

**TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH
NEW STREET ACCESS ROAD, CAMBRIDGE.**

To: Cambridge City Joint Area Committee
Meeting Date: 24th January 2017

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Petersfield

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

Purpose: To determine objection to the installation of No
Waiting at Any Time on New St Access Road

Recommendation: a) Implement the restriction as advertised
b) Inform the objectors accordingly

<i>Officer contact:</i>	
Name:	Richard Lumley
Post:	Head of Highways
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Tel:	01223 703839

1. BACKGROUND

- 1.1** New St Access Road is situated in Cambridge in the ward of Petersfield and lies to the south of the river Cam and east of the Grafton Centre.
- 1.1** The scheme is a Cambridge City Council project to implement a restriction of no waiting at any time on this road as shown in Appendix 2. Prohibiting waiting at any time will enable access at all times on the narrow access road.
- 1.2** This scheme was allocated funding by the Local Highway Improvement (LHI) Initiative 2016/17. A local public consultation was undertaken by Petersfield Ward; from here it was determined to proceed with the next stage of the process; that of statutory advertisement.
- 1.3** County Council Officers' discussions with Petersfield Ward resulted in the development of the proposals shown in Appendix 2. The aims were to improve road safety by implementing a restriction of waiting at any time in the proposed area.

2. TRO PROCESS

- 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 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 the 19th October 2016.
- 2.3** The statutory consultation period ran from 19th October 2016 until the 9th November 2016.
- 2.4** The statutory consultation resulted in three objections which have been summarised in the table in Appendix 2. The officer responses to the objection are also given in the table.
- 2.5** On the basis of this analysis, it is recommended that the restriction is implemented as advertised.

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 the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

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

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the offices of Huntingdon District Council and reception area of Shire Hall.

4.5 Localism and Local Member Involvement

No response therefore assumed support.

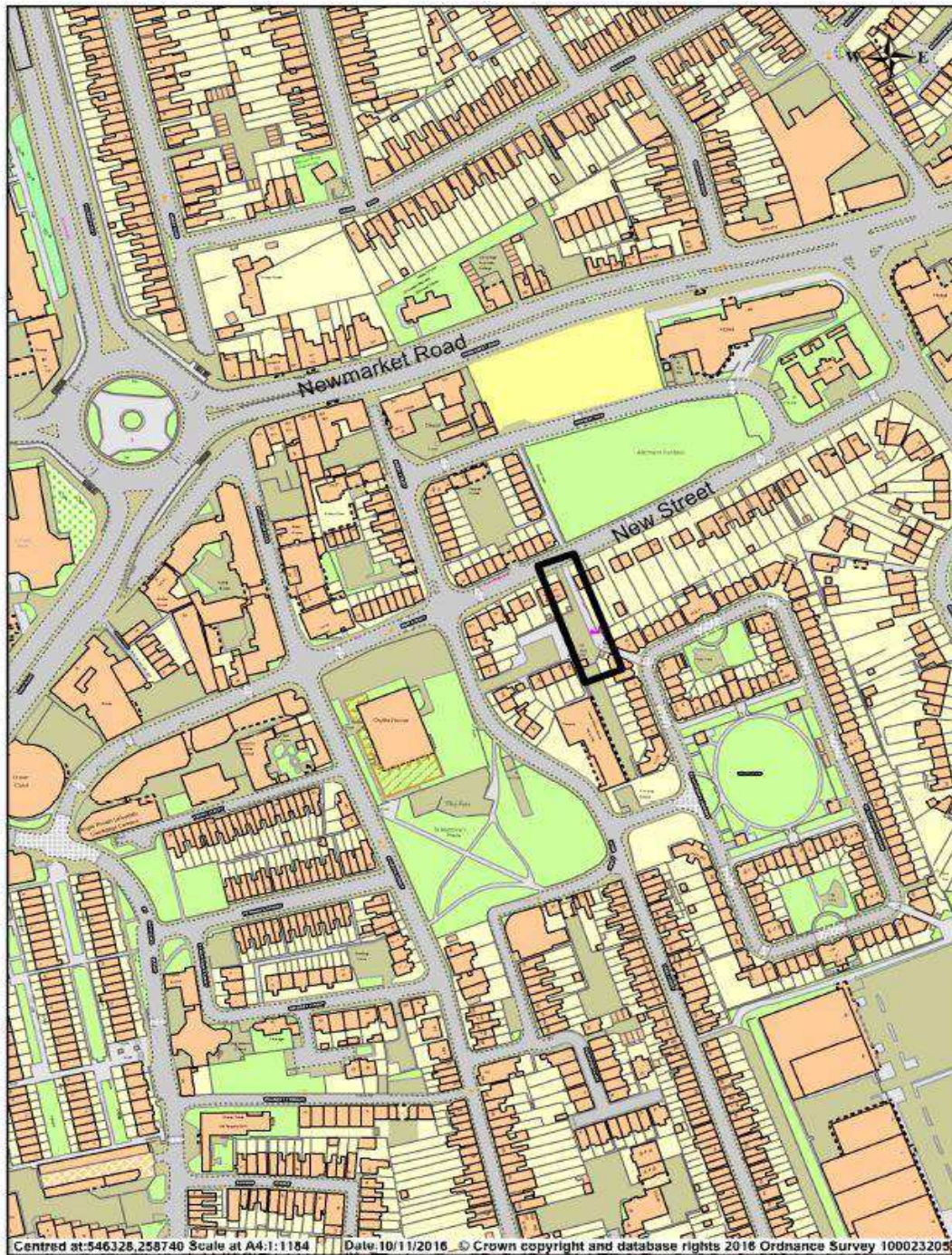
4.6 Public Health Implications

There are no significant implications within this category.

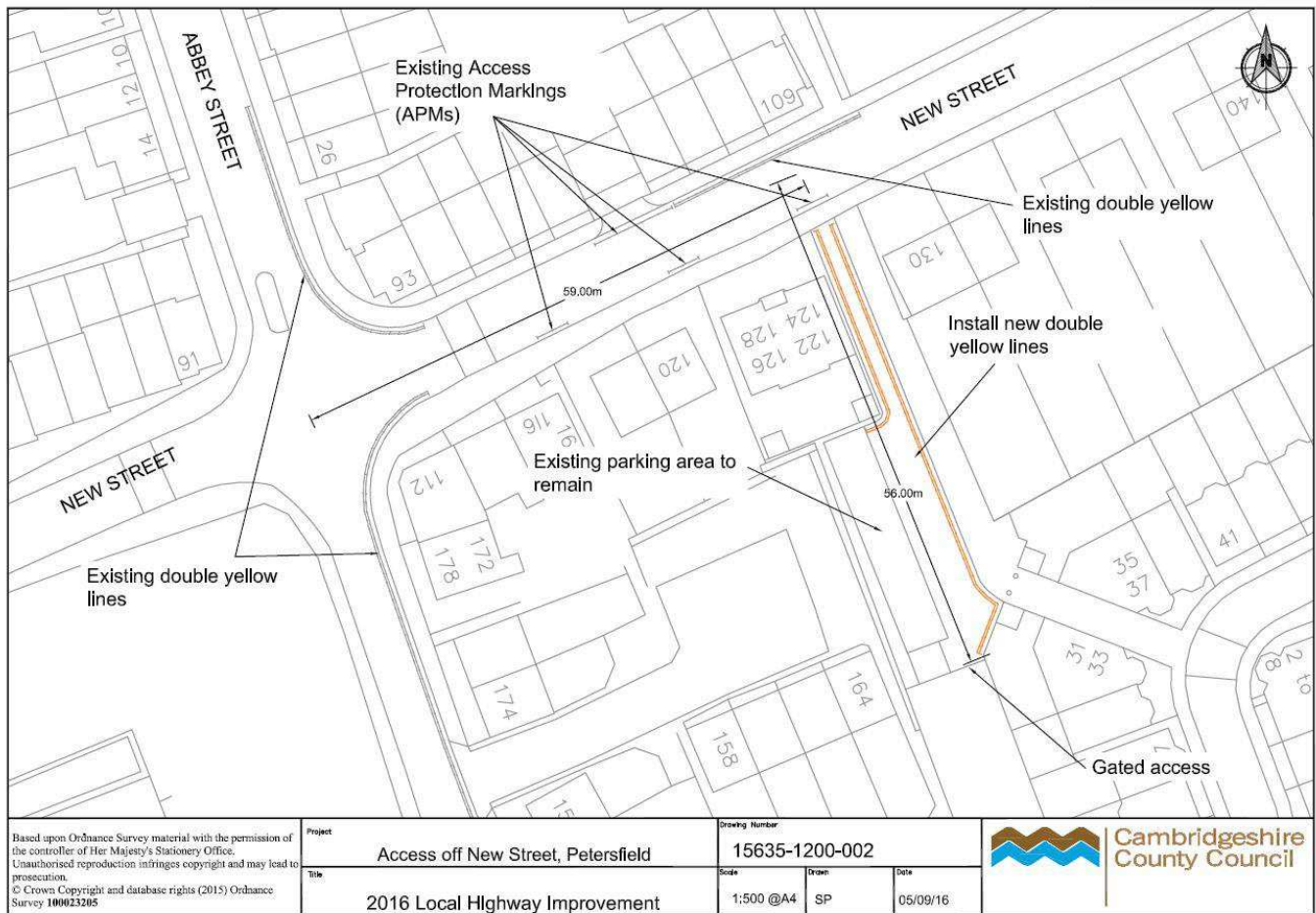
Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1 – Location Overview

New St Access Road - Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p>1. Local Resident</p> <p>Excessive and unnecessary use of double yellow lines. The proposed restrictions on the west side are totally unnecessary and excessive as the stretch of the road with proposed double yellow lines on both sides is narrow and barely wide</p>	<p>1.</p> <p>There is a chance that drivers will still attempt to park on the side that has no restrictions on it, especially those smaller vehicles that can be very popular in a City.</p>

Appendix 3

	<p>enough for a vehicle to pass through. The proposed restrictions on the east side are sufficient.</p> <p>2. The Authority is failing to comply with the statutory requirements in relation to the publication of proposals. The Authority has failed to take such other steps for ensuring that adequate publicity about the Order is given to persons likely to be affected by its provisions. The on-street public notice was placed on the lamp post on 31 October 2016 giving persons likely to be affected inadequate notice of only 9 days.</p> <p>3. Your authority of the access road is questionable. The access road off New street is not listed in the latest published list of streets (November 2016) in the county that are maintainable at public expense by Cambridgeshire County Council nor is it marked on the interactive map as an adopted road.</p> <hr/>	<p>2.</p> <p>Cambridgeshire County Council as the Highway Authority has no legal obligation to erect site notices as part of statutory requirements to implement a Traffic Regulation Order (TRO). That being said, a site notice was erected on the 19th October 2016 and letters were dropped to the houses adjacent to the proposals.</p> <p>3.</p> <p>The access road off New Street is not adopted by Cambridgeshire County Council and therefore is not regarded as Highway. However, permission to implement these restrictions was sought from the land owner and company that maintains it.</p>
2.	<p>Dear Sir/Madam</p> <p>Access road off New Street – Ref: PR0322</p> <p>I am writing to object to the proposed Traffic Regulation Order on the following grounds:</p>	

Appendix 3

	<p>1. Excessive and unnecessary use of double yellow lines. The proposed restrictions on the west side are totally unnecessary and excessive as the stretch of the road with proposed double yellow lines on both sides is narrow and barely wide enough for a vehicle to pass through. The proposed restrictions on the east side are sufficient.</p> <p>2. The Authority is failing to comply with the statutory requirements in relation to the publication of proposals. The Authority has failed to take such other steps for ensuring that adequate publicity about the Order is given to persons likely to be affected by its provisions. The on-street public notice was placed on the lamp post on 31 October 2016 giving persons likely to be affected inadequate notice of only 9 days.</p> <p>3. Your authority of the access road is questionable. The access road off New street is not listed in the latest published list of streets (November 2016) in the county that are maintainable at public expense by Cambridgeshire County Council nor is it marked on the interactive map as an adopted road.</p>	<p>1.</p> <p>There is a chance that drivers will still attempt to park on the side that has no restrictions on it, especially those smaller vehicles that can be very popular in a City.</p> <p>2.</p> <p>Cambridgeshire County Council as the Highway Authority has no legal obligation to erect site notices as part of statutory requirements to implement a Traffic Regulation Order (TRO). That being said, a site notice was erected on the 19th October 2016 and letters were dropped to the houses adjacent to the proposals.</p> <p>3.</p> <p>The access road off New Street is not adopted by Cambridgeshire County Council and therefore is not regarded as Highway. However, permission to implement these restrictions was sought from the land owner and company that maintains it.</p>
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