

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

To: Cambridge City Joint Area Committee

Meeting Date: 30th January 2018

From: Executive Director: Economy, Transport & Environment

Electoral division(s): Cherry Hinton (County)
Coleridge (City)

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

Purpose: To determine objections to the implementation of a third party funded Traffic Regulation Order (TRO) on Perne Road (Adkins Corner) as set out below.

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

<i>Officer contact:</i>	
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1. BACKGROUND

- 1.1 Adkins Corner is located in the north eastern corner of the junction of Perne Road (A1134) and Cherry Hinton Road. It lies within the County Electoral Division of Cherry Hinton, in the south east of the city (Appendix 1).
- 1.2 The proposal, to implement parking and loading restrictions, is being funded by the freehold owner of the property currently occupied by 'Budgens' supermarket. Its aim is to relocate the loading facilities for the site and to restrict waiting times during the day, to benefit the commercial users of Adkins Corner.
- 1.3 Currently HGVs (Heavy Goods Vehicles) access the loading facilities via a narrow road to the rear of the complex, which requires them to cross the footway and to perform unsafe vehicular manoeuvres. To resolve this issue it has been proposed that the loading bay be relocated to the front of the complex on the northern side of Adkins Corner where there are currently 2 disabled parking bays. To maintain accessibility for disabled users it has been proposed that these bays be moved to the southern side of Adkins Corner next to the junction with Perne Road (A1134) and that the remaining parking bays be restricted to 1 hour waiting with no return within 1 hour during the day, to benefit shoppers.
- 1.4 A plan of the proposed waiting and loading restrictions is 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 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 22nd September 2017. The statutory consultation period ran from the 22nd September to the 13th October 2017.
- 2.3 The statutory consultation resulted in one objection, which has been summarised in the table in Appendix 3. The officer responses to the objection are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

Report authors should evaluate the proposal(s) in light of their alignment with the following three 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 from Transport Planning Associates on behalf of the freehold owner of the property currently occupied by 'Budgens' supermarket.

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 the site of the proposed restrictions. 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

The County Councillor, Cllr Sandra Crawford and the City Councillors, Cllr Mark Ashton, Cllr Robert Dryden & Cllr Russ McPherson were consulted. Only response received was that of support from Cllr Dryden.

4.7 Public Health Implications

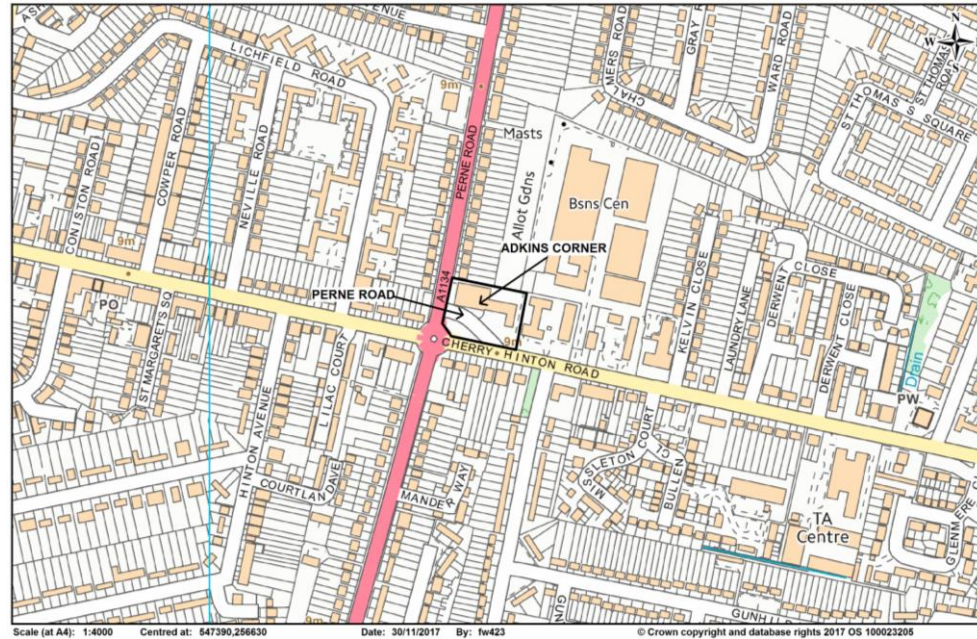
There are no significant implications within this category.

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 Finance?	N/A
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 Oviat-Ham

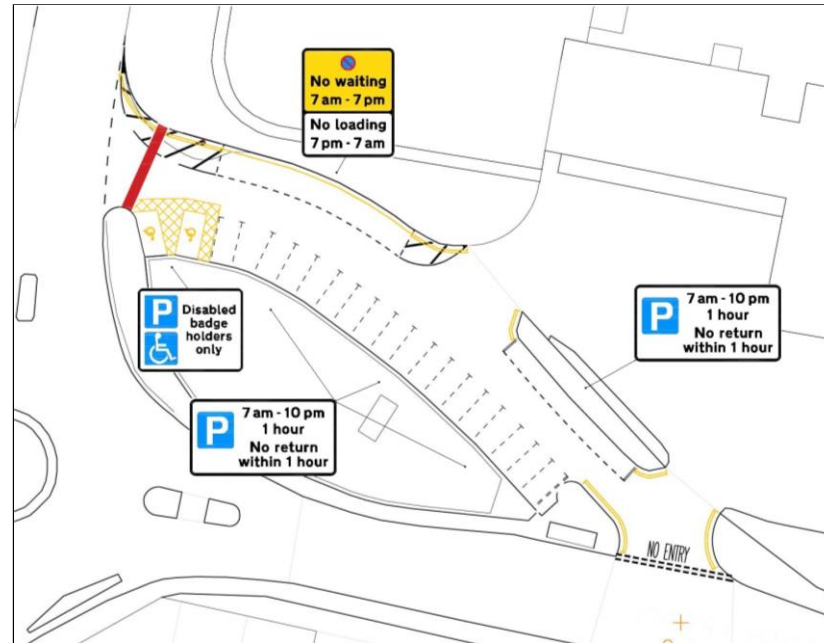
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Joanna Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Scheme plans	Vantage House
Consultation documents	Vantage Park
Consultation responses	Washingley Road
	Huntingdon
	PE29 6SR

Appendix 1 – Location of Perne Road / Adkins Corner



Appendix 2 – Plan of proposed loading and waiting restrictions



Appendix 3

No	Consultation Responses	Officer's Comments
1	<p>Objects to the proposals on the grounds that they have operated a mobile catering van from this 'car park' for the last 12 years and that the restrictions would stop them from being able to continue. They say they only require one space otherwise the restrictions will jeopardise their business.</p> <p>(Included with their objection was a copy of their premises licence, which currently permits late night trading from the 'car park')</p>	<p>Though a premises licence (granted by Cambridge City Council) permits the sale of late night refreshments (the supply of hot food or hot drinks between 11pm and 5am) and that the licence is specific to this location, it does not grant entitlement to the land and it won't be affected by the restrictions.</p> <p>A mobile catering vehicle is not restricted to one site so should the proposed be implemented the vehicle can operate from another site while the waiting restriction is active and move to Adkins Corner later on (after 7pm for the loading bay, after 9pm for the parking bays) without the need to apply for a premises licence for a different site.</p> <p>The area concerned is public highway so cannot be reserved for any single person.</p>