

## Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions on Riverside, Cambridge

To: Cambridge Joint Area Committee

Meeting Date: 18 September 2024

From: Executive Director of Place and Sustainability

Electoral division(s): County Council divisions within Cambridge: Abbey

City Council wards: Abbey

**Executive Summary:** This report informs the committee of the received objections regarding the proposed waiting restrictions on Riverside in Cambridge. Public consultation of the proposals resulted in 210 representations from members of the public – 84 in objection, 124 in support and 2 neutral. The committee is asked to consider how the received objections affect the progression of the scheme and to comment prior to the delegated decision-making process.

**Recommendation:** The Committee is asked to:

Recommend that the Executive Director of Place and Sustainability, in consultation with the local Member, approve the installation of the waiting restrictions, as advertised.

**Officer contact:**

Name: Sonia Hansen

Post: Traffic Manager – Transport Strategy & Network Management

Email: [Sonia.Hansen@cambridgeshire.gov.uk](mailto:Sonia.Hansen@cambridgeshire.gov.uk)

Tel: 0345 045 5212

# 1. Background

- 1.1 Riverside is a residential street that follows the southeastern bank of the River Cam, in the northeast of Cambridge City, as marked in Appendix 1. It runs parallel to Newmarket Road, one of Cambridge City's main arterial roads, to which it is linked by a variety of residential side streets.
- 1.2 The southwestern end of Riverside is included in a resident parking scheme (RPS), which ends at its junction with River Lane. The remaining length is split in two by a pedestrianised area in front of the Equilano Bridge, a popular cycle and footbridge that connects Abbey and East Chesterton. Access to Stourbridge Common is permitted at the northeastern end of the road, which further adds to the pedestrian and cyclist activity in the area.
- 1.3 Parking on Riverside typically consists of residents' vehicles, including those residing on the river at the various moorings, and those visiting the Common. However, due to the lack of parking restrictions, and the perceived element of privacy, the section closest to the Common has become popular with those living in and or visiting the city by campervan. This has led to concerns being raised regarding the disposal of refuse and human waste in the area.
- 1.4 Historically, drivers parking near the entrance to the Common park perpendicular to the northwestern kerb to maximise space. However, with large / high-sided vehicles adopting the same parking practices, the road space is significantly reduced and there are safety risks associated with such vehicles reversing into and out of these 'parking spaces', along with protruding tow hooks.
- 1.5 Parallel parking along the southeast kerb also impedes visibility at the junction with Stanley Road, increasing the risk of conflict between cyclists and other vehicles.
- 1.6 The proposal, set out in Appendix 2, is to install double yellow lines on both sides of Riverside from its access with Stourbridge Common, south-westwards, to a point 6.5 metres southwest of its junction with Stanley Road (measured from the centreline of the junction).
- 1.7 Additionally, it has been proposed that the existing single yellow lining on the northwestern side of the road be extended from its current end point, outside 79 Riverside House, to the terminus of the proposed double yellow lines, and that the hours of operation of the entire length of single yellow lining, which are currently 7:00am to 5:00pm, Monday to Saturday, be extended to 7:00am to 7:00pm, Monday to Saturday.
- 1.8 There would be an inevitable loss of on-street parking places associated with the proposals, and there would certainly be the risk of vehicles being displaced. However, it is estimated that the overall effect on residents would be minimal, as parking on the southeast side or on other nearby streets does not present the same privacy characteristics that draw camping visitors to this location. Overnight parking is being maintained along the majority of the north-western side of the road and the majority of residents on this section of Riverside have access to off-street parking facilities.
- 1.9 It is accepted that the loss of parking places would be likely to have a negative impact on those that visit the Common by car. However, visitors in possession of a blue badge would

be able to park on the proposed double and single yellow lines for a period of up to three hours.

- 1.10 Those of a socio-economic disadvantage residing in cars or vans in the area would be displaced, but nothing prohibits such individuals from parking in other locations that are not subject to parking restrictions.

## 2. Main Issues

- 2.1 The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty-one-day notice period.
- 2.2 The TRO was advertised in the Cambridge News on 24 January 2024, and the statutory consultation period ran from 24 January 2024 to 14 February 2024.
- 2.3 The statutory consultation resulted in 210 representations, whereby 68 wholly objected to the proposals, 16 partly objected, 2 were neutral, 21 were partly supportive and 103 were wholly supportive. A bar graph providing a visual representation of the response categories is shown in Appendix 3, and the salient points of the received representations, along with officer responses, are outlined in a table in Appendix 4.
- 2.4 Included in the 16 partly objecting representations is a joint response from Cambridge City Council's Housing Services Manager, Community Development Manager, Safer Communities Manager and an Equality and Anti-poverty Officer. Due to the nature of the objection, the complete objection, along with the officer response, is outlined in the table in Appendix 5.
- 2.5 It should be noted that of the 210 representations, a total of approximately 69 were supplied by residents of Riverside or adjoining streets that could be affected by the proposals. Residents of the Riverside residents parking area were not included in this count.
- 2.6 Of these residents, 22 objected to the proposals and 47 submitted supportive representations.

## 3. Significant Implications

### 3.1 Finance Implications

The necessary resources have been secured through the Local Highways Improvement (LHI) scheme.

### 3.2 Legal Implications

The lining addresses a safety risk associated with restricted visibility, and consultation responses have highlighted the dangers of tow hooks protruding into the carriageway. Additional safety risks include vehicle manoeuvres taking place in close proximity to a popular active travel site, as well as refuse and sanitation risks associated with the disposal

of rubbish and human waste in the nearby watercourse and surrounding area.

The City Council has identified a risk associated with travellers residing in the area and that the proposed restrictions pose a risk of rendering them homeless. However, this is unsubstantiated.

### 3.3 Risk Implications

The lining addresses a safety risk associated with restricted visibility, and consultation responses have highlighted the dangers of tow hooks protruding into the carriageway. Additional safety risks include vehicle manoeuvres taking place in close proximity to a popular active travel site and refuse and sanitation risks associated with the disposal of rubbish and human waste in the nearby watercourse and surrounding area.

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### 3.4 Equality and Diversity Implications

The loss of parking close to the entrance may have implications for those in the socio-economic inequality, age and disability groups as highlighted in the Equality Impact Assessment, attached at Appendix 6.

### 3.5 Climate Change and Environment Implications

The disposal of rubbish and human waste on the highway, within the nearby watercourse and the surrounding area has environmental implications.

## 4. Source Documents

- 4.1 Copies of the written representations (redacted) received during the consultation period. Copies of the consultation documents (public notice, plans, site notices and consultation letters – sent to residents and consultees) are available upon request from the Policy & Regulation team, quoting PR1004 ([policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk)). They are also available online at [Public Consultation \(appyway.com\)](https://www.appyway.com).