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Report To: Greater Cambridge Partnership
Executive Board

26 July 2017

Lead Officer: Chris Tunstall, Interim Transport Director

Cross City Cycling – Determination of Traffic Regulation Orders

Purpose

1. It was agreed at the Executive Board meeting in January 2015 that Cross-City Cycle Improvements should form part of the City Deal prioritised programme. The proposed priority cross-city cycle schemes represent strategic links along key desire lines, linking to employment and growth sites.
2. In August 2015 the Board endorsed the choice of five schemes to take forward to public consultation, in view of the outcomes of a stakeholder event held in March 2015.
3. In June 2016, following public consultation, the five schemes were approved and the overall budget was set at £8 million. Construction work commenced on the first of the schemes late in 2016. More details of the schemes can be seen at: <https://www.greatercambridge.org.uk/transport/transport-projects/cross-city-cycling/>
4. There are a number of Traffic Regulation Orders (TROs) associated with the schemes, as well as a number of elements which required public notices to be advertised and displayed. This report sets out the objections and comments received to the TROs and items requiring notices, and seeks determination from the Executive Board.

Recommendations

5. It is recommended that the Executive Board:
 - a) Note the objections and comments received;
 - b) Approve the orders and notices as advertised; and,
 - c) Inform the objectors accordingly.
 - d) Receive in future only those Orders that have received objections

Reasons for Recommendations

6. The Executive Board approved the five Cross City Cycling schemes in June 2016. Some scheme elements require an additional statutory process to be followed, for which the public have an opportunity to object or comment. The Executive Board are tasked with determining the objections.
7. The elements that are subject to this further statutory process are components of the wider schemes.

8. Only those Orders that have objections need to be referred back to the Board for decision.

Background

9. TROs and formal notices have been advertised for the following five scheme elements:
 - Fulbourn Road (Robin Hood junction to ARM main entrance), no waiting at any time.
 - Hills Road (Purbeck Road to Addenbrooke's roundabout), a loading ban operating 07.00-10.00 and 16.00-19.00, Monday to Friday, and an extension of no waiting at any time into the length between Long Road and Addenbrooke's main entrance.
 - Green End Road (Scotland Road to Water Lane and Evergreens to Kendal Way), no waiting at any time with short length of waiting limited to 2 hours outside the shops.
 - Green End Road, proposed 'speed cushions'.
 - B1047 Fen Ditton, proposed 'raised table' junction.

Plans of the proposals can be seen in **Appendix A**.

10. The drafting of the orders and notices, and the advertising process was undertaken by the County Council's Policy and Regulation Team in a manner consistent with other orders promoted by the County Council.
11. There were no objections or comments made relating to Fulbourn Road TRO or the 'raised table junction' in Fen Ditton.
12. Objections and letters of support were received for the Hills Road loading ban. These can be seen in a table, together with officer comments in **Appendix B**.
13. Objections and comments were received for Green End Road speed cushions and Green End Road waiting restrictions. These can be seen in a table with officer comments in **Appendix C**.

Considerations and Options

Hills Road proposed peak time loading ban and no waiting at any time

14. Raised cycle lanes are being constructed in the section from Long Road to Addenbrooke's to link into the length already completed from Cherry Hinton Road to Long Road. Vehicles regularly park on the lanes to load and unload to adjacent properties, which requires cyclists to leave and re-join the carriageway in such instances. Though not ideal, it is recognised that deliveries are a part of day to day life, but permitting loading does dilute the effectiveness of a well used, high quality cycle route between the city centre and Addenbrooke's.
15. As a compromise a peak time only loading ban has been proposed, so that the lanes can be kept clear at their busiest times. Deliveries would have to take place outside of these hours, or residents would need to take deliveries from their driveways rather than use the public highway.
16. There have been seven objections, and 15 comments in support.
17. Some of the objections focus on the fact that it will be difficult for residents to have goods delivered as it's not always possible to agree a specific time for deliveries. If

loading or unloading is absolutely necessary during the restricted times, then most properties have scope to receive most types of delivery from their driveways.

18. Other objections refer to the fact that encouraging deliveries from driveways may make the situation more dangerous as delivery vehicles will have to cross the cycle lane and footway twice. On balance this is felt to be safer than allowing loading in the cycle lane and forcing cyclists to rejoin the carriageway at the busiest times of day.
19. Those writing in support refer to the improvements made recently on Hills Road for cycling, and that keeping the lanes free of vehicles loading at the busiest times would make the facility even more attractive and safe.
20. A number of objectors in Hills Road felt that the process did not include enough publicity, and to address this, officers agreed to extend the objection period. The TRO consultation process has been followed, a press notice was published, street notices were put up, and all statutory consultees informed. The Department for Transport recently undertook a consultation into revising the Traffic Regulation Order process, but concluded that the current process is fit for purpose.

Green End Road proposed no waiting at any time and waiting limited to 2 hours

21. In June 2016 the Board approved a scheme for Green End Road which included double yellow lines, subject to advertising a TRO, in the length from Scotland Road to Water Lane, located within resurfaced, red tarmac, advisory cycle lanes.
22. Following the Board meeting local members contacted the Project Team and Councillor Herbert to alert concerns raised by local businesses in this length, as to the negative impact that the new restriction could have on custom and operation of their businesses.
23. Officers met with some local members and discussed a compromise. This is the scheme advertised, and entails retaining a length in front of the businesses as parking limited to two hours, Monday to Friday, between 8am and 6pm, to allow a relatively high turnover of parking spaces outside shops. Parking in this short length would be permissible between 6pm and 8am and on Sundays going some way to address concerns raised by residents regarding losing parking all together in this length of road.
24. Signage is not required for no waiting at any time and is simply demarcated with double yellow lines. Other restrictions do require signs, and if restrictions become complex the signs can appear large and difficult to understand. The two hour limited waiting restriction is a relatively simple, easily understood restriction that can be clearly signed.
25. In terms of the objections, six have commented that the scheme to provide safe cycling would be undermined by allowing parking in the length outside the shops. A further two objectors feel that parking should remain unrestricted in the area as parked cars act as a good form of traffic calming, and residents and their visitors should not lose this facility.

Green End Road proposed speed cushions

26. There has been one objection based around the view that all motorists, even those not speeding are impacted negatively by speed cushions. This is not the case for cushions, compared to full width humps, hence their selection and wide use.

Future Traffic Regulation Orders

27. For all future TROs it is recommended that in future only those TROs with objections be referred back to the Executive Board for decision. All other TROs will be sealed and implemented as advertised.

Implications

28. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Legal

29. These proposals will be authorised under Traffic Regulation Orders. There is a statutory process involved in making these orders and there is the possibility for objections to be made against them and made in respect of any failings in the required publicity/notice requirements. The report confirms at paragraph 19 that - “the TRO consultation process has been followed, a press notice was published, street notices were put up, and all statutory consultees informed”.

Risk Management

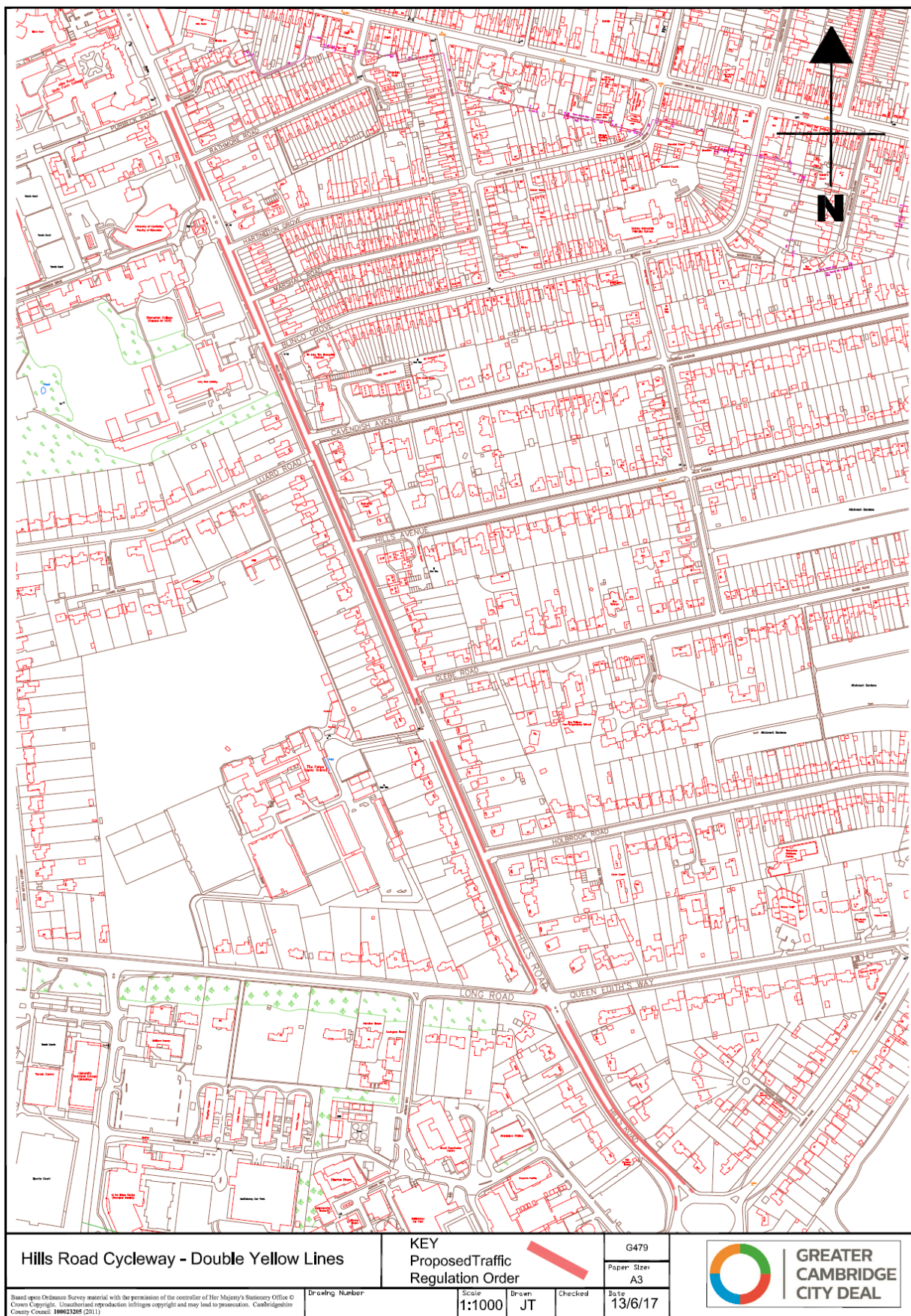
30. Alterations to, and subsequent re-advertising of Traffic Regulation Orders will result in a delay in completing some scheme elements.

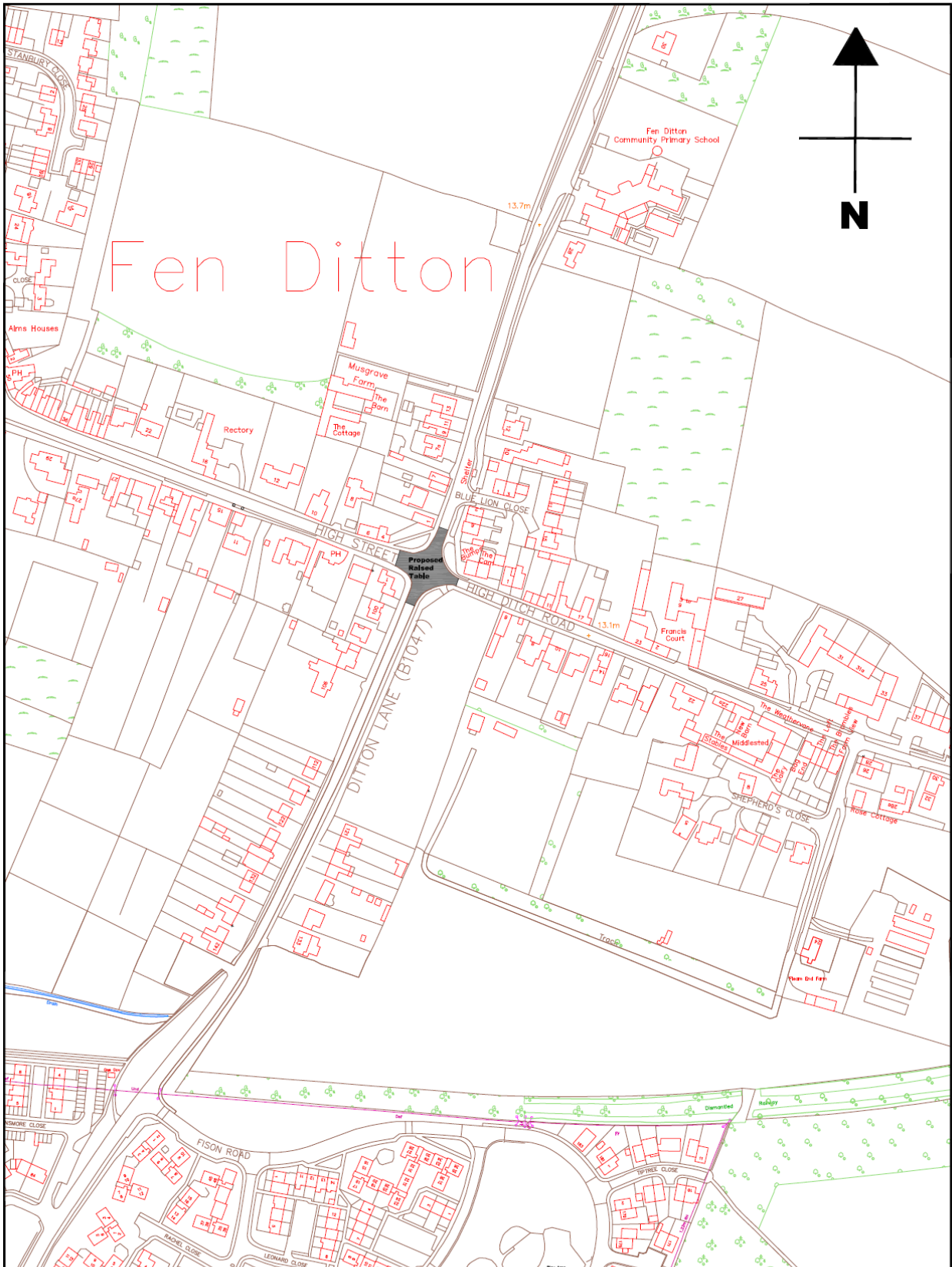
Consultation responses and Communication


31. The consultation responses are shown in Appendices B and C.

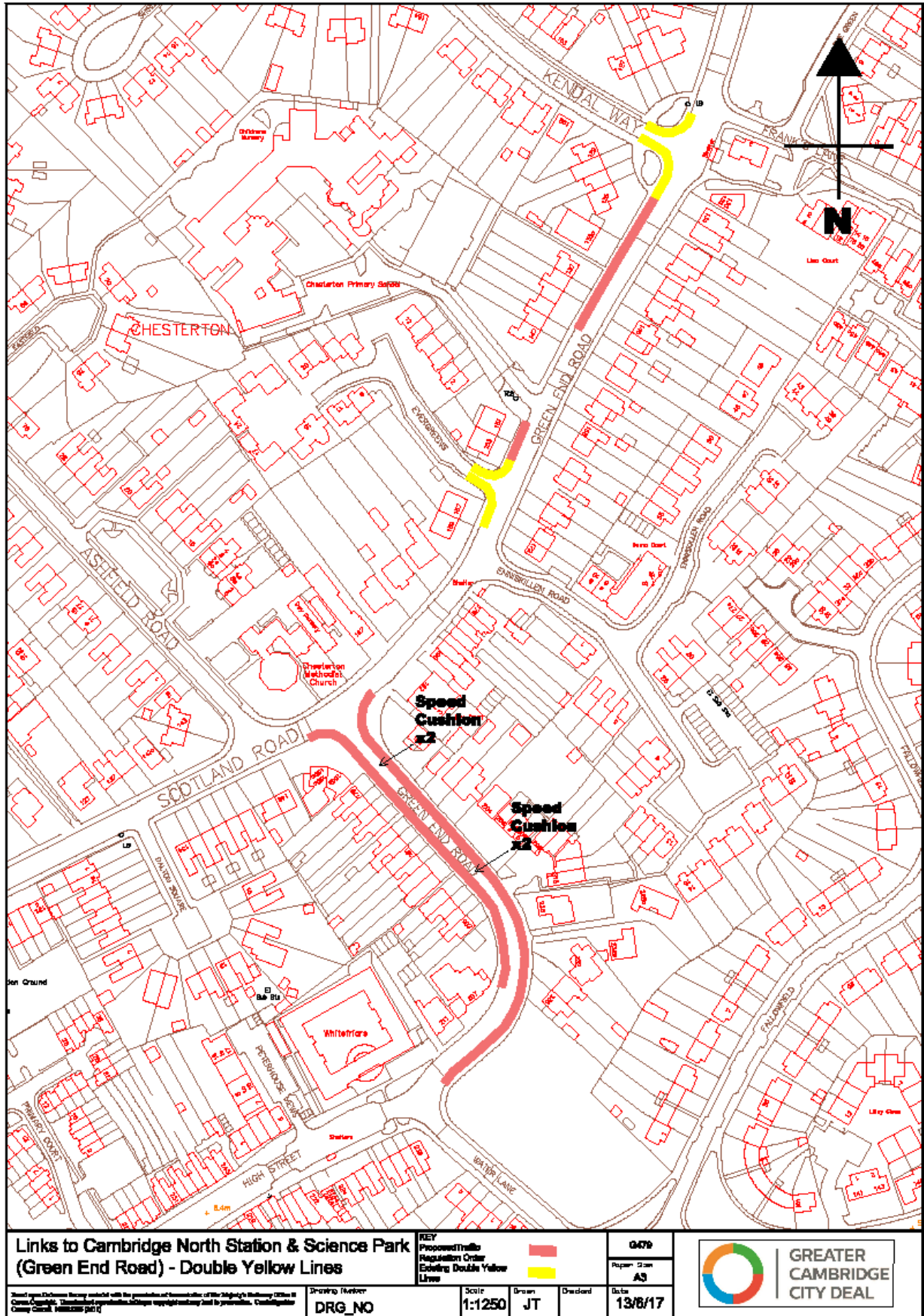
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APPENDIX A – TRAFFIC REGULATION ORDER PLANS





Links to E Cambridge & NCN 11 (Ditton Lane Cycleway)					G479		 GREATER CAMBRIDGE CITY DEAL			
					Paper Size: A3					
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APPENDIX B - Objections and comments, Hills Road

Objections	Officer's Response
<p>1. The TRO may just add to unenforced rules which make life difficult for everyone without really improving safety.</p> <p>There are already double yellow lines which should be being enforced. The new regulations would presumably require more signposts giving restriction times, making the road even more ugly and commercial, but would there be extra enforcement?</p> <p>Removing the white posts would at least allow delivery vehicles to pull further off the cycle lanes instead of blocking them completely.</p> <p>Requiring delivery companies to operate outside peak times will substantially affect their delivery routes and businesses.</p> <p>We are told that a similar scheme in Gilbert Road works "reasonably well", but Gilbert Road and Hills Road are very different and it is not clear how the Gilbert Road experience has informed this most recent proposal.</p>	<p>TROs are a valuable traffic management tool, without which the highway would become unregulated and more dangerous. It is difficult to enforce all TROs as they do require an element of human resource in which to enforce, however a lot of the time the presence for signs and lines indicating a TRO is sufficient to change motorist behaviour without the need for extensive enforcement.</p> <p>County parking enforcement officers already carry out enforcement activities in line with service requirements. There will be signs installed as part of the proposed TRO for the purposes of enforcement and driver awareness.</p> <p>This could cause further damage to the planting and reduce impact on footway width.</p> <p>This is something that those offering the service would need to consider, however delivery routing equipment (Software/SatNav/PDAs) are sophisticated enough to allow for this. They will still be permitted to park on side streets or on driveways.</p> <p>Gilbert Road has advisory cycle lanes and a peak time loading ban. It is residential in nature. The restriction has been in place since 2011. There are no ongoing issues around the implementation.</p>
<p>2. I am a resident living in a house on Hills Road in the area to be affected. Why was there no consultation paperwork/letter delivered to my address?</p> <p>I have had to put up with two years of disruption (at some points not being able to access my driveway) whilst the new cycle lanes and</p>	<p>The statutory consultation process was followed, a press notice was published and street notices were put up on site. Additional notices were put up several days after, and the deadline for the consultation was subsequently increased due to residents' requests.</p> <p>Whilst this is regrettable, there is always an element of disruption with construction projects on the highway.</p>

	<p>floating bus stops have been constructed. I am now having to bear more delays whilst the Hills Road/Long Road junction is being 'improved'.</p> <p>As far as I can see, the 'improved cycle way and floating bus stops' have increased congestion because the buses are forced to stop in the middle of the road thereby holding up all cars behind them until the last passenger has boarded the bus.</p> <p>Why should residents be subjected to restricted delivery times? I am unconvinced by the perceived safety benefit of asking delivery drivers to pull onto driveways where possible. Drivers cannot easily see pedestrians or cyclists when they are exiting the driveways (especially if they have to reverse).</p> <p>I would also like to point out that when you order a bulky item (eg. fridge-freezer/sofa) online you generally get a delivery slot between 7am-7pm for a particular day. The delivery company then sends a text the night before to give customers 2 hour delivery window. I do not believe that customers have much flexibility over that delivery slot once it has been assigned.</p> <p>I do not, however, think that residents on Hills Road should be penalised for a decision, made at a much higher level, to expand the CBC. I therefore object to your proposal to impose a TRO on Hills Road and I really hope that you will look into other ways to reduce the amount of vehicle traffic coming into Cambridge via the Hills Road area. This is far more of an issue than having deliveries during peak hours.</p>	<p>Whilst there may well be a small amount of congestion as and when buses pickup and drop off passengers there are wider benefits of creating better cycle lanes, for example safety for cyclists and motorists alike which could lead to the encouragement of cycling use and subsequently an overall reduction in congestion across the highway network.</p> <p>Residents along Hills Road will not be subjected to restricted delivery times. Deliveries can still occur, however, delivery drivers will have to take extra care to park in a more suitable location. As part of the TRO we will be able to install regulatory signs informing drivers of the loading/unloading ban at peak times giving the County Council greater powers of enforcement.</p> <p>Drivers should be trained to reverse into driveways as per the highway code. This is a service commitment that each delivery company needs to address. Drivers making deliveries of any description should be parking in areas that are safe, free from parking restrictions and ultimately suitable, customers' driveways would be a suitable option if wide enough.</p>
3.	<p>It is more dangerous for cyclists to have multiple vehicle movements turning across the cyclepath than it is to have vehicles pulled over to the side</p>	<p>If a cycle lane is blocked by a parked vehicle cyclists will have to either mount the pavement or proceed into the carriageway to pass, both of which presents risks.</p>

<p>Data from the County Council suggests that nearly 5000 cyclists use the Hills Road cycleway every day. This TRO would force all deliveries during the hours of its operation to be made by vehicles pulling completely into residents' driveways (possibly having to reverse in if there is insufficient room to turn). Thus drivers would be moving/turning across the cycleways twice for each delivery. No evidence has been presented that is safer for cyclists than having vehicles pull to the side of the carriageway, where full visibility would be maintained for both parties at all times and it would be easier for vehicles to rejoin the traffic flow. While drivers *should of course* always be expected to pay due care and attention to other road users, there is copious real life evidence of the bad driving practices that can arise from the time pressures applied to delivery drivers: http://www.bbc.co.uk/news/uk-england-37912858 . This TRO will heighten the risk of frustrated drivers making bad decisions when pulling across cycle lanes to access/exit properties.</p> <p>It is excessively onerous on residents.</p> <p>The section of Hills Road affected by the proposed TRO comprises 131 properties. Several of these lack any off-street parking and so, under the proposed terms of operation, would be unable to receive deliveries for six hours a day. Officers have suggested that delivery drivers to these properties should park on a side street and walk to the house. However, it is well-known that the side streets closest to the houses without parking are already fully parked up with commuters, workers at Addenbrooke's, students at Hills Road Sixth Form College, etc. The real life outcome of the TRO will be that residents in those houses who are away from home during the working day will only be able to receive deliveries before 7am or after 7pm. There is also a particular concern around arrangements for coaches collecting/dropping off students at the EF Language School, as they will not be able to use the school's small car park. Again, I cannot see how it is safer for cyclists (or pedestrians or any other road users) to encourage delivery drivers to</p>	<p>The highway code already recommends motorists reverse into driveways and drive out, delivery companies should be instructing their drivers (if they do not already do so) to park and carry out their duties in a safe way, whilst observing local traffic law.</p> <p>The article you have highlighted is something that the each delivery company needs to address and not the County Council. It is unacceptable for anyone to break traffic law, delivery companies and drivers need to change their own working practices to factor in local issues such as this.</p> <p>The proposed TRO should not affect residents' abilities to receive deliveries. It will allow the County Council additional powers to carry out enforcement action of vehicles who are in contravention of a mandatory cycle lane especially at peak times.</p> <p>It is for delivery companies to agree services levels with customers.</p> <p>The County Council is not encouraging delivery drivers to carry out illegal manoeuvres such as parking on pavements. The TRO will provide additional powers of enforcement for the County Council and the associated signs will serve to inform drivers of the restrictions that they would be contravening. It is never good practice to carry out loading and unloading on a mandatory cycle lane in a high traffic flow arterial route.</p>
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	<p>turn into narrow side roads and park on the pavement there than it is to pull to the side of a very wide straight road, maintaining visibility and access at all times.</p> <p>It has been foisted on residents at the last minute through a dubious process</p> <p>There has been continuous discussion and scrutiny of cycling arrangements on Hills Road since 2013, leading up to the Phase 1 and 2 schemes. At no point during this process has there been any mention of a TRO being part of the package of measures. Even at the two public meetings in January to publicise the Phase 2 works <i>when the application for the TRO had already been submitted by the Cycling Team</i>, there was no mention of the TRO. You will see from the attached letters how the Hills Road Residents Association and the Queen Edith's Community Forum have pressed officers and the relevant County Councillor for an explanation of this, and for an extension to the deadline such that we could try to raise local awareness of the proposal. Writing in a personal capacity, rather than on behalf of the QECF, I am still not satisfied by the answers we have received - there is every indication that officers and councillors tried to get this TRO adopted without the public being made aware that an application was even underway. What has happened calls into question the integrity and fitness for purpose of the entire process.</p>	<p>The TRO consultation process has been followed, a press notice was published, street notices were put up and all statutory consultees informed.</p>
4.	<p>The proposed ban on loading/unloading on Hills Rd between 07:00 - 10:00 and 16:00 to 19:00 Monday to Friday is dangerous, ill-considered and inadequately publicised.</p> <p>It is impossible to ban deliveries to properties on Hills Road between these times in the working day. Accordingly, any delivery or service vehicle will be forced to enter driveways of respective houses. Any large vehicle will need to reverse into the driveway to enter the property to avoid having to reverse out of the property when leaving to exit into Hills Road.</p> <p>Any large vehicle attempting such a manoeuvre will inevitably block</p>	<p>There remains no intention to ban deliveries to residents along Hills Road or anywhere else for that matter.</p> <p>The TRO consultation process has been followed, a press notice was published, street notices were put up and all statutory consultees informed.</p> <p>Delivery vehicles and service vehicles, should be using customers' driveways, where they are available and they should be seeking out safer places to park in order to carry out their duties, much like any</p>

	<p>traffic in both directions for a protracted period, assuming the vehicle has to reverse into a narrow driveway. Furthermore, reversing into the driveway and exiting potentially through a blind access across the pavement and one cycle path on the pavement and another cycle path on the roadway is fraught with danger to cyclists, pedestrians and vehicles.</p> <p>While it may be the Planners intention to bring all traffic in and out of the city via Hills Road to a stand-still and prevent access to Addenbrooke's Hospital and related departments, the proposed ban on loading and unloading will merely exacerbate an already ludicrous management of traffic flow along Hills Road.</p> <p>The lack of notice of this proposal, limited to a notice on a handful of lampposts on Hills Rd., timed to coincide with the school Easter break when many household are away on holiday, is shameful. Every household on Hills Rd will be affected by any such proposed change and it is the responsibility of the council to notify in writing every house and to provide sufficient time to canvas opinion and receive feedback.</p>	<p>other motorist should do. Many larger service vehicles such as bin lorries already manoeuvre in the way that you have described with little or no issue, it remains the driver's duty to actively signal to traffic his intended manoeuvre and for him to carry it out in a safe manner (bearing in mind most large vehicles have signal lights, klaxons etc.). Whilst this sort of manoeuvre may well be tricky for something as large as a removals truck, for the vast majority of vehicles similar in size to delivery vans this will not cause an issue.</p> <p>The statutory process regarding the proposal has been met, namely a press notice was published (giving 21 days in which to comment) and notices were placed on the street where restrictions are likely to take effect. There remains no statutory requirement to carry out a letter drop to premises.</p>
5.	<p>As someone who lives on Hills Road and works on the Biomedical Campus, I regularly cycle and walk along the proposed route of the ban and often in the proposed hours of its implementation. I must say that I am at a loss to understand how this ban could be beneficial in any way to residents or those travelling in this area. There is not a noticeable problem with vehicles unloading, and all it will do is create yet more restrictions on when residents can expect to receive deliveries or service vehicles (eg telephone, gas, electricity) where it is already very difficult to organise visits.</p> <p>It would be a much better use of everyone's time if the Council concentrated on the proposed Resident's parking scheme, which I support, and which would alleviate many of the vehicles and traffic in the surrounding streets.</p>	<p>Currently it is an offence for anyone to be parking their vehicle in the cycle lane. The only exceptions to this rule are statutory undertakers such as the Postal Service, or utility companies who need to use their vehicles in the area as part of a scheme of works.</p> <p>By installing 'no peak time un/loading' signs we are not only reinforcing highway law in the area, we are informing drivers who may be ignorant to their transgressions, and we are giving confidence to cyclists that their routes should remain unimpeded.</p> <p>This scheme is a result of complaints from cyclists, such as yourself, who find it a constant frustration when vehicles such as a delivery vans use the cycle lane to carry out a delivery thereby forcing legitimate users into the main carriageway or onto the footway. I assume this is even more frustrating to cyclists since most residences on Hills Road have driveways that are sufficiently large enough to provide sufficient</p>

		access for vans.
6.	<p>Surely you are aware that if you are having something delivered you have no say into when it can be done. You are offered delivery at any time during the day and at best an am or pm slot. Where do you expect vans to park? Especially once the resident only parking is implemented in surrounding area.</p> <p>Would delivery vans be allowed to pull onto path, being clear of the cycle lanes? (Where path is wide enough for them to do so and still leaving pedestrian access.) Also, now we have this ridiculously overpriced cycle way, is there a way to ensure that it is used. There are still cyclists frequently using the pedestrian path and weekly see cyclists going the wrong way on cycle paths! Am assuming that this isn't allowed but it happens so often, I'm not sure.</p>	<p>It is currently illegal for any vehicle to be parked in the cycle lane.</p> <p>Vehicles that are making deliveries should park in areas that are free from waiting restrictions, such as side streets, or residents' own driveways.</p> <p>It is illegal to park up on the footway unless there is a specific TRO allowing them to do so, which there is no in this case.</p> <p>Whilst it is illegal for cyclists to be on the footway unless it has been designated a dual use footway the County Council does encourage cyclists to use facilities which are already on offer such as the cycle lanes.</p>
7.	<p>I am writing to say that I am opposed to this proposition. It seems to me heavy handed, and over the top for the relatively few occasions this occurs. It will cause problems for residents receiving home deliveries. (Practicalities of having to in during limited daytime hours, or hoping companies will deliver outside 'normal hours').</p>	<p>It is currently illegal for vehicles to be parked in the mandatory cycle lane, the proposed TRO will give the County Council additional powers of enforcement and inform drivers of current restrictions.</p> <p>It will not affect residents' abilities to receive deliveries. Delivery drivers will have to park in areas that are safe, free from parking restrictions and take additional care when carrying out their duties as they should.</p>
	Support	Officer comments
1.	<p>I am emailing in support of this eminently sensible suggestion.</p> <p>It is utterly ludicrous to have the fine new cycle lanes we now have if someone can block them for even a couple of minutes. I've already had to have words with the language school regarding a coach loading students at around 8.40am, forcing the hordes of cyclists using the southbound lane at that time in the morning all to have to attempt (some with more success than others) to enter and use the car lane - which was then causing chaos as the successful cyclists were holding up the traffic so much. The shops under The Marque are also frequent offenders, despite there being a loading area at the rear of the building.</p>	<p>Noted.</p> <p>Noted.</p>

	<p>However, I would comment that it is pointless unless it is enforced somewhat better than the similar ban on the section of Hills Road from Lensfield Road to Station Road which I see frequently contravened, causing serious obstructions. And the taxi drivers of Cambridge need telling it applies to them too, as they often appear to think that the rules of the road do not apply to them.</p>	<p>County Civil Enforcement Officers already carry out patrols in the area. The County Council already has liaison meetings with the taxi trade and Officers will reiterate the need for taxis to comply as well, however ultimately this is down to individual behaviour.</p>
2.	<p>Again, thank you so much for Hills Road cycleway. It has meant a lot to our family in that our kids can now cycle alone from Long Road to the Leisure Centre whereas before we would take them by car or they would go on foot. It feels safer. That's why the proposed parking ban should go ahead. It will keep the children on the cycleway safe.</p> <p>Please extend such fabulous cycle facilities to the rest of the city. It has a huge impact on our daily life and I am sure it will convince more people to pedal because the overall deterrent is "lack of safety". Another thing that I have noticed is how suitable the cycleway is for cargobikes (Bakfiets), ideal for transporting entire families.</p>	<p>Noted.</p>
3.	<p>I want to express support for the proposed TRO for Hills Road.</p>	<p>Noted.</p>
4.	<p>As a cyclist who uses Hills Road a lot I think it's an excellent idea. I hope if it goes ahead it will be enforced.</p>	<p>Noted.</p>
5.	<p>I see there is a proposed peak time loading ban on Hills road. I am a local resident, who uses the Hills Road cycle lanes every day, and I strongly support this proposal.</p> <p>The safety advantage for cyclists will be great. Currently when a van is loading, cyclists have to merge with the car / bus traffic, sometimes at short notice. At peak times a high number of children use the cycle lanes, who are more vulnerable when mixing with traffic. The knock on effect for local residents can easily be worked around.</p>	<p>Noted.</p>
6.	<p>This is just a quick note to say that I am thoroughly in favour of the Loading Ban on Hills Rd. I see that the local community forum is trying</p>	<p>Noted.</p>

	<p>to drum up objections so I thought you might appreciate knowing that there is support too.</p> <p>I live in Queen Ediths, use Hills Rd regularly and would be very pleased to see a loading ban at busy times. Far too many deliverers use the (excellent) cycle lane as parking, sometimes at very busy times. Indeed I have remonstrated with such people in the past. Nearly every house has a driveway and there are plenty of side roads, so there is no excuse for parking in the cycleway, for deliveries or otherwise.</p>	
7.	<p>With regard to the traffic order to restrict vehicles parking on the Hills Road cycle path, I endorse this approach.</p> <p>If you could also include an order to stop cyclists using the footpath that would be excellent. Pedestrians are often overlooked and cyclist on the footpaths are a significant problem.</p>	<p>Noted.</p> <p>It is already an offence to cycle on the footway, something that the Police can carry enforcement action against.</p>
8.	<p>I am writing to support rather than oppose the proposed traffic order for Hills Road parking in peak times. I do so as both a cyclist & driver using the road quite regularly because I have had direct experience of the consequences of removal lorries forcing me, as a cyclist, off the new raised cycle-way and onto the now narrow traffic carriageway. I found myself having to drop off the cycle lane into faster moving traffic – not too difficult if you are confident – BUT I then found it was impossible to get back onto the cycleway safely. Whilst trying to do so – with a car perilously close to my rear wheel – I lost control of my bike completely as it hit the raised curb (I had tried to get an angle to reduce the impact but misjudged the difficulty of remounting). Fortunately the car braked and I just managed not to come off, but I was very badly shaken and it was a very near thing for me either to have crashed to the floor or worse been run over. This is now a very serious hazard for cyclists and I personally would ban – and police – ANY vehicles who park across the new cycle lane – it would be safer if they stopped in the carriageway because cars would not be faced by the problem of the hazardous raised curb.</p>	<p>Noted</p>

	<p>The alternative would be to remove the curb at intervals and have marked entry/exit points for cyclists to get back onto the cycleway. This would also help cyclists coming from Addenbrooke's and wanting to turn into streets in the Rock/Morley area where again they currently have a hazardous drop to manage before getting into the middle of the road to turn right.</p>	
9.	<p>(1) Emergency Vehicles (ambulances, fire engines, blood, police, frozen tissue, bomb clearance etc) driving down Hills Road need immediate wide clearance. It must be made completely clear to everyone that vehicles that pull over onto the cycle ways are not violating any TRO if they pull over to allow any emergency vehicle rapid passage. Unless a specific clause is enclosed into the TRO and publicised you will have confusion in the minds of drivers that will impede emergency vehicles and may even impede the saving of life.</p> <p>(2) Taxis having to <i>back into</i> a drive way to deposit or pick up a client are likely to take more time blocking the cycle way than just pulling off the road and depositing their fare. I would have had a two minute waiting waiver for the TRO.</p> <p>(3) Will the TRO apply to street cleaning vans?</p> <p>What features of the TRO will apply to disabled people with blue badges. They cannot be expected to walk from the side streets.</p>	<p>Emergency vehicles, utility companies and statutory undertakers are permitted to enter the mandatory cycle lane if they are carrying out their duties. Vehicles may enter the mandatory cycle lane in the event of an emergency or accident, or in this case allowing an emergency vehicle to pass unhindered.</p> <p>Any vehicle can pass into the cycle lane in order to access a property off street.</p> <p>A street cleaning van is a statutory undertaker and therefore exempt if carrying out its duties.</p> <p>No vehicles are permitted to park in the cycle lane, this include those who are disabled and have the blue badge. It is still permissible however for them to park in a side street, for a limited period of time on a restriction such a double yellow line or on a driveway.</p>
10.	<p>I am writing to wholeheartedly support the loading ban you are proposing in Hills Road. It is completely absurd that the new lanes, intended to separate cyclists from traffic, are being used to loading at any time of day. It makes a nonsense of the new cycle lanes, and leaves cyclists with their way completely blocked - at least previously it was possible to pass a parked vehicle. In any case, the houses almost</p>	<p>Noted.</p>

	all have driveways, so there is no reason to block the cycleway at any time.	
11.	<p>I am writing note to say that I support the Loading Ban on Hills Rd.</p> <p>I live in Arbury and work at Addenbrooke's. Having the cycle lane appear has made my journey so much more pleasant and safe. Having to move out into the main carriageway at busy times defeats the point of the cycle lanes and there are plenty of side roads and driveways where delivery drivers could park to drop a package off.</p>	Noted.
12.	<p>I understand consultation is underway on the proposed TRO to ensure safety of cycle lane users on Hills Rd (Ref PR0358).</p> <p>As a regular user of the cycleway I support the introduction of the TRO as I have had numerous near misses when pulling out into the main carriageway to go past vehicles parked in the cycle lane, so believe the TRO will enhance the safety of the route (on the assumption it is enforced). In addition, the displacement of these vehicles to driveways and regular side roads will support the free flow of traffic on the main carriageway. I believe that this viewpoint would be shared with the majority of the 5,000 or so daily cycle lane users of the route and a number of regular vehicle users of the route.</p>	Noted.
13.	<p>I've heard you're proposing a peak time loading ban on Hills Rd, to help prevent parking in the cycle lanes. As a former Hills Rd Sixth Form student, I used to have to cycle along Hills Rd twice a day, every (week) day.</p> <p>Not having to navigate around parked vehicles would have made a world of difference to me, and that was before the fantastic new cycle tracks were in place.</p> <p>I can only imagine, therefore, that these changes would have a massive positive impact on the safety of all students who are now attending the college, and who cycle every day - and for all those who go to schools</p>	Noted.

	nearby, too. I therefore fully support a peak time loading ban.	
14.	<p>I live in the new Great Kneighton development in Trumpington & use Hills Rd to commute to work, my accountancy college & rowing club. I would be very pleased to see a loading ban at busy times. Far too many deliverers use the (excellent) cycle lane as parking, sometimes at very busy times, blocking it entirely. Nearly every house has a driveway and there are plenty of side roads, so there is no excuse for parking in the cycleway or pavement, for deliveries or otherwise. I am a confident on road cyclist of 15+yrs (about to turn 30) so I don't mind being on the road, rather than a cycle lane. However I feel that this would be of most benefit to those slower/not so confident cyclists. It has been fantastic to see the increased amount of cyclists in & around Cambridge & with the Biomedical campus expansion & the University expansion I imagine cycling will need to be a more essential way to mitigate the rise in motorists.</p>	Noted.
15.	<p>I'm writing to let you know that I strongly support your proposal to make it illegal for vehicles to use the cycle lane or footway to load or unload in the morning and evening rush hours.</p> <p>I'm a frequent user of the cycle lane concerned (it's a very good facility when not obstructed) and I see lots of deliveries using the cycle lane as an unloading area and a general parking space, even at the very busy times when the loading ban is proposed, and this in spite of the fact that pretty-much every house has a driveway, and there being quite a few side-roads to park in.</p> <p>There's no excuse for parking in the cycleway or pavement, for deliveries or otherwise and I hope that, once in place, this TRO will be strongly enforced.</p>	Noted.

APPENDIX C - Objections and comments, Green End Road

Objections and comments	Officer's Response
<p>1. At present, the cycle lane is being used as extra parking for residents and it is dangerous for cyclists to use the new lane provided for them.</p> <p>If no yellow lines are there, the whole exercise to construct cycle lanes will have failed.</p>	<p>Noted.</p>
<p>2. Firstly, local residents need some on-road parking. For example my neighbours have two cars and only one off-road space. They both work out of town and public transport is not available for their journeys. Having bought houses in this area, with on road parking, is it fair to suddenly change the rules? Where will people park? Outside someone else's home? What happens when we have visitors? My daughter is expecting a baby, where will she and her partner park when they come to see me? Where will workmen park, when they are doing our repairs?</p> <p>Secondly, (and perhaps more important to you) is the question of safety. You claim to be 'creating a safe cycle route' to the new station. Wrong. This area is home to what I will call 'boy racers'. The sound of high revs and screeching brakes is not uncommon outside my house. A large 20 painted on the road is no deterrent to these people; in fact it is likely to represent a challenge. It has been recent national news that the police do not have the resources to deal with problems of this kind. As far as I know, there are no cameras either. What does slow the racers down is parked vehicles. Remove these and you create, not a safer road, but a mini race track, the exact opposite to what you intend. I am a frequent cyclist and would feel safer with things as they are.</p> <p>So I suggest you save yourselves some money and scrap this scheme. We with local knowledge know it won't work.</p>	<p>The majority of Green End Road have driveways or access to off-street parking. It is not a given right for any individual to park their vehicle, for any purpose, on the highway, neither is it the duty of the County Council to provide parking for residents.</p> <p>Anyone wishing to visit the area will have to park their vehicle in a place that is safe, in accordance with the Highway Code and any parking restrictions that may be present in the area.</p> <p>The scheme is designed to enhance safety of cyclists by keeping the current advisory cycle way clear of parked vehicles. Studies and best guidance from the Department for Transport and other bodies indicate that segregated cycle lanes offer some of the best safety benefits for cycling as it de-conflicts cyclists from other road users. As this scheme is for the</p> <p>The issue of 'racers' is really one of anti-social behaviour and one that is best addressed by the Police. The County Council is already planning to introduce speed cushions on sections of the road which will go a long way to improving speed limit compliance in the area.</p>
<p>3. Double yellow lines, <i>if enforced</i>, will have a huge positive impact on my journey, both as a pedestrian and as a cyclist.</p>	<p>Noted.</p>

	<p>At the moment, cycling and walking along Green End Road is largely a case of playing dodgems with people parking their cars on the pavement / at random points along the road.</p> <p>If we can prevent people from doing this, my journey - and the journey of everyone who walks and cycles along Green End Road, will be made safer.</p> <p>This will be especially good for the school children who attend Chesterton and Shirley Primary Schools.</p> <p>Most importantly, it could lead to the road feeling much safer to travel down, which will encourage more people to cycle and walk.</p> <p>I have one objection:</p> <p>The proposed single yellow outside the take away and barbers. This will legalise parking in the cycle lane at that point. In other words, you have decided to prioritise ease of parking over the safety of those who cycle. And on a corner, too. There is parking available only a very short walk away on Chesterton High Street.</p> <p>Not only that, but there is lots of evidence to suggest that removing car parking not only doesn't negatively impact businesses, but actually has a positive effect on sales.</p>	<p>The proposal seeks to balance the needs for improved safety and the needs of businesses located on Green End Road.</p> <p>The proposed parking restrictions will allow for a turnover of parked vehicles which in turn will allow the businesses to operate with minimal disruption.</p>
4.	<p>Specifically I think it would be a dreadful mistake if there was any parking allowed in any part of the new cycle lanes at any time. I understand that there are existing businesses that will be negatively impacted (at least to some extent) by customers not being able to park their motor vehicles immediately outside their premises but that must be possible to resolve with short-term parking elsewhere and, besides, this is not as important as establishing separated cycleways as not being appropriate, or legal, for car users to use as a convenience to the disadvantage of cyclists.</p>	<p>The County Council must balance the needs for improved safety and those of others in this case businesses located on Green End Road.</p> <p>The proposed parking restrictions will allow for a turnover of parked vehicles which in turn will allow the businesses to operate with minimal disruption.</p>

	<p>A cycle route is only perceived to be as safe as its most dangerous point, and if that danger has been introduced as a result of a parked car simply blocking the lane then I despair at the money having been spent on the much improved road layout in that area which should, if properly enforced, encourage non-cyclists young and old to consider switching transport mode. As far as I know that ambition is a priority aim of the City's transport policy, and to compromise such a promising new development to accommodate privately-owned motor vehicles and local businesses, rather than trying to address those issues with more appropriate solutions, would be a major failing.</p> <p>There is a wider issue too that to allow this sort of compromise here will diminish the status of all dedicated cycle facilities around the city. There is plenty of evidence that a significant minority of vehicle owners consider it acceptable to treat cycleways and pavements as overflow parking when required. I think compromise solutions such as this will only help to encourage that view.</p>	
5.	<p>Objection criteria one: I think allowing parking in the cycle lane makes using the cycle lane dangerous and renders having the cycle lane in the first place pointless. I think allowing parking in the cycle lane will increase the risk of injury and death of cyclists. Drivers killing and injuring cyclists will face financial, criminal and mental consequences.</p> <p>Objection criteria two: The Greater Cambridge City Deal (or Cambridgeshire County Council - it's not clear to me which is running this process) has not in my view adequately publicised this consultation to users of the highway in this location; the decision to leaflet residents of immediately adjacent properties will not have alerted commuting cyclists, and others, who make use of the route to the consultation. I don't think "advertising" in the small print in the back of a newspaper can be considered to make a significant contribution towards adequate modern publicity for proposals such as these.</p>	<p>The County Council, in some cases, must balance the needs for improved safety and those of others in this case businesses located on Green End Road. The proposed parking restrictions will allow for a turnover of parked vehicles which in turn will allow the businesses to operate with minimal disruption.</p> <p>There was extensive informal consultation carried out prior to these proposals. Properties along Green End Road have been advised by letter and notices were put up on-street. In addition a notice was published in the press detailing the proposal, the County Council has met with all legal obligations as relates to the consultation process.</p>

<p>Further comments:</p> <p>Pro-cycling policies have been adopted by local councils, public bodies and the Greater Cambridge city deal; allowing parking in cycle lanes is contrary to the approach being taken towards encouraging cycling, and making it safer, on grounds including health, reducing congestion, and making getting around the city a pleasurable experience.</p> <p>The takeaway may well be redeveloped (there is currently a planning application being considered). The takeaway is on a large site, some of which could be used for parking. There is also space within the highway (the pavement) which could be used for parking. There is the potential, and opportunity, with some will, imagination and leadership, to provide both a couple of short term parking spaces and safe cycle lanes, clear of parked cars, in this area.</p> <p>If the only tools considered to be available are paint, the traffic regulation order, and perhaps some dropped curbs, I'd suggest one, or two, parking spaces on what's currently pavement, restricted to 15 minutes waiting.</p> <p>I would like councillors to consider research showing businesses benefit from cycling customers, some of which has been collated at: https://bikeswelcome.wordpress.com/2016/08/01/businesses-benefit-from-cycling-customers/</p> <p>I think it's important not to over-estimate the importance of car parking to the success of a business.</p> <p>If parking is to be permitted in the cycle lane I suggest not permitting parking in the morning peak commuter hours of 8-10am; the proposal in the draft order is for parking to be permitted, to an extent, at all hours.</p> <p>The introduction of double yellow lines outside the Whitefriars sheltered housing scheme needs to be considered carefully; this area needs redesigning; I don't know if driving across the concrete apparently intended as strengthened grass to park next to the building will still be</p>	<p>Noted. Schemes are assessed and designed in accordance with current best practice guidelines including that of the DfT. However, each scheme proposal is individual and may represent distinct challenges, in any event the County Council as the Highways Authority may seek to achieve a different balance to that being offered by current guidelines and has the right to do so.</p> <p>The TRO could then be changed as a result of any re-development that may occur. If this was to occur any on-street changes as a result would be paid for by the developer and not the taxpayer.</p> <p>Noted.</p> <p>Parking will be permitted outside local businesses between Mon-Fri 8am-6pm with a maximum waiting time of 2 hours.</p> <p>Currently people visiting Whitefriars appear to be crossing the verge to access off-street car parking that can already be accessed correctly using a driveway that is already in existence. It is likely that people park on the verge overnight or during peak visiting periods. This manoeuvre</p>
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	<p>permitted or not as I don't know where the highway boundary is in the area; what's permitted and what's not needs to be made clear on the ground to those who have not read the traffic regulation order or purchased land ownership details from the land registry.</p> <p>The proposals don't include details of signage. I urge clear signage which doesn't obstruct the pavement, or obstruct any parking areas.</p> <p>I am writing this consultation response without having access to the statement of the Council's reasons for proposing to make the order nor the consultation leaflet, despite having asked for them / having noted their absence from the project webpage.</p> <p>The text of the proposed Traffic Regulation Order was only posted online by the Greater Cambridge City Deal on the 17th of May 2017 and the consultation deadline is the 19th of May 2017</p> <p>I suggest consulting again on the plans as approved by the Greater Cambridge City Deal board in June 2016; or returning to the board looking more broadly at the options to design the road environment and parking in the area around the mini-roundabout, barbers and takeaway.</p>	<p>is technically unlawful. Double yellow lines here will prevent people parking on the verge and improve safety at the junction.</p> <p>Double yellow lines are not required to be signed. The proposed parking restriction outside the Green End Road shops will have at most two signs and associated posts on the edge of the kerb line, facing the carriageway.</p> <p>The reason for intending to make the above named Order is to facilitate the movement of traffic and to enhance safety for all road users</p> <p>Noted.</p>
6.	<p>As a daily cycle commuter through this area, I am writing to ask for a complete ban on parking in the new cycle lanes on Green End Road. The current situation is a joke, and is worse than what we had before which was terrible and dangerous. When I was watching the new cycle lanes being built, I was excited by the hope that this section of road would become safer and more cycle friendly. Imagine my dismay when every time I use the new road layout there are a series of cars parked in the new cycle lane and I am forced out into traffic to get around.</p>	<p>Noted.</p>
7.	<p>I support the introduction of Waiting Restrictions along Green End Road. Without these restrictions the recent addition of cycle lanes is worthless.</p>	<p>Noted.</p>

	<p>The restrictions will require good enforcement; a focus on the area soon after implementation would be a good idea.</p> <p>We are disappointed that the restrictions are not more extensive. In particular outside the businesses near the junction with Water Lane and High Street there should at the very least be no parking during peak commuting hours, rather than the two hours waiting that will be permitted. The lack of restrictions southbound between Frank's Lane and Scotland Road is very disappointing. Of particular concern is parking and waiting immediately after the bus-stop bypass, as there is no time to re-join the carriageway after using the bypass if there are cars here. However, we would rather see these incomplete restrictions introduced as soon as possible than face the delay of a further consultation.</p>	<p>The County Council, in some cases, must balance the needs for improved safety and those of others in this case businesses located on Green End Road.</p> <p>The proposed parking restrictions will allow for a turnover of parked vehicles which in turn will allow the businesses to operate with minimal disruption.</p>
8.	<p>1. Opposition to the raised cushions on Green End Road. Reason: These cushions will a detrimental effect on the amenity of road users travelling below the speed limit - effectively "punishing the innocent". There are a few bad drivers around this area, but I believe proper policing would be more suitable than more speed calming measures.</p>	<p>The speed cushion are designed to help reduce vehicular speeds in a highly urban environment. The concept is to make speed limits self-enforcing by introducing features like speed cushions that effectively reduce the reliance on the constabulary to carry out regular enforcement. It will be possible for most cars to straddle the cushions, therefore minimising discomfort; in any event a vehicle travelling at 20mph or below will experience very little discomfort.</p>
9.	<p>Our small section of road Green End Road between Scotland Road and the Water Lane mini roundabout has around 30 houses. There has never been any habit to park for extended periods as it is clear doing so would obstruct the residents who all have off road parking for one car.</p> <p>There has also been sufficient road width for all types of city traffic including bikes and the #2 buses to pass.</p> <p>The parked vehicles have also had better success in calming speeding than any number of expensive schemes.</p> <p>In practical terms a double yellow line on the west/even side would make little difference to the current usage habit, but if implemented on the east/odd side as well it would make a huge difference as residents both sides of the road need some parking for visitors.</p>	<p>Noted.</p> <p>The scheme is designed to improve cycle safety and encourage the use of bicycles in Cambridge City. To allow large scale parking in the advisory cycle lane would contradict the aims of this scheme.</p> <p>There is no right for parking on the highway. Visitors, tradesmen etc. will need to find alternative parking solutions nearby or to consider alternative arrangements.</p>

	<p>That being said, it would be useful to make our parking for residents and their visitors only, as the new train station may encourage commuters to park in the street all day long, in a street which, quite often, has low/no parking esp. during the daytime.</p>	<p>Whilst a residents' only parking scheme is possible in the future it does not address cycling issues which is what this proposal seeks to address.</p>
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