

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS AT ANSTEY WAY,
TRUMPINGTON, CAMBRIDGE**

To: **Cambridge Joint Area Committee**

Meeting Date: **24th July 2018**

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

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

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

Purpose: **To determine objections received in response to the publication of waiting restrictions in Anstey Way, Trumpington, Cambridge.**

Recommendation: **a) Implement the restriction in Anstey Way as originally published.**

b) Inform the objectors accordingly.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Donald Adey
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1. BACKGROUND

- 1.1 Anstey Way is a residential road located to the east of Trumpington High Street (A1309). It is located in the Electoral Division of Trumpington to the south of Cambridge City. Anstey Way runs from west to east from Trumpington High Street (A1309) to the junction of Paget Road/Foster Road with a further west and east arm (Anstey Way Gyratory) running from the north of Anstey Road (to the rear of the properties on Paget Road). A location plan can be found at Appendix 1.
- 1.2 A planning application has been submitted to Cambridge City Council as the Planning Authority for the proposed erection of 56 affordable apartments on the site bordered within the Anstey Way Gyratory. Parking is to be provided within the development site with two vehicular accesses onto the Anstey Way gyratory.
- 1.3 The proposal to prohibit waiting at any time on part of the west and east arm of Anstey Way has been proposed following the submission of a third party funded application for a Traffic Regulation Order (TRO). The prohibition of waiting at any time has been proposed by the applicant to ensure safe and unimpeded access into the development site during the construction phase of the works and to ensure that the visibility for vehicles emerging from accesses within the site once constructed are not impeded by parked vehicles therefore enhancing road safety. It is proposed that 7.5m of existing no waiting at any time on Anstey Way at the south of the proposed development site be revoked so that 4 parking bays can be incorporated on the southern boundary of the site. A plan of the proposed waiting restrictions are shown in Appendix 2.

2. MAIN ISSUES

- 2.1 The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise in the local press and on-street, a public notice stating the proposal and the reasons for it. The 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 18th April 2018. The statutory consultation period ran from the 18th April 2018 to the 9th May 2018.
- 2.3 The statutory consultation resulted in three representations, two objections and one statement of support. These have been summarised in the table in Appendix 3. The officer responses to the objections are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

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

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured through third party funding contributions.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

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

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

4.6 Localism and Local Member Involvement

County Councillor and City Councillor Cllr Adey and the City Councillors, Cllr Avery & Cllr O'Connell were consulted. An objection was received from Cllr O'Connell.

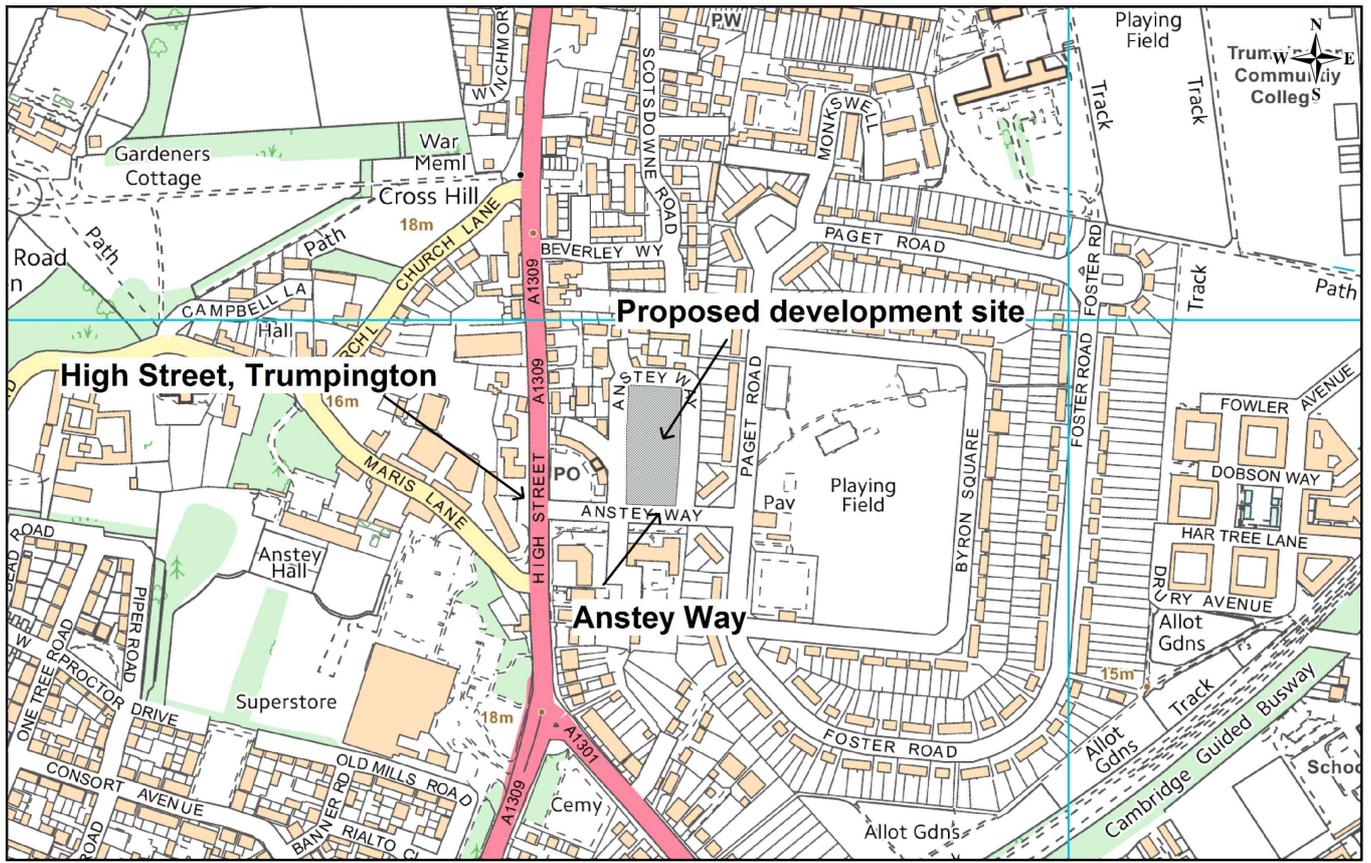
4.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes 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: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
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: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

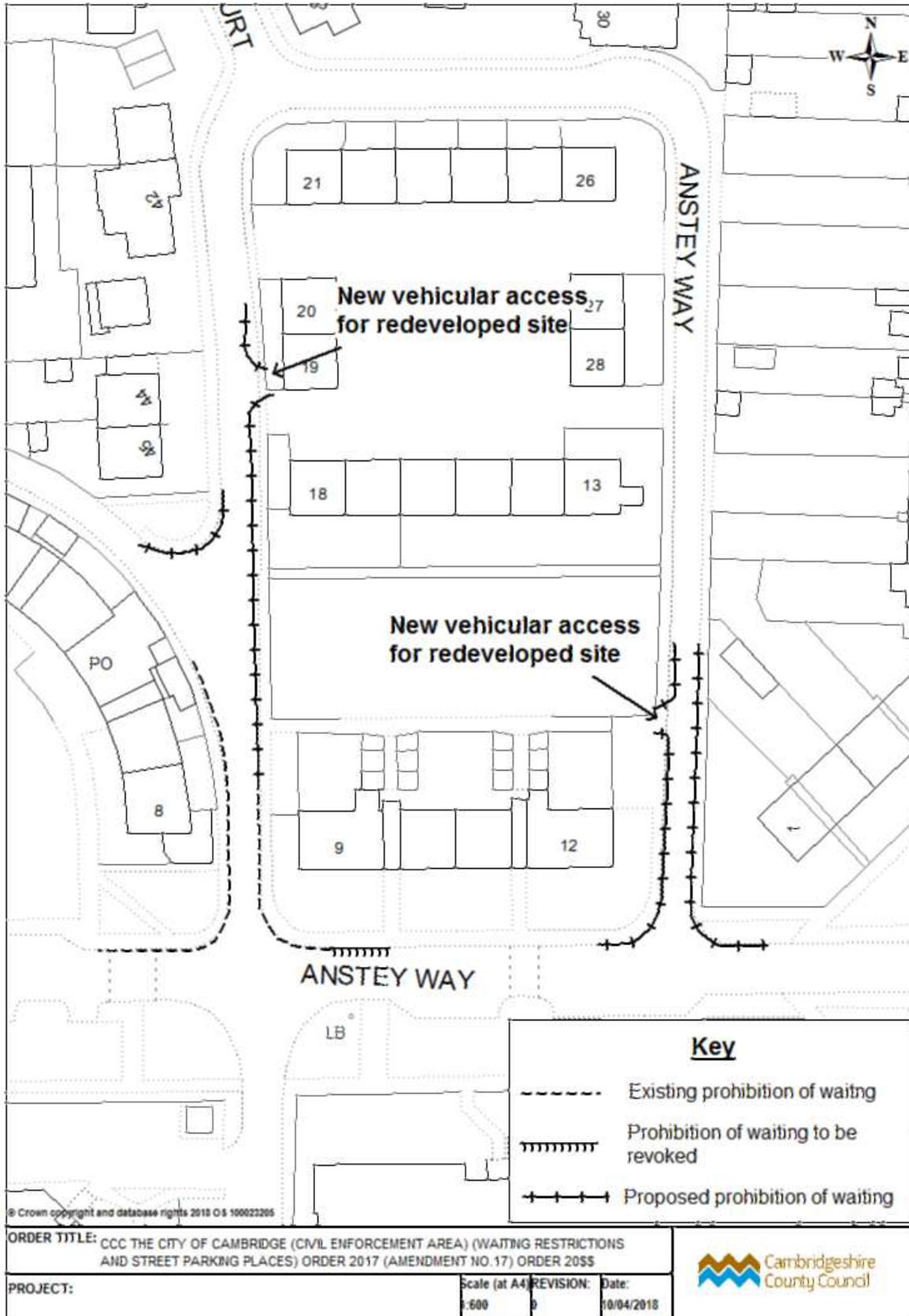
Source Documents	Location
Scheme Plans Consultation Documents Consultation Responses	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Appendix 1: Location Plan



Scale (at A4): 1:4000 Centred at: 544687,254907 Date: 14/06/2018 By: cg263 © Crown copyright and database rights 2018 OS 100023205

Appendix 2: Proposed restriction in Anstey Way



Appendix 3

No	Consultation Responses	Officer's Comments
1	<p>Objection stating:</p> <ul style="list-style-type: none">We would like to object to the planned implementation of waiting restrictions on Anstey Way. The restriction will severely limit parking spaces available to the retail shops and residents in the flats above the shops.We are the tenants of one of the shops and always use the road for purposes of parking. Our vehicles are needed to conduct our business and therefore we need to park them within a close vicinity of the shop. Also several of our delivery vans and/or lorries use these spaces for loading and unloading goods. The limited spaces proposed will severely hamper the fluidity of our business. This is just our business, there are four other units which also operate requiring similar parking spaces.	<ul style="list-style-type: none">The proposed restrictions will result in a reduction of some on-street parking places in Anstey Way however the major concern is the safe movement of traffic on the public highway. There are a number of on-street parking bays located near the shops on High Street, Trumpington and also on Anstey Way. Parking will remain un-restricted behind numbers 1-6 Anstey Way and there is also a parking area/garages behind the shops and flats in Anstey Way. Whereas the previous dwellings on the development site had no off street parking provision within the site and therefore those residents that had vehicles had to find parking on street the new dwellings will benefit from an off street parking courtyard and driveways.Partly addressed above. To clarify the limitations of the restrictions of the proposed Traffic Regulation Order, the Order will not make it unlawful for vehicles to load or unload goods and therefore delivery vehicles will still be able to use the road for delivering goods. The proposed restrictions should improve access for delivery vehicles and service vehicles as it will keep the road clear leaving room for delivery vehicles to manoeuvre safely.
2	<p>Objection stating:</p> <ul style="list-style-type: none">There is no obvious reason why restrictions are required on the western side of the loop, when there has been little report of trouble with the existing arrangements.	<ul style="list-style-type: none">The proposed parking restrictions on the western side will ensure that construction vehicles can access the site and manoeuvre safely and it will ensure that the visibility for cars emerging from the accesses (once the development is occupied) are not be impeded by parked vehicles, therefore enhancing safety. The proposed restrictions will improve road

- Residents in the new flats will benefit from allocated parking spaces, whereas not all existing residents have allocations and need to park on the road.
- On the Eastern side of the loop, there is a need for parking restrictions as larger vehicles - not associated with local residents - have been parking opposite, and blocking access to, the garages for properties backing on to Anstey Way. However, the proposed restrictions stop before reaching the point where they would be useful in preventing this. In conjunction with the restrictions on the Western side of the loop, the road is likely to become more congested and increase problems for these properties.

safety for all road users as it will mean vehicles travelling south along Anstey Way (to the west of the development site) will not have to pull into the opposing side of the carriageway potentially coming into conflict with oncoming vehicles travelling north towards Lingrey Court. The reduction in density of on street parking will improve visibility for pedestrians crossing the road.

- Whilst we acknowledge the proposed restrictions will result in a reduction of some on-street parking places in Anstey Way the major concern is the safe movement of traffic on the public highway. Whereas the previous dwellings on this site had no off street parking provision within the site and therefore those residents that had vehicles had to find parking on street the new dwellings will benefit from an off street parking courtyard and driveways. Parking will remain un-restricted behind numbers 1-6 Anstey Way and there is also a parking area/garages behind the shops and flats in Anstey Way.
- The proposed double yellow lines on the eastern side of Anstey Way will ensure that the junction (with Anstey Way) will remain clear of vehicles to enhance visibility at this junction as well as allowing for safe access/egress to the parking courtyard within the development. Off street parking is to be provided within the new development this should negate the need to park on street along this section of Anstey Way. As mentioned above parking will remain un-restricted behind numbers 1-6 Anstey Way and there is also a parking area/garages behind the shops and flats in Anstey Way so we wouldn't expect there to be displacement of vehicles from the west side of Anstey Way to the east . It would not possible to increase the restrictions proposed by the TRO without the need to re-advertise and re-consult.

	<ul style="list-style-type: none"> • A better solution would see either parking restrictions applied on only the eastern side of the loop, with the option of residents only parking on the western side kept available until such time as it can be implemented. 	<ul style="list-style-type: none"> • A residents parking scheme would require thorough consultation and investigation and is beyond the scope of this Traffic Regulation Order. We understand that a Resident Parking Scheme is being proposed for Trumpington but consultation is not expected on this for at least a few years.
3	<ul style="list-style-type: none"> • I welcome the measures proposed, which should improve safety for pedestrians and cyclists. 	<ul style="list-style-type: none"> • Noted.