

CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 30th January 2018

Time: 4.35pm – 5.30pm

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: County Councillors Harrison (substituting for Cllr Adey), Jones (Vice-Chairwoman), Kavanagh and A Taylor
City Councillors Baigent, Bird, Blencowe (Chairman), Holt and Robertson

Apologies: County Councillors Adey, Manning and Meschini; City Councillors Tunnacliffe and T Moore

14. DECLARATIONS OF INTEREST

None.

15. MINUTES OF THE MEETING HELD 24th OCTOBER 2017

The minutes of the meeting held on 24th October 2017 were approved as a correct record and signed by the Chairman.

16. PETITIONS

None.

17. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS IN LICHFIELD ROAD, CAMBRIDGE

The Committee received a report inviting it to determine the objection received in response to the publication of waiting restrictions in Lichfield Road. Members noted that representations, including one objection, had been received in response to the publication of the scheme. An amended version of the scheme, with a shorter length of double yellow lines, had then been circulated for comment to those who had made representations, and the original objection had been repeated. The Committee was now being asked to approve this revised version of the scheme.

Speaking as former and present local County members, Councillors Kavanagh and Taylor expressed their support for the scheme in the interests of safety, pointing out that it had received considerable public support and attracted only one objection.

It was resolved unanimously to

- a) implement the restrictions in Lichfield Road, Cambridge as set out in Appendix 3 of the report before Committee
- b) inform the objectors of the decision.

18. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON BIRCH CLOSE AND ON TIVERTON WAY, CAMBRIDGE

The Committee received a report inviting it to determine objections received in response to the publication of waiting restrictions in Birch Close and Tiverton Way, Cambridge. Members noted that the proposals had been developed under the Local Highways Improvement (LHI) scheme and had been requested by local residents and were supported by local Councillors.

Birch Close

In discussion, members

- on hearing from one member that a cyclist had been killed at this spot about two years ago, hit by a car which was on the wrong side of the road because of parked cars, expressed support for improving safety at the junction
- enquired why the original proposal of a 33m-long restriction was being put forward for approval when only one objection had been received to the revised, 18m restriction. Officers explained that the 18m proposal had been offered as a compromise, but was less suitable for the location and had still attracted an objection, so the original length was now being recommended
- expressed concern that residents would be expecting the shorter length of double yellow lines, but commented that the original, longer length would have been what had been proposed to the LHI panel
- noted that there was considerable on-street parking by residents in Birch Close because, although many properties had some off-street parking spaces, they were insufficient for the number of cars.

It was resolved by a majority to:

- a) implement the restrictions in Birch Close as originally published
- b) inform the objectors of the decision.

Tiverton Way

Members noted that the original plans for this LHI scheme had unintentionally omitted a short length of double yellow lines, so once this had been pointed out by a resident, the scheme had been amended to include this length to improve safety, but one objection to it had been received. Councillor Kavanagh, the former County local member, confirmed the importance of including the additional length to protect the radial step in the road.

It was resolved unanimously to

- a) implement the amended restrictions in Tiverton Way
- b) inform the objectors of the decision.

19. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING AND LOADING RESTRICTIONS AND DISABLED PARKING ON PERNE ROAD (ADKINS CORNER), CAMBRIDGE

The Committee received a report inviting it to determine the one objection to the implementation of a third-party funded Traffic Regulation Order (TRO) on Perne Road, at Adkins Corner.

Mr Erkan Temur, the objector, addressed the Committee. He explained that he had been running his business, a kebab and burger van, at Adkins Corner for the last 13 years, but if a time limit were to be imposed, he would no longer be able to stay and operate in the car park. He did not want to lose his business.

In response to questions from members, Mr Temur further said that his licence was for seven days a week but he worked on six days; it was for the business rather than the site, but his predecessor had operated the van in the same position for 30 years.

Mr Simon Jones, owner of the site, addressed the Committee. He said that SJK properties had owned the freehold of the site at Adkins Corner since 2010. They had been working on the redevelopment of the site for the last 18 months, and had recently obtained planning permission for their proposals. A major problem had been that of delivery vehicle access to the supermarket, which was currently sited behind the row of shops; the intention was to bring it to the front, and at the same time to address the problem of commuters leaving their vehicles all day in the unrestricted parking spaces, which made it difficult for shoppers to park there.

In discussion, one member expressed concern that one of the disabled bays had no hatching on one side; if the disabled person was the driver, it could be difficult for them to get their wheelchair out, because some people needed the wheelchair to be at road level rather than on the pavement. Officers said that it should be possible to adjust the layout slightly and include hatching, without reducing the overall number of parking spaces. The Committee endorsed this proposal unanimously.

Members also discussed the possible impact of the parking restrictions on the trader. They noted that there would be no restriction on parking in the loading bay from 7pm onwards and in the car park from 10pm. The licence was to trade from the van and went with the van, not the site; in this part of Cambridge, there was no mechanism to reserve a particular pitch for a trader. Speaking as the former and the current local County members, Councillors Kavanagh and Taylor expressed support for the proposals, welcoming the resolution of the difficulties caused by reversing delivery vehicles, and the improved supply of parking spaces for local shoppers. Officers were thanked for their work with the developers to improve Adkins Corner.

It was resolved unanimously to

- a) implement the restrictions as advertised
- b) inform the objectors accordingly.

20. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF ELECTRIC TAXI CHARGE POINT PARKING BAYS ON NEWMARKET ROAD, CAMBRIDGE

The Committee received a report inviting it to determine an objection received to the proposed implementation of Electric Taxi Charge Point parking bays within redundant Doctors' Parking Bays on Newmarket Road. Members noted that the doctors' surgery had moved in 2014, and the sign associated with the parking bays had been unofficially removed, rendering the restriction unenforceable. The intention now was to use the bays for electric taxi charge points, but one objection had been received, from a private dental practice which had never had lawful use of the bays.

In answer to a member enquiry about any time restriction on using the bay, officers advised that there would be a one-hour limit; the rapid charge units being installed should charge a taxi battery to around 80% within about 35 minutes. Speaking as the local County member, Councillor Harrison expressed her support for the scheme.

It was resolved unanimously to

- a) implement the restrictions as advertised
- b) inform the objectors accordingly.

21. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON ROSS STREET, CAMBRIDGE

The Committee received a report inviting it to determine objections to the implementation of a third-party funded Traffic Regulation Order (TRO) on Ross Street. A diagram showing a revised arrangement of double yellow lines was circulated to members (attached as Appendix A), with officers' apologies for not sending it with the original report.

Members were advised that the revised layout had been developed in the past week, following a discussion with resident who was particularly affected by the original proposal, which had sited a parking bay directly opposite his garage. Officers had accepted that this arrangement would have had an unnecessary impact on manoeuvring into and out of the garage, so were now proposing that the parking bay be reduced in length, leaving the road opposite the garage clear of parked cars.

Councillor Kavanagh, speaking as local County member, said that, having visited the site, he fully supported the revised proposal, and residents were happy with it. He conveyed residents' thanks to officers for their negotiations with developers.

It was resolved unanimously to

- a) implement the restrictions in accordance with the plan tabled at the meeting and attached to the minutes as Appendix A
- b) inform the objectors accordingly.

TRO for Ross Street, Cambridge – Alternative Plan

