creates safety issues for pedestrians and can hide other vehicles particularly on bends, narrow roads and at junctions.</i> <i>• Creates an obstruction and hazard for the visually impaired, disabled and elderly people and those with prams and pushchairs.</i>

	<p>real problems for pedestrians, cyclists or other traffic. Hence, footway parking should be restored. The Council has used this approach elsewhere, such as in roads off Mill Road, which have narrower footways, so why can it not be used in Coleridge Road.</p>	<ul style="list-style-type: none"> • <i>Can cause damage to the footway. Parking on the footways would be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles."</i> <p>Applying that policy to Coleridge Road, a case could not be made for allowing footway parking.</p> <p>It is true that there are very few reports of any serious incidents caused by footway parking, but anecdotally there are wide concerns about it. It effectively gives priority to the needs of car owners above vulnerable road users, such as pedestrians. Allowing footway parking is at odds with both Councils' general aim of encouraging more people to walk and use other more sustainable modes of transport in preference to using a private car.</p> <p>There are roads in the Coleridge area of Cambridge that have marked out footway parking, but these have been in place for a number of years. They were introduced as a means of better managing parking in narrow roads with extremely high demands for on-street parking.</p>
3	<p><u>Speeding concerns (raised in 8 representations)</u></p> <p>There are already concerns about excessive speed and non-compliance with the 20mph speed limit in Coleridge Road. The removal of parking spaces will encourage drivers to travel even faster. There is little or no enforcement of the 20mph limit.</p>	<p>The current layout does restrain vehicle speeds due to the level of on-street parking which creates pinch-points. However, some drivers are likely to accelerate to reach a gap before an opposing vehicle, thereby avoiding the need to slow down and wait. The amended layout has deliberately been designed to create a chicane effect which should help to moderate speeds. A road safety review has been undertaken to assess whether the proposed scheme is likely to create any foreseeable hazards and there are no significant concerns. It is felt that whilst the removal of some on-street parking may result in a marginal increase in speeds, this is offset by the removal of the current vehicular conflict.</p>

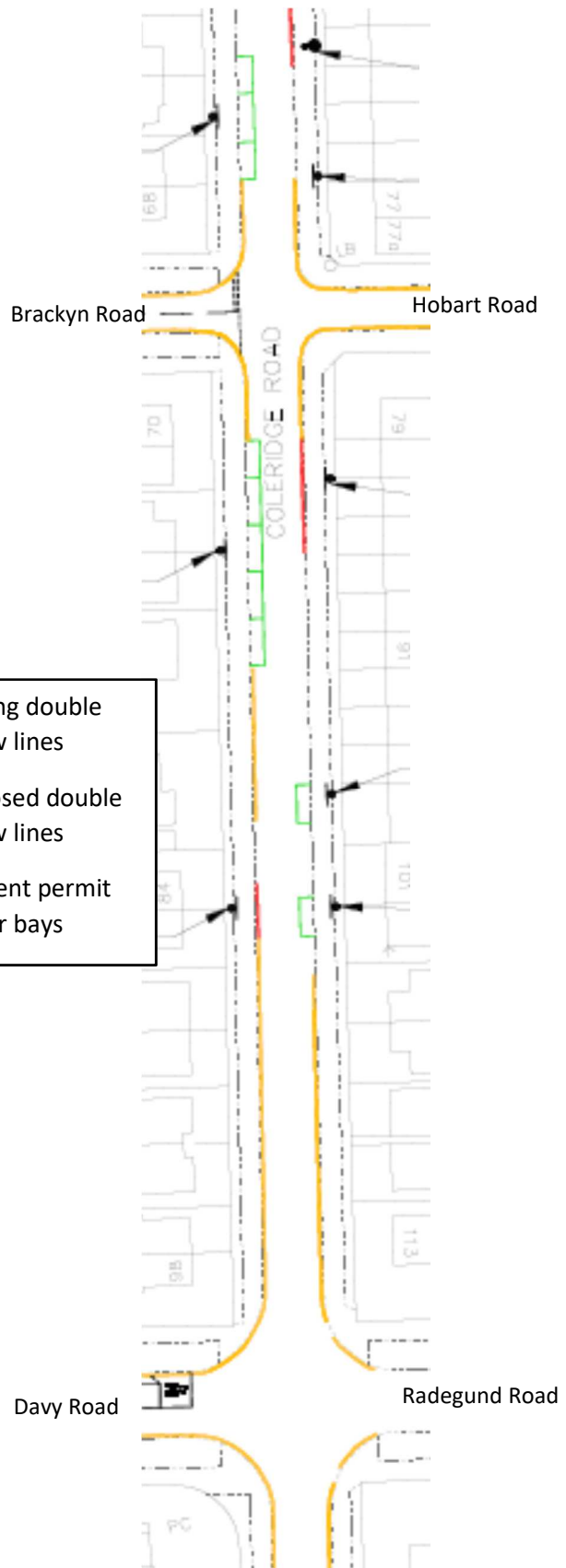
		<p>Ideally, 20mph speed limits should be self-enforcing, so that they do not place a heavy burden on the police as they have insufficient resources to enforce them. However, many drivers do comply with the 20mph limit, which is very likely to result in overall speeds being lower than they would be for a 30mph limit.</p> <p>Physical traffic calming measures could be considered, possibly via the Local Highways Improvement initiative.</p>
4	<p><u>Operational hours of the residential parking scheme (raised in 2 representations)</u></p> <p>One respondent believes that the current hours of Mon-Fri 10am-6pm are excessive and the scheme could operate successfully with shorter hours. Another would support a scheme extending to cover the weekend.</p>	<p>The operational hours of residential parking schemes are primarily set by resident preference. They need to be long enough to tackle the underlying issue with non-resident parking, but not create undue inconvenience for residents. Use of resident spaces in Coleridge is unrestricted during the evening, overnight and at weekend, so that visitors during those periods will not need to purchase a permit. It is also less burdensome on residents. It is felt that on balance the current operational times are correct.</p>
5	<p><u>Cycle issues (raised in 2 representations)</u></p> <p>The parking scheme has created difficulties for cyclists. As a result of parked cars being removed from the footways, more cyclists are now using them. This can create a danger to pedestrians.</p>	<p>The current parking layout has created pinch-points that probably result in cyclists being squeezed by drivers giving them insufficient clearance. Therefore, clearing the footways of parked cars might have encouraged some cyclists to use them for safety reasons. The removal of the current pinch-point might well result in cyclists feeling more comfortable on the road. Hence, the proposed layout is considered to be an improvement on the current layout for cyclists.</p> <p>The Council's cycling team was asked for a view on whether it would be feasible to convert the footways to shared space for pedestrians and cycles, but they felt that there was deemed to be insufficient footway width for this.</p>

COLERIDGE ROAD, CAMBRIDGE PROPOSED PARKING RESTRICTION LAYOUT

Section 1 - Ruth Bagnall Court to Brackyn Road

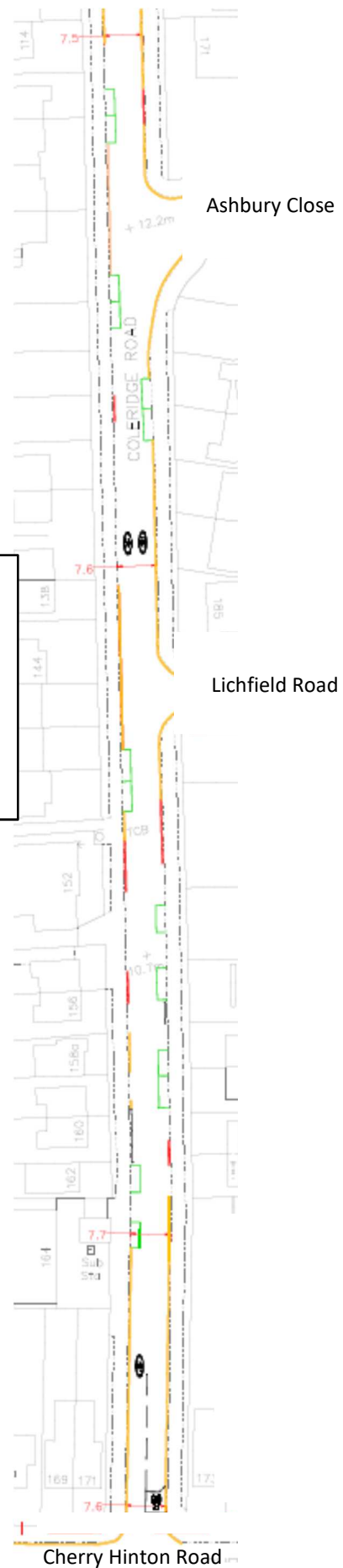


Section 2 - Brackyn Road to Davy Road



Section 3 - Davy Road to Fanshawe Road

Section 4 - Fanshawe Road to Cherry Hinton Road



- Existing double yellow lines
- Proposed double yellow lines
- Resident permit holder bays