



WEST CENTRAL AREA COMMITTEE



AGENDA

To: City Councillors: Smith (Chair), Tucker (Vice-Chair), Bick, Cantrill, Holland, Ratcliffe, Reid and Reiner

County Councillors: Cearns and Nethsingha

City and County Councillor: Hipkin

Dispatched: Tuesday, 21 October 2014

Date: Wednesday, 29 October 2014

Time: 7.00 pm

Venue: Castle Street Methodist Church, Castle Street, Cambridge, CB3 0AH

Contact: Glenn Burgess

Direct Dial: 01223 457013

Exhibition: University Arms Hotel
An exhibition on the development of the University Arms Hotel will be on display in the foyer from 6.30pm to view.

1 Apologies

2 Declarations of Interest

Members of the committee are asked to declare any interests in the items on the agenda. In the case of any doubt, the advice of the Head of Legal should be sought **before the meeting**.

- 3 Open Forum**
Refer to the 'Information for the Public' section for rules on speaking
Approx 7pm
- 4 Help Shape the Future of West / Central Area Committee (Open Session)**
Approx 7.30pm
- 5 Cambridge Business Improvement District (BID)**
Approx 8pm
- 6 University Arms Hotel: Temporary Use of Part of Parker's Piece to Facilitate the Redevelopment (Pages 5 - 42)**
Approx 8.30pm
- 7 Minutes (Pages 43 - 58)**
To confirm the minutes of the meeting held on 4 September 2014.
- 8 Matters and Actions arising from the Minutes (Pages 59 - 60)**
- 9 Citywide 20mph Project - Phase 3 Consultation (Pages 61 - 88)**
Approx 9pm
- 10 Anti-Social Behaviour, Crime and Policing Act 2014 (Pages 89 - 118)**
Approx 9.15pm
- 11 WAC S106 Devolved Decision-Making: Taking Stock and Moving Forward (Pages 119 - 128)**
Approx 9.35pm

Meeting Information

Open Forum	Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.
Filming, recording and photography	<p>The Council is committed to being open and transparent in the way it conducts its decision making. The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.</p> <p>Anyone who does not want to be recorded should let the Chair of the meeting know. Those recording meetings are strongly urged to respect the wish of any member of the public not to be recorded.</p>
Fire Alarm	In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.
Facilities for disabled people	<p>Level access is available at all Area Committee Venues.</p> <p>A loop system is available on request.</p> <p>Meeting papers are available in large print and other formats on request prior to the meeting.</p> <p>For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>
Queries reports	<p>on If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>

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Information**

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To: West/ Central Area Committee
Report by: Head of Streets and Open Space

29/10/2014

Wards affected: Market

AN UPDATE REPORT ON THE TEMPORARY USE OF PART OF PARKERS PIECE TO FACILITATE THE DEMOLITION AND REBUILD OF THE UNIVERSITY ARMS HOTEL

1. Executive summary

1.1 The University Arms Hotel is to undergo a £30m redevelopment including partial demolition, extension and refurbishment of the existing buildings. Planning consent was approved, with no votes against, on the 6th November 2013.

1.2 This planning permission (13/1087/FUL) includes the use of the footpath on Regent Street, a 10m extension across the corner of the Hotel to the entrance from Regent Terrace onto Parker's Piece, and scaffolding on Park Terrace to allow safe demolition and rebuild.

1.3 The demolition, extension and refurbishment will have a visual and practical impact on the surrounding neighbourhood during the works, especially on Parker's Piece. There will be disruption to footpaths and cycle-ways on Parker's Piece and the construction work is likely to make the adjoining area less attractive from an amenity perspective during the works.

1.4 The developer has asked to use a small part of Parker's Piece (2% of its total area) as a site compound for circa 2 years. This is partly to address health and safety issues but also to speed up the redevelopment period and therefore reduce the disruption period. This is a large project and will be disruptive to the surrounding area due to noise, traffic disruption (pedestrian, vehicular, cycle) on Parker's Piece, Park Terrace and Regent Street as well as the visual appearance. Projects of this nature in any city centre are challenging.

1.5 Provision of a well located site compound should reduce the construction period and hence disruption, by circa 18 months. Officers have met the developer and the contractor to consider alternatives. The original

planning application did not specifically consider the site compound and so the public were not consulted about this. This has prompted many responses to the request for comments (on the use of small area of Parker's Piece) that relate more directly to the planning consent and the demolition and rebuild of the Hotel.

1.6 On the 26th September 2014, the Council published a notice about the temporary use of a small area of Parker's Piece for the developer's preferred compound and sought comments to this proposal. There was also a public meeting to show the proposed compound, and the extent of the land to be used.

1.7 As is usual in such cases, Officers propose appropriate terms subject to approval for the use of its land. Terms have provisionally been agreed to let the site compound for a six figure sum¹ for a circa 2 year period. The contractor will be required to provide details of how they will enclose/screen the compound during the works, how this will be maintained, how they will re-provide any facilities removed as a result (e.g. cycle parking, bins) and full reinstatement at the end of the works. There will be penalty clauses for any over run.

1.8 It is accepted that the use of the Parker's Piece will be disruptive and impact the amenity value of that area of Parker's Piece during the works. This is likely to be the case anyway due to the nature of construction works. The terms proposed in this report seek to address this by reducing the construction period to as short a time as possible by the provision of the site compound. The area involved will not interfere with any of the usual planned activities that take place on Parker's Piece but obviously informal space will be temporarily lost. The Council has secured a commercial rent for the use of the land during this period.

1.9 The report considers and responds to the comments received on the use of a small part of Parker's Piece to facilitate a safe and efficient demolition, extension and refurbishment of the University Arms Hotel.

2. Recommendations

The West Central Area Committee is asked to:--

- a) Note the contents of this report and that there are no decisions required at this time.
- b) Note the intention to extend the period for comments until the 7th November 2014.

¹ Negotiations are concluded and these are subject to terms and conditions. The developer has not yet indicated at the time of drafting if they wish for this fee to be disclosed.

3. Background

3.1 Parker's Piece² is one of the best known open spaces in Cambridge. Located in the centre of the city it is bordered by Park Terrace, Regent Terrace, Parkside and Gonville Place.

3.2 The University Arms Hotel is a substantial Edwardian building that sits on the corner of Regent Street, Park Terrace and Parker's Piece. It has been extended and altered significantly, most notably in the form of a 1960's extension fronting Regent Street.

3.3 The developer has subject to condition, approval³ for the partial demolition, extension and refurbishment to provide an additional 71 bedrooms, together with new vehicular access and egress on Regent Street, a service bay and other highway works on Park Terrace and a rooftop plant.

3.4 In June 2014, a prospective contractor (McLaren) made contact with the City Council to discuss the demolition and rebuilding of the Hotel. This tentative approach was to consider the use a small part of Parker's Piece (2% of the total area). No further contact was made until their contract award in early September.

3.5 Officers' have throughout September and October 2014 discussed with McLaren (the approved contractor) the use of other sites, which had previously been identified as alternatives to aid the build by creating safe compounds and work areas.

3.5.1 These alternatives included:-

- a) Cambridge Examination Board, Car Park on Park Terrace – This is in private ownership and permission was declined by the land owner;
- b) Park Terrace – Permission was declined by the Highway Authority and there is a condition in the planning approval that would not permit this to happen;
- c) Regent Terrace – Permission was declined by the Highway Authority and there is a condition in the planning approval that would not permit this to happen;
- d) Adam & Eve Street Car Park – This was discounted as it was deemed to cause considerable disruption to residential and retail use, and cause increased traffic on East Road and surrounds; This option would not facilitate delivery by articulated lorry.
- e) An area of Parkers Piece;

² Its origin is derived from an Edward Parker, a cook, who held the original lease to the land, which at the time was used as grazing land

³ 13/1087/FUL – 6th November 2013

- f) Build within existing Hotel footprint.

3.5.2 All of these options have now been discounted apart from two and these are summarised as follows:-

- a) The hotel can be rebuilt within its own footprint, but this extends the build time by circa 18 months and therefore increases the length of time there is impact on the park and surrounds.
- b) The use a small part of Parker's Piece which will reduce the build time and ensure that there is minimal disruption to local traffic, pedestrians and cyclists, and with adaptations to the layout of the paths, avoiding path closures. A map of the area to be used is attached at Appendix - A.

3.5.3 When considering the two options the following consequences were considered if we do not give consent for the use of a small part of Parker's Piece:-

- a) A significantly increased programme period for the main build activities, resulting in prolonged disruption, traffic congestion and an extended visual impact to this sensitive city centre area.
- b) The need for hoardings, scaffolding and safe working areas will still be required, regardless of gaining permission of Parker's Piece. This will still impact on the cycling / pedestrian pinch points and surrounding perimeter areas.
- c) Hoarding lines / traffic management will frequently alter, rather than a static solution with the use of Parker's Piece. This is not ideal when maintaining a safe environment for the construction workers and residents of Cambridge.
- d) Maintaining current traffic and public transportation routes will be difficult to achieve, especially during the demolition and main construction phases.
- e) Current planning permission requires all the loading and unloading to be taken off the public highway, without Parker's Piece this will be almost impossible to achieve.

3.6 The Council remained undecided on whether or not to grant permission, and decided to seek public comment on the proposals.

3.7 Having considered the two options, a public notice was advertised in the Cambridge Evening News on the 26th September and the 3rd of October 2014 inviting comments by the 17th of October and it was the intention to consider all comments received before making a recommendation.

3.7.1 The notice stated that Cambridge City Council pursuant to Section 123(2A) of the Local Government Act 1972 intended to grant a 2 year licence for the occupation of open space land at Parker's Piece Cambridge CB2 for the purpose of a works compound to enable and facilitate the

refurbishment, renovation and rebuilding of the University Arms Hotel, Regent Street, Cambridge, CB2 1AD.

3.8 A presentation of the proposed refurbishment of the University Arms Hotel and its impact on Parker's Piece was held from 7.30 to 10.00 am and from 17.00 pm to 21.00 pm on Thursday 9th October 2014 at the University Arms Hotel. This was an opportunity to discuss concerns and ask questions directly with the developer's contractor and Officers of the Council.

3.9 The City Council's website hosted information including scale drawings, a copy of the public notice, a presentation on the proposed development, and a plan showing of the extent of the parcel of land to be used on Parker's Piece.

3.10 The Cambridge News ran an article before the Council's release, on the 9th of September, which attracted 26 comments on their bulletin board. The feedback from this bulletin board is summarised as:-

- The proposal should reduce disruption;
- There is a minor inconvenience in using the park;
- There is a benefit of a better hotel;
- The space will be given back;
- It is like any other land locked development so why use Parkers Piece?
- Concerns expressed at the closure of the cycle path;
- Alternative foot and cycle paths should be provided;
- The contractor should be charged a commercial rent;
- The work will be completed faster using Parkers Piece;
- The need for reassurance on re-instatement;
- The compound needs to go somewhere;
- These are very well used footpaths;
- Any received fee should be for park improvements.

3.10.1 It should be noted that many of the postings identified to Officers an uncertainty about the area and size of land to be used.

3.11 Feedback to the public notice was received from 63 respondents and there were 22 visitors to the presentation. The webpage on the Council's website was visited 541 times by 364 unique users. This webpage was further complimented with a scale drawing following feedback from the presentation evening.

3.12 The presentation evening provided the opportunity for discussion, with 5 individuals attending for over 1 hour, to ask questions and seek further information. All attendees were shown the presentation slides and Officers from the City Council and staff from McLaren were present.

3.12.1 The presentation covered all options and included those that had been considered and later discounted.

3.12.2 No formal comments were received at the presentation, however a summary from notes made, identified the topics as:-

- The impact on cyclists and pedestrians using the footpaths;
- Loss of amenity;
- The visual intrusion the demolition and rebuild will cause;
- The bottleneck/ pinch point at the Pizza Hut entrance to the Park;
- Access of lorries and vehicles making deliveries and the timing of these movements;
- Visitors unsure of the scale of the land to be used;
- The need to secure a commercial rent;
- The need to secure re-instatement and improvements.

3.13 A separate meeting was arranged between representatives of the Cambridge Cycling Campaign and McLaren, to cover topics raised at the presentation. Those topics included:-

- The narrowing of the entrance at Pizza Hut and the need to create a safe distance for cyclists and pedestrians from the demolition and rebuild;
- The start time for deliveries;
- The use of vehicles with turn left audible warning and detection indicators;
- Cycle parking for construction workers.

3.14 The first formal comment received was on the 9th October and there was a steady return up to the closing date on the 17th October. A total of 60 respondents made comment. All respondents had a reply, and all specific points covered. A copy of all comments received is set out in Appendix B.

3.15 The following is a summary of the comments received with an Officer reply:-

- a) It will ruin our daily walk into town.
 - a. There will inevitably be disruption and visual intrusion with or without the use of Parker's Piece. By consenting to use Parker's Piece we can influence the hoarding and screening the compound and therefore reduce the developments visual impact. The planning permission includes the use of the footpath on Regent Street, a 10m extension across the egress from Parker's Piece, and scaffolding on Park Terrace to allow safe demolition.
- b) The closure of the diagonal foot and cycle paths and the resulting impact & the proposals will heighten tensions between pedestrians and cyclists.

- a. There will be no closures of the diagonal footpaths, with or without the permission to use a small part of Parker's Piece. If permission is granted to use Parker's Piece it would be agreed to divert the path that runs in front of the University Arms Hotel to ensure that cycle and footpath users remain able to easily pass the site compound. If permission for the use of Parker's Piece is not granted, the diversion would be onto the diagonal footpaths, therefore increasing numbers. Officers have concerns that pedestrians and cyclists will create desire lines across the grass in front of the University Arms creating wear scars that will become muddy in wet periods. The City Council would not be able to recover the costs of repair from the developer.
- c) A substitute foot and cycle path should be created.
 - a. If permission to use a small part of Parker's Piece is granted the path that runs in front of the University Arms Hotel will be diverted to ensure the cycle and footpath users remain able to easily pass the site compound.
- d) The use of Parker's Piece must be temporary; & what provisions are there for reinstatement?
 - a. The terms of business will be explicit if we give consent and will state this is a temporary licence and will be conditional that the land is returned in a similar condition. We will hold a bond to ensure this condition is fulfilled. This bond will be equivalent to the costs of rectification.
- e) This is Common land.
 - a. Parkers Piece is not registered Common but does have statutory protection by virtue of planning policy. Officers' recognise the importance that local people give to Parker's Piece and we believe a compound will best protect users of the space through the creation of safe, identifiable and consistent routes around the development.
- f) The use of Parker's Piece will only assist the developers & other developments can build from their own footprint.
 - a. The hotel can be rebuild within its own footprint but this extends the build time by circa 18 months and therefore increases length of time there is impact on the park, or we can use a small part of Parker's Piece to reduce the build time and ensure that there is minimal disruption to local traffic, pedestrians and cyclists. Paragraph 3.5.3 also explains the rationale.

- g) This decision to use a small part of Parker's Piece will set a precedent.
 - a. Officers understand the concerns expressed about precedent, however, on every occasion where there is proposed use of open space, these requests would have to follow the same process and each request would be considered on an individual basis.
 - b. Land at Coe Fen has previously been used to facilitate the building of a library at Peterhouse.
- h) There are alternative sites nearby.
 - a. Officers' from the City and County Councils have discussed the use of other sites with the developer which could be used to minimise the disruption to the City. All of these options have now been discounted apart from two, one to rebuild on site and two, to allow the temporary use of a small part of Parker's Piece. Paragraph 3.5.1 details the sites considered.
- i) Is there evidence to support the claim that not being able to use Parker's Piece will delay the build time by circa 18 months?
 - a. McLaren have submitted a build schedule which supports their position.
- j) There will be a lot of inconvenience around the area and also dangerous for locals & two years is too long for loss of amenity.
 - a. It is accepted that the use of the Parker's Piece will be disruptive and impact on the amenity value of that area of Parker's Piece during the works. This is likely to be the case anyway due to the nature of construction works. The terms proposed in this report seek to address this by reducing the construction period to as short a time as possible by the provision of the site compound. The area involved will not interfere with any of the usual planned activities that take place on Parker's Piece but obviously informal space will temporarily be lost.
- k) There are no gains or benefits for residents arising from the development.
 - a. The licence to use part of Parker's Piece will be on a commercial basis and this has been negotiated in a parallel process to the consent to use Parkers Piece, by the City Council's Property Section. The fee payable and agreed is a 6 figure sum.
 - b. The terms proposed in this report seek to address the issue of gain and benefit by reducing the construction period to as short a time as possible by the provision of the site compound

- l) The proposal received negligible publicity and concerned residents have not yet had time to evaluate adequately the proposal.
 - a. Officers' have reviewed all comments received and several concerns about the duration and accessibility of the consultation. After consideration of this feedback and after discussion with the Executive Councillor for City Centre and Public Places, it is recommended that the consultation period is extended until the 7th November 2014. This extension is intended to allow further feedback to be considered as a result of the presentation and update to West/Central Area Committee.
- m) The contractor wants an easy option to save money.
 - a. Officers' from the City and County Councils have discussed the use of other sites with the developer which could be used to minimise the disruption to the City. These discussions have been based around ensuring the health, safety and welfare of both the staff on the development and members of the public. These discussions have not been based on finance and indeed the negotiations relating to the commercial fee have been managed by parallel processes by Property Services of the City Council.
- n) There are relatively few open spaces in the centre of Cambridge and these should be treasured and not treated as spare bits of land & Parkers Piece is intensively used in the summer months.
 - a. Officers accepted that the use of the Parker's Piece will be disruptive with a loss and impact on the amenity value of that area of Parker's Piece during the works. However, the area of land used is 2% of the total area, and is on an area of Parker's Piece less well used because of its proximity to the Hotel and its narrow land profile. This already limits the range of activities that takes place there.
- o) Where will the money go, the money should be spent on park improvements?
 - a. Officers have not to date considered the use of the monies received. It is intended this will be a decision made by the Executive Councillor for City Centre and Public Places.
- p) Does the use of Parker's Piece as a site compound require Planning permission?
 - a. The proposal to use Parkers Piece as a construction compound for the development on a temporary basis would not need formal permission.
 - b. This would have permitted development rights under the Town and Country Planning Act (General Permitted Development

Order) 1995 (as amended) Part 4 Class A and subject to the following conditions:

A. Permitted development

The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land.

A.1 Development not permitted

Development is not permitted by Class A if—

- (a) the operations referred to are mining operations, or
- (b) planning permission is required for those operations but is not granted or deemed to be granted.

A.2 Conditions

Development is permitted by Class A subject to the conditions that, when the operations have been carried out—

- (a) any building, structure, works, plant or machinery permitted by Class A shall be removed, and
- (b) any adjoining land on which development permitted by Class A has been carried out shall, as soon as reasonably practicable, be reinstated to its condition before that development was carried out.

3.16 The following specific questions were raised

3.16.1 The full legal constraints on such a licence being granted are not revealed e.g. restrictive covenants or Acts of Parliament; this is especially significant given the protected status of Parkers Piece e.g. Barnwell Inclosure Act 1807.

- a. “The Barnwell Inclosure Act, 1807 led to the Barnwell Inclosure Award of 1811. This did not affect Parker’s Piece. There are no restrictive covenants or other legal constraints, apart from provisions of the Local Government Act, 1972, mentioned below.
- b. “Parker’s Piece is not common land but has some protection as public open space. The Local Government Act, 1972, sets this out. Section 123 says that the Council may not dispose of land forming part of an open space unless they first advertise their intention for two consecutive weeks in a local newspaper. It must then consider any objections to the proposed disposal. This is the process we are following and we will give careful consideration to all objections we receive before making a final decision.

3.16.2 NCI Cricket club raised concerns about the impact on Cricket.

- a. The use of the car park to the eastern side of the pavilion would remain useable. It is the intention to create a new gated entrance from the highway to facilitate its use;
- b. Officers will raise with McLaren the boundary hoarding in relation to colour. It is timely that these issues are raised as this detail has not been considered and therefore we can consider this request if we grant permission.
- c. The issue of balls from the cricket entering the site compound, Officers' will make McLaren aware so that this can be given consideration.

3.16.3 Cambridge Cycling Campaign accepts that some effort has gone into planning an alternative route for pedestrians and cyclists however object to the granting of the licence on the following grounds:-

- a. Insufficient information about the detailing – widths, surfacing, positioning of fencing, bollards etc – particularly at the point where the paths and Regent Terrace meet Regent Street which is already prone to congestion.
- b. Inadequate provision for pedestrians along the stretch of Regent Street in front of the Hotel, particularly during the demolition phase
- c. Lack of information about access by construction vehicles to the site and apparently little awareness of the construction industry's own commitment to logistics and cyclist safety.
- d. Failure to specify on-site provision of appropriate cycle parking for employees.

3.16.4 Friends of the Earth raised amongst other concerns in their submission the need for provision for protecting the environment and the need for there to be a specific Project Environment Manager'

3.17 Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) has to be submitted and approved in writing by the local planning authority.

3.17.1 The DCEMP includes consideration which addresses many of the concerns raised by Cambridge Cycling Campaign, Friends of the Earth and other respondents. Details of the requirement of the DCEMP are set out in Appendix C.

3.18 It is the intention that any Licence agreement for the use of a small part of Parkers Piece will be conditional subject to the discharge of Planning Conditions 15 & 24.

3.19 Officers with in Streets and Open Spaces and namely the Cycling and Walking Officer will ensure that all comments received will be considered by

Planning Officers when assessing the Demolition and Construction Environmental Management Plan (DCEMP) for approval.

3.20 Comments received to date have given Officers' excellent insight into the concerns and ramifications of giving consent for use of a small part of Parkers Piece for a site compound. Officers' have reviewed the process used to garner comment and accept that a prolonged period will allow further comment and their responses to be used when making recommendations on the use of Parkers Piece. It is therefore recommended that the period for comments is extended to the 7th November 2014.

4. Implications

(a) **Financial Implications**

There will be a commercial fee associated with the Licence to use Parkers Piece

(b) **Staffing Implications** (if not covered in Consultations Section)

There is a staffing requirement to prepare the licence including legal fees, as well as Officer time from Streets and Open Spaces to monitor works, including the reinstatement. These costs are met from the fee collected, associated with the Licence.

(c) **Equal Opportunities Implications**

An equalities impact assessment was completed and highlighted access issues for those with disabilities. These issues have been addressed in the main body of this report relating to access to/ from and around Parker's Piece with those of limited mobility as a consequence of the proposed redevelopment of the University Arms Hotel.

(d) **Environmental Implications**

The climate change rating to the recommendation and proposals is:-

+L: to indicate that the proposal has a low positive impact, in that the use of Parkers Piece will reduce the build time of the redevelopment and therefore the length of time of disruption.

(e) **Procurement**

There no procurement implications associated with this report.

(f) **Consultation and communication**

It is recommended that the current period for comment on the proposal to use a small part of Parker's Piece be extended to the 7th November 2014. This extension of time will allow respondents the

opportunity to respond to points covered in this report and allow the opportunity to take on board comments received during and after West/ Central Area Committee.

(g) **Community Safety**

Officers' and representatives' of the developer have place paramount importance on the health, safety and welfare of those affected by the use of Parkers Piece as a site compound.

The use of Parkers Piece will reduce the build time and ensure that there is minimal disruption to local traffic, pedestrians and cyclists, and with adaptations to the layout of the paths, avoiding path closures.

It is the intention to create safe routes around the site to aid cyclists and pedestrians. These paths will remain in situ to ensure familiarity and therefore allow established routes for those making daily commutes. These paths will also benefit from being lit.

5. Background papers

These background papers were used in the preparation of this report:

- Parkers Piece – Conservation Plan 2001
- McLaren Presentation slides
- Site Maps
- Planning Committee Report 13/1087/FUL – 6th November 2013

6. Appendices

Appendix A – A map of the land to be used

Appendix B – Details of comments received with replies.

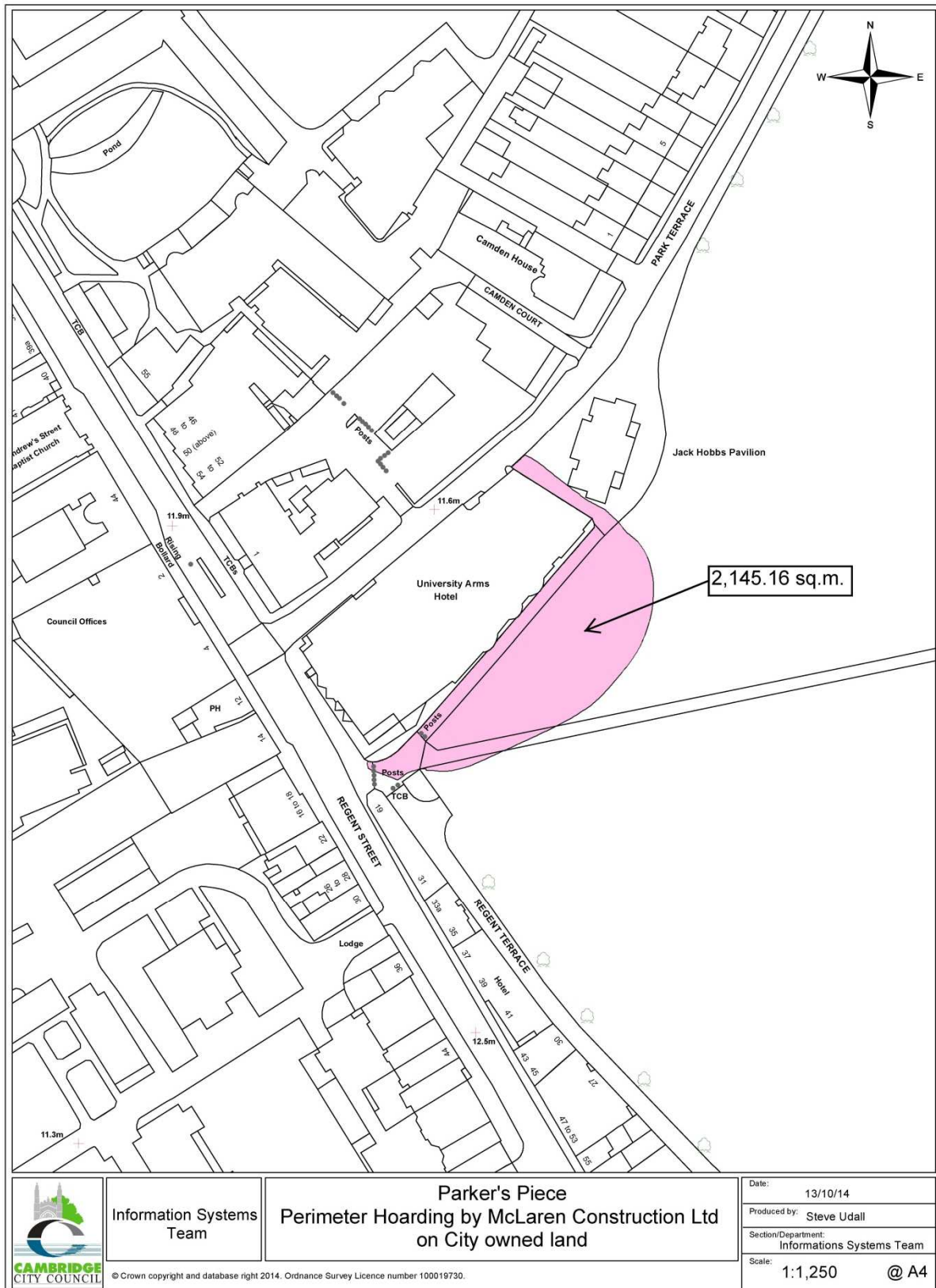
Appendix C - Details of the requirement of the DCEMP

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name:	Alistair Wilson
Author's Phone Number:	01223 - 458514
Author's Email:	alistair.wilson@cambridge.gov.uk

Appendix A – A map of the land to be used



Layer: J:\WORKING\
Template: J:\Projects\ArcGIS_Templates\list_portrait_a4
Plan ref: N:\PROPERTY\GIS\GENERAL\PDFs\uah_2

Appendix B –Comments received.

UNIVERSITY ARMS CORRESPONDENCE – REDACTED COMMENTS ONLY	
1	<p>I have been to the Guildhall to view the two images relating to the licence of land on Parker's Piece for the University Arms renovation. It wasn't clear from those images how it is proposed the works site will be accessed by vehicles. Is it intended that vehicles will exit and enter the works site directly from Regent's Street or will there be an entry or exit point on Park Terrace?</p> <p>Many thanks for your help with this,</p>
2	<p>Re: Licence for construction site of 2000 sq.m. of Parkers Piece for two years</p> <p>I gather from various people that the council are presently discussing a planning condition for the redevelopment of the University Arms on Parkers Piece, which would allow the developer to use Parker's Piece as a construction yard for at least two years.</p> <p>I think this would be such a shame as it may well go on beyond 2 years and it is one of the very few green spaces left around this area which does not have construction sites on it.</p> <p>PLEASE don't let this happen I think this will ruin our daily walk into town from Mill Road to the town centre.</p>
3	<p>I have no objection to the grass area being used as a builder's yard, but I strongly object to the closure for two years of the diagonal crossing of Parkers Piece for pedestrians and cyclists.</p> <p>What alternative route is the public expected to use?</p>
4	<p>As Parkers Piece is a main thorough fare on foot and by bike into the city centre, it would seem sensible to draw the site boundary in a little so that it edges the green and the path is still available, rather than removing the path. Alternatively, a 'substitute' path could be created immediately next to the site.</p>
5	<p>Hi Just got wind of the consultation re Parker's Piece / University Arms refurbishment.1) In principle, provided that it is clear that this is a TEMPORARY measure, of two years' MAXIMUM, I do not have any major objections. However,2) This is and MUST REMAIN common land. Under NO condition may this common land be encroached upon or poached : TEMPORARY use as a works compound may therefore ONLY be granted if and only if this is clearly accepted and acknowledged, and if the turf is then restored to perfect condition (ie that the ground is NOT contaminated; that every piece of rubble, tool, or bit of rubbish has been removed, that the turf has been relaid, etc)3) I am concerned by the apparent lack of bicycle access from Parker's Piece to Regent Street: this MUST be addressed as a pre-condition to the temporary permit.</p> <p>If those conditions are met and upheld, I have no objections.</p>
6	<p>The impact of the proposal to use an area of Parkers Piece to assist the developer of the University Arms causes great concern especially as they have refused to use their own available car park.</p> <p>As a matter of principle I would oppose the use of public green spaces for such purposes whether or not payment is being offered.</p> <p>I do hope you are able to reverse or at least substantially reduce the effect of this proposal.</p> <p>I Look forward to hearing from you.</p>
7	<p>I have seen the plan showing the proposal to use part of Parkers Piece for the developer's access and storage etc for a period of two years. It appears that the walking / cycling route across Parkers Piece giving access to St Andrew's Street will be obstructed and possibly cut off completely. I wish to object to this. I understand that the developers will need some space around the</p>

	<p>building but I do not see why that has to include the public path and cycle route. There is road access for their vehicles behind the Hotel. Developers in London manage to redevelop major buildings within much smaller footprint than this and with minimal inconvenience to pedestrians and traffic. They have a responsibility to keep routes open. I don't see why this redevelopment requires so much space for so long - or why its necessary to inconvenience the public at all. Alternative routes for cyclists and pedestrians are quite a lot longer - but in any case, I think the interest of the Cambridge public should be paramount. I'm sure alternative options can be found with some ingenuity and imagination.</p> <p>Please limit the extent of the developer's area and please ensure that the path / cycle route remains open.</p>
8	<p>As you will be aware a number of people and organisations have expressed their concerns at what is proposed by way of the construction work undertaken at the Univ Arms Hotel. My question at this stage is simply who will grant or not grant the licence to requisition a large area of Parkers' Piece for the construction work.</p>
9	<p>Like many others, or so I gather, I'm far from convinced by the proposed arrangements for contractors while work is being undertaken on the hotel. I regularly use the cycle path past the building, along with my two boys aged ten and six, and I have to say I worry about the soundness of the arrangements being suggested, especially at the path's junction with Regent Street.</p> <p>If the hotel wants to upgrade itself, then fine, but surely it should not be doing so at the expense of the convenience and safety of its fellow Cambridge residents and of visitors to the city. (That particular junction with Regent Street is regularly thronged by young tourists/language students.)</p> <p>As much to the point, this seems to set a very poor precedent for other future redevelopments.</p>
10	<p>I have just heard from Councillor Hipkin about the plans to section off part of Parker's Piece and to narrow the space between Pizza Hut and the Hotel. I wanted to add my voice to those expressing concern as I use these paths on a daily basis to cycle and walk. It is already an extremely busy area, and an often perilous pinch-point of cars, bikes and pedestrians. I can only imagine it beoming chaotic and potentially dangerous if the space is reduced, and ask that another area is found for the contractors that would have less impact on such a busy public space.</p>
11	<p>I am writing with reference to the application by a construction company to requisition part of Parker's Piece for 2 years to enable them to carry out work on adjacent hotel.</p> <p>I strongly object to the granting of a licence to such a company not least of all because there is private land nearby that could be or have been used to fulfil their requirements, although I'm sure they would seek to persuade you that not all of their requirements could be so satisfied. Parker's Piece is an important piece of public space and 2 years is a long time. Public space is precious and it should not be sacrificed for the sake of a building project. The interests of private companies and/or private landlords should not take precedence over the protection of public amenity and of course for 2 years all those day trippers that come to Cambridge will see a public mess. I appreciate that the hotel being renovatted/alterred will afford more bedrooms to attract less day trippers and more tourists to spend money in the local economy but the Council is in danger of killing the goose that lays the golden egg if it doesn't properly protect the things that make Cambridge beautiful.</p> <p>Another factor that must surely go against the granting of such a licence is the</p>

	narrowing of the footpath that will take place for some months. This will affect not only pedestrians but the many cyclists using Parker's Piece to get into the city centre. Surely, the Council will not allow the convenience of a construction company to take precedence over the convenience and safety of pedestrians and cyclists at such a busy and important junction/ crossing point in the city.
12	I write to object to this proposal. Parker's Piece is common land and a vital and vibrant asset for Cambridge residents and visitors. It is a busy cycle route that I use most mornings in my journey to the station, and any narrowing of the lanes will increase dangers and be a major inconvenience. There is no justification for a commercial enterprise to despoil this land temporarily let alone for years. I find this suggestion outrageous. The developers will have to find alternative (brown site) facilities.
13	John Hipkin has alerted me to the plans to utilise some of Parker's Piece in order to carry out redevelopment work on the University Arms Hotel and I share his concerns that there will be a negative impact on the cycle path that comes off Regent Street near the Pizza Hut restaurant. Any loss of open space for two years is to be regretted but pinching an already tight pinch point for pedestrian and cycle traffic surely runs counter to the council's policy of encouraging its citizens to engage in those two forms of transport.
14	I understand that the University Arms hotel is about to undergo reconstruction and that the proposal is for some of Parker's Piece to be fenced off. As a resident of Cambridge I would oppose this on the grounds that it is a public facility and there would be a lot of inconvenience around that area and also dangerous for local residents and people using Parker's Piece. We have little public ground as it is in Cambridge surely they can use elsewhere.
15	Please do not allow the developers to take over parts of Parkers piece that will restrict its use as a cycle and pedestrian route. If there is an alternative, the it should be used. The public should not be disadvantaged in order to minimise the inconvenience and maximise the profit of the developer.
16	I fully concur with the points re cyclists and reduction in amenity space as mentioned in John Hipkin's email but I would also add that the contractor should have allowed for using private land or parts of the existing building for his administrative accommodation. If this was a contract in London this is all he would be allowed to use. It is quite wrong that the public of Cambridge should be deprived of their amenity and probably put to greater risk of accident due to this building contract.
17	The application by the hotel to commandeer a significant area of public property at Parker's Piece for two years has come to my attention. I write to express my objection to it, on the grounds that (a) as a matter of principle a private developer ought not to be permitted to spread over public land without very good reason, which in this case does not seem to exist, since other land appears to be available for the builders' compound during the hotel's proposed alterations, and (b) as a matter of actual damage to public interest and safety the proposed compound will further restrict the busy and already congested cycle connection between Regent Street and the diagonal path across Parker's Piece.
18	As a regular cyclist who uses the crossing at the Univ.Arms and the road and/or path leading from it, I object to the proposed restrictions on these areas - they are already crowded at most times of the day and would become even more so were the proposals to be approved. Further, I object to the principle of allowing a private company to commandeer public land for its own purposes when there are alternative sites available.

19	<p>I understand that you are the person dealing with comments concerning putting a fenced off construction site on Parker's Piece to be used during the renovation of the University Arms Hotel. I would like to make a representation on this matter. If you are not the correct person, I'd be grateful if you could be so kind as to pass my message on.</p> <p>I very much welcome the work on the Hotel (bits of it are an eyesore) but I am extremely concerned that common public land will be used by a private developer in order to facilitate this work, especially for such a long period of time (two years!) I strongly believe the developer needs to make arrangements to use private land rather than public land for this purpose. Two years is WAY TOO LONG to commandeer a public asset, especially one so central and important to Cambridge. A fenced off section used for such a long period of time will simply become a storage/dumping area for the construction site and it seems to me that a different location should be privately acquired for this purpose.</p> <p>Additionally, I am very concerned about the potential reduction in footpath and cycle space in such a busy area. This isn't just a "convenience" issue for cyclists and pedestrians. It is potentially a safety issue.</p> <p>Thank you for allowing me to express my concern about this proposal.</p>
20	<p>Thank you for your reply. Based on this, I'd like to make one more comment. I appreciate that other sites have been considered and am glad there are still a couple of options remaining. With respect to the hotel rebuilding within its own footprint, an extra 18 months seems rather excessive and possibly an over estimation by the developer in order to convince the city to approve the extended encroachment on to Parker's Piece.</p>
21	<p>Just to register my opinion that the UA should not be granted part of Parkers Piece for site and construction works:</p> <ol style="list-style-type: none"> 1. Two years is far too long for loss of our amenity; 2. UA should rent private space like anyone else would have to. IF we yield to UA's demands, then they should be charged a substantially enhanced rate for the space equal to Economic Rent + Opportunity Cost for the loss of our amenity + 'convenience' charge for the co-location. <p>Please confirm receipt of this email, plus the position of the City Council in regard to point 2.</p>
22	<p>Please register my opposition to the granting of a two year licence to the McLaren Construction Group plc to allow the use of 2,000 square metres of Parkers Piece for site offices and lorry deliveries.</p> <p>My reasons for opposing this application are:-</p> <ol style="list-style-type: none"> 1. There are at least two other solutions available to the contractor. While not as convenient for the contractor, they are perfectly practical as evidenced elsewhere in the City of Cambridge and, in particular, central London. 2. The proposal will reduce by around 30% the width of the access way to Parkers Piece from Regent Street. This will result in a significant increase in the danger to pedestrians and cyclists using Regent Street and Parkers Piece 3. No evidence has been produced to show what the impact would be from the sever reduction in the width of the passageway. 4. Parkers Piece is an incredibly valuable part of Cambridge and is common land that should not be exploited for commercial gain. 5. There are no benefits for the residents of Cambridge arising from the redevelopment of the hotel. Consequently, inconvenience to the residents should be minimised. 6. The Contractor's Project Manager was unable at the "exhibition" on Thursday, 9th, to show any information that was not included in the "sales

	<p>brochure" that is on the City website. There were no detail drawings of the "squeeze" between the proposed boundary of the area sought and Pizza Hut (nor of the pavement restriction that will be created along the frontage of the hotel).</p> <p>While this might be lamentable, it cannot be a satisfactory basis for agreeing to the requested licence.</p> <p>7. Condition 15 to permission 13/1087FUL requires that</p> <p>15. Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority.</p> <p>8. The proposal recieved near negligibile publicity and concerned residents have not yet had time to evaluate adequately the proposal.</p>
23	<p>I was most concerned to hear of the University Arms Hotel proposal to fence off sections of Parker's Piece to accommodate construction work. I feel that this is an unacceptable use of public land. What benefit does this construction work bring to local residents? Already the planned renovations have resulted in local people losing their jobs; now we must also lose the use of our land. In addition, I feel that the proposal will also cause heightened tensions between pedestrians and cyclists in what is already an area of high traffic. Again, I fail to see why the residents of Cambridge should have to pay the price for private profit.</p> <p>Allowing this proposal to go ahead will, I believe, set a dangerous precedent and sends the message that the council does not care about the impact of development on local people. This is a real issue facing the city as it undergoes a tremendous level of growth and construction, and I urge the council to bear this in mind when considering the decision.</p>
24	<p>I wish to object to the above matter, in that the pedestrian and cycle paths would be seriously restricted by the constructors taking over of a large slice of Parkers Piece. I personally would be affected, as I frequently make use of those paths, mainly as a cyclist.</p>
25	<p>I have read in the press about the University Arms proposal to use public land as part of the building site for the UA rebuild and write to oppose this.</p> <p>The contractor can without a shadow of doubt carry out the rebuild on the footprint of the existing building - this is done all the time on constricted sites - just look at the Jesus College site on Hills Road.</p> <p>It might cost the UA more but that should be in their business plan.</p> <p>It sounds so me that the contractor just wants the easy option and is trying it on to save himself money at our expense.</p> <p>If there is no alternative I suggest rental, such as lane rental on motorway contracts at a healthy charge which will assist the Council's coffers and incentivise the contractor.</p> <p>I am a consulting engineer and have designed and built buildings for 40 years.</p>
26	<p>I have heard that there are plans to remove a significant section of Parker's Piece from public use for a lengthy period in relation to work on the University Arms.</p> <p>Naturally I am not in possession of all the facts on this issue, but I thought I would let you know that it sounds worrying in two respects. Firstly, that private development should be allowed to use public space - for extensions to our own house my neighbours might have to tolerate lorries coming and going more than usual, but I wouldn't be able to commandeer the footpath outside the house. Secondly, that it could disrupt cycle and pedestrian flow. I come through the city centre every day on my bike going to work, and the intersection of St Andrew's Street and Parker's Piece next to the hotel always</p>

	seems very busy; it is not a wide space and it has to accommodate pedestrians as well as bikes.
27	<p>Apologies for the partially completed email inadvertently "sent" earlier. My completed email is as follows.</p> <p>Please register my opposition to the granting of a two year licence to the McLaren Construction Group plc to allow the use of 2,000 square metres of Parkers Piece for site offices and lorry deliveries.</p> <p>My reasons for opposing this application are:-</p> <ol style="list-style-type: none"> 1. There are at least two other solutions available to the contractor. While not as convenient for the contractor, they are perfectly practical as evidenced elsewhere in the City of Cambridge and, in particular, central London. 2. The proposal will reduce by around 30% the width of the access way to Parkers Piece from Regent Street. This will result in a significant increase in the danger to pedestrians and cyclists using Regent Street and Parkers Piece. 3. No evidence has been produced to show what the impact would be from the sever reduction in the width of the passageway. 4. Parkers Piece is an incredibly valuable part of Cambridge and is common land that should not be exploited for commercial gain. 5. There are no benefits for the residents of Cambridge arising from the redevelopment of the hotel. Consequently, inconvenience to the residents should be minimised. 6. The Contractor's Project Manager was unable at the "exhibition" on Thursday, 9th, to show any information that was not included in the "sales brochure" that is on the City website. There were no detail drawings of the "squeeze" between the proposed boundary of the area sought and Pizza Hut (nor of the pavement restriction that will be created along the frontage of the hotel). <p>Not only is this might be unacceptable, it cannot be a satisfactory basis for agreeing to the requested licence.</p> <ol style="list-style-type: none"> 7. However, what was clear is that the lorries would enter the area between the reduced foot and cycle traffic way and the hotel site. This traffic then crosses the pavement, further interfering with the passage of pedestrians and cyclists and creating a massive safety hazard. 8. Condition 15 to permission 13/1087FUL requires that Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. Two of those present last Thursday undertook to either send me a copy of the DCEMP or a link to where I can access it. Neither has been done. In its absence, how can concerned residents fully understand what is proposed? 9. The proposal recieved near negligible publicity and concerned residents have not yet had time to evaluate adequately the proposal.
28	<p>I am very concerned about the proposals for closing significant areas of Parker's Piece footpaths and cycleways for the private benefit of the University Arms Hotel.</p> <p>This is a very heavily used approach to Cambridge City Centre which already has to be negotiated with care by the large number of cyclists and pedestrians. Reduction of then path widths is extremely inconsiderate and probably dangerous. I use this route - which is on the cycleway - most days. If this is for the private benefit of the hotel why cannot they pay to rent the car park opposite in Park Terrace, for example? Are they willing to pay for the service they are demanding or are they looking for a cheap deal from the Council at our expense? Have the public been consulted? If they want to increase their profits they should find other ways. rather than encroaching on</p>

	publicly-owned land for a very long time. Please tell me how you respond to these points.
29	<p>I understand you are handling the proposal to allow part of Parker's Piece to be used for two years as a construction site for the rebuilding of part of the University Arms Hotel.</p> <p>I strongly object to this idea for the following reasons.</p> <ol style="list-style-type: none"> 1. There are relatively few public open spaces in the centre of Cambridge, as so much of the centre is taken up by the colleges whose grounds are not in general open to the public. Those that there are should be treasured and not treated as a spare bit of land to be encroached upon whenever convenient. Parker's Piece is already used for a lot of activities, some might say too many, but they are all open to the public. This proposal is completely different. There is absolutely no public benefit from having a construction site on the Piece, and the council should not be trying to raise funds (if this is what is proposed) by renting out bits of a public open space for such an activity. 2. This corner of the Piece, and the relevant part of Regent Street, is particularly heavily used by pedestrians and cyclists (I use it myself most days) and at times is already over-congested. Any restriction on the pavement or cycle way will make it positively dangerous. <p>I very much hope the Council will not allow this request.</p>
30	<p>I'm writing in relation to the proposal to allow the use of an area of Parker's Piece as a construction yard during the redevelopment of the University Arms. I didn't find out about this in time to inspect the plans at the Guildhall but I've had a look through the documentation at https://www.cambridge.gov.uk/parks/parkers-piece.</p> <p>I've discussed this with a number of others including Lulu Agate of Cambridge Friends of the Earth, Allan Brigham and Anna Lindsey. We have a number of concerns. Before the licence is granted we would like your assurance that you are happy with a number of aspects of the scheme:-</p> <ul style="list-style-type: none"> - waste disposal - methodology, volume, will a traffic impact assessment be required? - that noise and other pollution from the site will be minimised. - that the area on Parker's Piece will be restored to its pre-works compound condition - and better - including ensuring that the earth is not contaminated, that every bit of rubble, every tool, every piece of rubbish has been cleared, and that the turf has been relaid. <p>Do you feel any of the above issues require more documentation from the contractor?</p> <p>In addition we would like to know what the financial arrangement is - i.e. what are the contractors paying for the proposed use of part of Parker's Piece? In addition we would like to know where the money will go. Will it go towards i. Improvements to Parkers Piece? ii. Improvements to Open Spaces across the city? iii. Into general Council funds?</p> <p>It would be good to hear back from you about these issues but my primary motivation for writing is that I hope you and your colleagues will be able to carry these concerns forward in negotiations with the developer.</p> <p>Please don't hesitate to get in touch should you wish to discuss further.</p>
31	<p>I am writing to you in connection with the proposal by the developers at the University Arms Hotel to requisition sizeable area of Parker's Piece for two years as a working site for the re-development of the hotel. Before any such licence is granted, I would ask that a thorough search is done of all alternative sites on private land, including that belonging to the hotel. Parker's Piece is a public asset and as such should not be used as an overflow site by developers. I am also concerned about the constriction of the footpath along</p>

	Regent Street and the impact the construction work might have on one of the busiest roads for buses, cars, cyclists, and the hoards of pedestrians walking into the city centre from the railway station. An alternative that does not create this public disruption must be found.
32	<p>Thanks for such a speedy reply.</p> <p>Reassuring to know our concerns will be addressed through the DCEMP.</p> <p>Just to be clear - the licence fee is already agreed and it is a six figure sum.</p> <p>Are you able to disclose the exact amount?</p> <p>Alternatively are you able to provide details of how the amount of the fee was calculated/negotiated?</p> <p>Obviously there will have been a need to balance the profitability of the project for client and developer with the interests of nearby businesses, local residents and users of Parkers Piece. I'm interested to know how this translates in monetary terms.</p>
33	<p>I object to the requisitioning of part of Parker's Piece for the University Arms Hotel's extension and reconstruction work.</p> <p>Parker's Piece is a valuable, green, municipal park in the middle of the city which, particularly in summer, is already overcrowded. It was not intended to become a building site which would be invasive and ugly. With a recovery time included, the area would be out of use for at least six months longer than the requested period.</p> <p>Please withhold permission for this application.</p> <p>Thank you for reading this.</p>
34	<p>I wish to record my objection to the application by the developers of the University Arms Hotel to requisition a large section of Parker's Piece as a fenced off construction site.</p> <p>My reasons are:</p> <ol style="list-style-type: none"> 1) The use of common land by a private developer 2) for such an extended period of time (2 years) 3) depriving the public of a much valued asset 4) with the inconvenience and hazardous safety consequences of considerably narrowing a busy city centre cycle/pedestrian path 5) especially as private land was available to the developers for the purposes they require. <p>I do hope the Council will refuse this application.</p>
35	<p>I have been given your name as the person to write to about the University Arms "borrowing" a sizeable chunk of Parker's Piece for two years. As I understand it, there are other ways around the rebuilding that do not need to take a slice of public land. And as you no doubt know, that particular bit of land is choc-a-bloc with pedestrians and cyclists as it is, and any restrictions brought about by the University Arms being allowed to annex some of it would just be depressing, debilitating to the free movement of people in the city, and generally another sign of the encroachment of private interest upon that of the public.</p> <p>Please explore all other alternatives before you grant this.</p>
36	<p>I am concerned about the suggestion that part of Parker's Piece might be fenced off for two years as a construction site for the University Arms. This seems to me to set a bad precedent, especially since the proposed development will be of no obvious benefit to Cambridge residents.</p> <p>I also hear that the Regent St pavement is to be included. As an OAP, I find roadworks increasingly difficult to navigate on foot. That is a busy stretch of road, and crossing and recrossing it to avoid the problem sounds hazardous.</p>
37	I have strong reservations about using Parkers Piece as part of a building site for all sorts of reasons that I expect others have articulated already re visual

	<p>impact, loss of public space for two years, impact on pathways and cycle access to Regent St crossing, and precedent.</p> <p>The size of the License fee might be a mitigating factor – I haven't been able to see what it is. Do you have the figures ?</p> <p>The recent license for a builder to use part of the Council owned track leading to vinery Rd allotments probably failed to cover the admin time spent repairing it. It was a lost opportunity towards raising funds for the allotments. Hope the license fee for the University Arms if agreed is large and will go towards parks Ad open spaces.</p> <p>Many thanks</p> <p>It looks like it is either a decision based in principal (yes or no to using public space for commercial activities), or a compromise based on how much the Council is getting in return, and how this money is spent.</p> <p>I guess my concern is that the fee may not be high enough – it needs to be a proportion of the savings made by the developer. It seems important for people to know what percentage this is, and what the figure is. In this time of cuts it would hopefully be high ?</p> <p>Can you forward the detail ? After disappointing experience at Vinery Rd allotments some clarification of 'commercial basis' would be helpful.</p>
38	<p>As a resident of the the city centre I object to the amount of disruption that the current proposals will cause. The pavements and cyle paths are already hazardously over crowded at peak times. Also Parkers Piece is an amenity that we should all be allow to enjoy all the time</p>
39	<p>I am writing to object about the University Arms Hotel's plans to requisition a large section of Parker's Piece to be used as a construction site as part of the Hotel's plan to extend its accommodation facilities. Such a move would effectively narrow the space used by cyclists and pedestrians for whom the crossing across Parkers's Piece is a safe and welcome convenience. The less space there is for those who use two wheels or two legs the higher the risk of disruption and tension.</p> <p>The combination of ancient buildings and green spaces makes Cambridge the beautiful place that it is. And to have a construction site desecrating the heart of the city for two years would mar this image we have of our city.</p> <p>I therefore sincerely hope that the Council will think very very carefully about making any concessions to the University Arms Hotel's request which would benefit a few and yet cause avoidable disruption to many who live and work in a city they love.</p>
40	<p>I have become aware of the plans by The University Arms Hotel to carry out major building work and that their current plans would significantly impinge on a major cycle route, as well as take up for a prolonged period common land on Parkers Piece. I am very much concerned that on this route in particular, it will cause a serious safety issue. I regularly cycle along this route mornings and evening and weekends and it is very busy, at times congested for several hours at a stretch, as far as I can make out. To increase a further bottleneck will be a recipe for disaster, as far as I can see.</p> <p>First, I would like to put into question whether due process has been followed in consulting the public and residents about these plans.</p> <p>Second, regardless of the first point, I would like to object to these plans most strongly as they will most likely cause a serious safety issue associated with the effect it will have on traffic, affecting the most vulnerable (pedestrians and cyclist) most of all.</p> <p>Third, I would like to object on a matter of principle in view of how common land would be (mis-)used to benefit a private enterprise, at the expense of many.</p>

41	<p>I am concerned over the proposed use of an area of Parker's Piece for building contractors.</p> <p>I have the following observations:</p> <ol style="list-style-type: none"> 1. The narrowing of the entrance to the piece by Pizza Hut will likely make this a pinch-point suffering jams of pedestrians and bicycles trying to use this route. This may be dangerous as people spill out onto the main road. 2. Because Park Terrace is not two-way for cyclists, then it is not available as an alternative route off the piece onto Regent Street which it could otherwise be. A contra-cycle lane could be introduced from Hobbs Pavillion up to Regent Street. This may not be possible as the contractor intends to place hoardings in this part of the road. 3. If the council is minded to approve the licence then a very large sum should be payable as compensation for the loss of amenity. This should be linked to the likely saving of 18months construction time and loss of profits due to delay from selling or operating the new enlarged hotel. 4. This compensation sum should be placed into a ringfenced pot of money to be spent only on green spaces in the city. 5. As well as the compensation sum, the contractor should make good the whole affected area at their expense. 6. Access roads such as Park Terrace, Parkside etc carrying heavy lorries may suffer serious damage and these should be monitored and repaired at the contractor's expense. 7. Heavy traffic should be banned from using minor routes such as Mill Road and from through HCV banned routes such as Maid's Causeway. 8. Access for contractor's heavy vehicles should not be solely via Parkside, Parker Street and Emmanuel Street as is presently proposed as this will inflict yet more heavy traffic on the long suffering residents who presently still have to endure the 24/7 long distance coach station. I suggest that Regent Street in the Northerly direction is used for a large proportion of this traffic. 9. I have concerns over the (presumed) loss of the cycle lane (Southbound) in Regent Street and the effect on cycle and pedestrian safety because of the contractor's front hoardings narrowing (or removing?) the pavement and site traffic traversing the pavement. <p>Please keep me informed of developments concerning these plans.</p>
42	<p>I hope you are well. I've recently been made aware of the hotel plans, which would involve fencing off a large section of Parker's Piece for a considerable period of time. I'm writing to object most strongly to these proposals; Parker's Piece is an iconic open space which greatly enhances the City centre, not to mention being of great historical importance and hugely popular with residents, students and visitors alike. This is common land which should stay untouched, even for a temporary period of time.</p> <p>I understand the alterations are likely to involve disrupting the Piece for two years. This is not a short period and the mere idea should be dismissed out of hand. That area is immensely busy with pedestrians and cyclists alike, and any disruption would, in my view, greatly enhance the possibility of a serious accident or fatality either at the Regent Street crossing point or nearby.</p> <p>I hope my views are considered before a decision is reached on the application, and look forward to hearing from you soon regarding this.</p>
43	<p>Thanks for your response, that's most helpful. The hotel are obviously planning on making some considerable alterations in view of the time it's going to take. Do you have any idea of the amount of space on Parker's Piece likely to be affected? I just think 2 years is a long time and whilst appreciating the land will be duly repaired after completion, the disruption and potential risks all round are things that should be considered closely before a decision is</p>

	<p>reached.</p> <p>I look forward to hearing from you again in due course, thank you in advance for keeping me updated.</p>
44	<p>I would be grateful if you passed on the attached objection letter to the appropriate body at the Council.</p> <p>Attachment: 16 October 2014</p> <p>We write in connection with the major reconstruction work planned by the University Arms Hotel in Regent Street to extend its accommodation. It has come to our attention that the construction company undertaking the work has applied to the City Council to requisition a large section of Parker's Piece as a fenced off construction site for a period of two years. We write to express our concerns at this proposal.</p> <p>We object strongly on the grounds that common land should not be handed over to private developers, not even temporarily. It is our understanding that there are nearby alternative sites on private land that could be secured.</p> <p>We understand that there will also be a considerable narrowing of the Regent Street footpath for a four month period and the gap between the Pizza Hut and the proposed site will be narrowed by a third. Since this is one of the busiest cycle routes in the city and at a major highway crossing point there are fears that cyclists and pedestrians will be inconvenienced and their safety put at greater risk.</p> <p>We hope the Council will consider our objections and decline the application</p>
45	<p>We came to the presentation that the University Arms Hotel put briefly on public view, regarding their proposed extension to the hotel.</p> <p>This presentation took place on Thursday 9th October at the University Arms Hotel.</p> <p>We found the proposals that the University Arms presented to be very concerning.</p> <p>Without going into the detail of the discussion that we had with Mr James Batterbee there are some distinct areas of grave concern.</p> <p>The first of these being the pinch point for cyclists and pedestrians from Parkers Piece on to Regent Street.</p> <p>What we were told on Thursday 9th October has not been illuminated or enhanced by now being able to see the refurbishment map for the project.</p> <p>The map being such a mess of swirly, curved and straight lines crossing and intersecting one another that they provide a graphic demonstration of the risk to the safety of pedestrians and cyclists that would ensue as a result of these proposals being allowed to go ahead.</p> <p>The proposal for pedestrians to be directed to cross the path of incoming and outgoing cyclists is enough on its own to cause this proposal to be rejected, but there is also a blind corner (at the site of the Pizza Hut) which will make it extremely dangerous for both cyclists and pedestrians.</p> <p>The second area of concern is that the pavement along the Regent St frontage of the hotel will be put out of action for the duration of the demolition and build. This is also potentially dangerous and just unacceptable.</p> <p>The third being the contradictions between what we were told. We were told by James Batterbee that there would be no articulated lorry deliveries after 6.50 am.</p> <p>And yet the site is to be run on a 'just in time' delivery policy.</p> <p>Whatever lorries are to use the frontage of the hotel for their 'just in time' deliveries this will hugely inconvenience the large numbers of the public who make their way along Regent Street towards Parkers Piece over the summer</p>

	<p>months. As well as putting those large numbers of people using Parkers Piece, over the summer months, at risk.</p> <p>(it was interesting that although the presentation purported to be a reassuring exercise to the people of Cambridge neither James Batterbee, nor the other person there at the venue on behalf of the contractor, had any idea of how many pedestrians and significantly, in spite of the counter installed by the cycling campaign, how many cyclists use the route!)</p> <p>All of the above being in the context of this proposed new build, and all of the disruption being for a duration of 2 years.</p> <p>Parkers Piece is used all the year round, but especially over the summer months it is in constant and sometimes very intensive use. And over the summer a lot of those people using the whole area are not Cambridge residents. They come from all over the world; many of them being totally unfamiliar with Cambridge, or with the cycling culture of Cambridge, and having no idea how to safely negotiate the very many cyclists.</p> <p>Not only do these proposals completely underestimate the volume and nature of the 'traffic', they demonstrate a complete lack of understanding of the danger to public safety caused by them.</p> <p>The other area of major concern is that Parkers Piece is a major area of very publicly used, and publicly owned land in the heart of our city. And yet these proposals are purely for commercial gain, with huge disruption and danger to the public.</p> <p>We can see no conceivable public gain or benefit from all of this. Our much loved public space should not be thus exploited purely for commercial gain. These proposals should be rejected outright.</p>
46	<p>See below a communication from Cllr Hipkin in respect of Parker's Piece. The way he explains the issue, it looks as if the work at the University Arms will have a significant negative impact on that side of Parker's Piece, especially the gap through from Regent Street. It will be inconvenient for many people, including myself, who cycle and walk along that way to work at times. Could you clarify exactly what the impact will be? It would also be good to hear that the owners of the University Arms are paying a substantial amount of compensation to the Council for the loss of a public amenity, restricted access through a busy pedestrian and cycle conduit and general inconvenience to the public.</p>
47	<p>I have looked at the proposal and strongly object to the granting of a licence as an abuse of public open space for an excessive period and a very bad precedent. Were the hotel land-locked as Lion Yard was they would have to manage the project within their own boundary as everyone else has to do. We are building an extension at St Andrew's Hall here in Chesterton and our builders are managing within our tightly constrained boundary without encroaching on the public highway and whilst the Hall continues to be in regular use. This proposal is a lazy and arrogant approach to use public open space because it just happens to be there rather than doing what they would have to do on any other site in the city and work within their own boundaries of what is a very large site in itself.</p> <p>I can see nothing in the documentation that justifies making an exception for this project much less imposing inconvenience on the public for two years with the loss of one of the most heavily used corners of Parkers Piece apart from the fact that no developer can look at an open space without thinking of what he can put on it (an insight I owe to the late Robert James).</p>
48	<p>I hope you will not approve the application for private companies to use Parker's Piece to put their lorries and equipment on for up to two years. Parker's Piece is a historic part of Cambridge, and is public land, so it should</p>

	<p>not be used for private companies' purposes. I use the turn off St Andrew's Street quite frequently in both directions, and again, so do many other people, and it should not be reduced in width.</p> <p>Please ask the company to use somewhere else for their purposes.</p> <p>Thank you.</p>
	<p>I note that you state in your email that, without the use of Parkers Piece, the building project would take an additional 18 months, repeating a claim from the developer.</p> <p>The McLaren project manager made this statement to me when I visited the exhibition. I challenged him and he failed to produce any evidence what-so-ever to support the claim.</p> <p>It is of course nonsense to present that claim as though it is an absolute. It is an easy claim to make and one that should be tested rigorously - not just accepted.</p> <p>The Empire State Building in New York was built in one year and forty five days - during the 1930s. There are many contemporary projects that show that project durations are a function of will and organisation and not absolute truths!</p> <p>Again, the non-availability of the Cambridge Assessment car park again is almost certainly not an absolute but a commercial decision.</p> <p>There are many examples of major buildings (much larger than the proposed hotel) that have been and are being built without a contiguous off-site contractor's compound.</p> <p>I hope that your decision, or recommendation to the decision maker(s), will reflect the facts (as I see them) that some claims presented as facts are actually commercial choices</p>
49	<p>I understand there is a proposal that Parker's Piece will be requisitioned for the refurbishment of the University Arms Hotel. My main concern is the bicycle/pedestrian access to Regent Street from Parker's Piece.</p> <p>It is already tight, and dangerous for younger/smaller pedestrians and parents with buggies particularly, when bicycles are attempting to reach the road.</p> <p>There would be no question that the council would sanction the limiting of thoroughways on Park Terrace and Regent Street on account of a private development for a period of 2 years. Why then would it be deemed appropriate to suggest that pedestrians and cyclists on a busy commuter route into the centre be restricted for such an extended period? At 7pm last night, already 3,217 cycles had used this route into town.</p> <p>I also agree that this is common land and there should be no precedent.</p> <p>Thank you for your consideration,</p>
50	<p>Re the issuing of a licence for proposed use of an area of Parker's Piece for building contractors.</p> <p>I am the freehold owner of XX Parkside. I am very concerned about the encroachment onto Parkers Piece for a considerable duration, with the inevitable fall-out of noise and disruption to residents. The contractor's heavy vehicles will inflict yet more heavy traffic on the long suffering residents who presently still have to endure the 24/7 long distance coach station. The Council should stipulate (if it grants the licence) that Regent Street in the Northerly direction is used for a large proportion of this traffic. I am also worried at the effect that constant heavy traffic will have on the foundations of my property.</p> <p>I am also worried about the effect on the foot and cycle traffic.</p> <p>Hundreds, if not thousands of people, use Parkers Piece in their daily business. The narrowing of the entrance by Pizza Hut will likely make this a pinch-point with consequent jams of pedestrians and bicycles trying to use this</p>

	<p>route. People will spill out onto the main road.</p> <p>Park Terrace is not two-way for cyclist and is thus unavailable as an alternative route off the piece onto Regent Street. A contra-cycle lane could be introduced from Hobbs Pavillion up to Regent Street, but the contractor intends to place hoardings in this part of the road.</p> <p>If the council is minded to approve the licence then a very large sum should be payable as compensation for the loss of amenity, disturbance etc. This should be linked to the likely saving of 18 months construction time and loss of profits due to delay from selling or operating the new enlarged hotel. This sum should be spent on Parkers'</p> <p>Piece or alternatively other green spaces in Cambridge. Needless to say, inserted into the contract (if the scheme is approved) should be clauses that the contractor should make good the whole affected area at their expense, including Parkside.</p> <p>I ask the Council please to give serious thought about the residents who scarcely seem to be considered in schemes involving Parkside. People tend to think that the houses are commercial or business premises. This is not the case. The Upper Flat of XX Parkside is occupied by an XX who has been a resident for XX years and tells me that she has to put up with the constant noise at night of buses, taxis etc. - often disturbing her nights. Now, to add to this, is the noise etc. that will emanate from this building site, with lorries etc. that will use Parkside and probably start arriving in the early hours of the morning.</p>
51	<p>I have just learned of the proposed use of part of Parker's Piece by the developers who will be working on the University Arms Hotel. I take the view that common land in Cambridge should not be available for the use of private contractors. That corner of Parker's Piece is one of the busiest thoroughfares for bicycles and pedestrians - none of whom should be deterred from their chosen mode of access to the city centre and colleges.</p> <p>Though I welcome the proposed improvements to the hotel, I don't feel it should be at the inconvenience of so many Cambridge residents, particularly for such a long period of time.</p>
52	<p>Thanks for your response, that's most helpful. The hotel are obviously planning on making some considerable alterations in view of the time it's going to take. Do you have any idea of the amount of space on Parker's Piece likely to be affected? I just think 2 years is a long time and whilst appreciating the land will be duly repaired after completion, the disruption and potential risks all round are things that should be considered closely before a decision is reached.</p> <p>I look forward to hearing from you again in due course, thank you in advance for keeping me updated.</p>
53	<p>As a regular user on both foot and cycle though the "pinch point" at Regent Street, I urge you to observe titanic caution in making arrangements for pedestrian and cycle traffic through this area during construction works. It is already an extremely dangerous junction, very poorly marked and controlled, and subject to dangerous behaviours from cyclists, lorries, taxis, buses, and pedestrians -- particularly at peak times during commuting hours and on weekend nights. Increasing the complexity and confusion will result in more injuries and I wouldn't be surprised if we were to see a fatality there. This construction project might well offer an opportunity to reconsider better path layout, traffic feed, and vehicle restrictions in the area?</p> <p>Thanks for the attention you are giving this. It is nice to know that money is changing hands as the hotel pays for its use of public land, but it would be</p>

	even better if we could get an improved junction out of this crazy tangle of constituencies and flows.
54	<p>The construction site for the redevelopment of the University Arms Hotel needs to go somewhere, and blocking Regent St or Park Terrace would seem to be the only alternative (and neither would be viable). That area of Parker's Piece is relatively little used, other than for transit. However, the developer should compensate the city council for loss of amenity, with steadily increasing costs for the developer if the construction goes beyond the planned duration, and consider the impact on the use of the neighbouring properties, especially the Thai restaurant and their outside dining.</p> <p>The schematic shows access from Regent St at the crossing point - a new temporary hard surface will be laid down. This should be guaranteed not to be blocked at any time by construction materials or construction workers.</p> <p>The temporary hard surface goes over the existing bike parking. As bike parking on Parker's Piece and Regent St is already oversubscribed, there needs to be adequate replacement bike parking. The 20 replacement spaces marked in orange may not be sufficient, as bikes are currently also locked on the wooden railings near the bike parking and not only in the official spaces. The temporary cycle park on p8 of the McLaren presentation looks larger than that on the schematic map.</p> <p>Restoration of the grass, trees, paths, and bike parking needs to be assured after the construction is complete.</p>
55	<p>The compound, if established, will undoubtedly impact of the use of the Piece and in particular the heavily used cycle path. Two years + of disruption is a great deal with no clear contribution to the common good. I would also like to draw attention to the fact that for two full months of the year (for a period of at least three years) the Cambridge on Ice and associated projects will be using up considerable areas of the Piece and, for that two months, further reducing the useable space.</p> <p>I recognise that the developer of the University Arms Hotel will have logistical difficulties and that a site compound may be essential for the whole duration of the works. However there are some questions which do not seem to be dealt with in the developers presentations/documents.</p> <p>There is no indication in the documents of any effort to seek an alternative to this one infringing on public space. Are there alternatives (eg BT's car park off Park Terrace) and were they explored?</p> <p>Is the whole enclosure necessary for the whole duration of the work?</p> <p>What provision is made for the possible overrun of the two years.</p> <p>What compensation is the council receiving for the proposed license and how will it be used.</p> <p>If permission is not granted what alternatives will the developer seek?</p> <p>I would like to feel these matters are considered in the examination of the proposal. I would also like to see some statement about the value of the space to the people of Cambridge as a simple open space which should under normal circumstances take priority over third party commercial ambitions.</p>
56	I'm just emailing you to comment on this in the hope that the Council may decide against giving permission. The hotel should rebuild within its own space even if that takes longer, rather than be allowed to overflow on to a public space which is much used by people in safe routes across town.(Even a small area of land can turn into a long term thin end of a wedge!)
57	We wish to comment on the proposed temporary license for the University Arms Hotel to use part of Parker's Piece during their redevelopment of the building. We reserve the right to make further comments on this proposed license in the future.

We would like to know how, were this license not granted, this development would take place given that planning permission has already been granted. We understand that the Council has to operate within the current legislation however we regard the granting of planning permission for this development without first thoroughly considering the manner in which the work would be done, including the possibility of access being granted for Parker's Piece to be used, a clear case of putting the cart before the horse. What other options are there available to University Arms Hotel and how thoroughly have they been explored if at all? Y

We would like to know how much the license fee for this permission is likely to be? Also have any decisions been made about where this income would be spent?

Of particular concern to our group are the provisions which will made to protect the environment of the site, which includes but is not limited to:

1. The approval of a Demolition and Construction Environmental Management Plan which would itself include but not be limited to:

- Detailed programme of works;
- Demolition and construction activities and duration;
- Demolition Enabling works with any relevant surveys being undertaken;
- Demolition and Site preparation;
- Construction works with phases clearly outlined;
- Materials and resource use specifically: Excavated materials which must be tested against Waste Acceptance Criteria to determine the classification of the material in accordance with the Hazardous-Waste Regulation and List of Waste Regulations where possible and any inert materials must be reused on-site or elsewhere;
- Contaminated Materials must be managed in accordance with relevant legislation;
- Environmental Management Plan must include Restrictions and Targets for work to minimise environmental impacts including but not limited to:
 - Disruption and Disturbance to local residents which should be kept to minimum where possible;
 - Details of means by which appropriate environmental monitoring, record-keeping and reporting would be managed to ensure targets are being met;
 - Procedures to deal with any necessary 'abnormal' works that may result in deviation from the agreed procedures and targets;
 - Provision for regular environmental audits and reviews at key stages in the construction programme.

2. Clear Management structure and description of responsibilities and authorities of a specific Project Environmental Manager (PEM) be included, whose primary responsibilities would be:

- Dealing with Cambridge City Council and other agencies on environmental matters;
- Having regular meetings to review progress and agree necessary options;
- Holding details of phasing of works, information on construction works – by trade contractors and procedures for construction activities;
- Framework for compliance with all relevant legislation;
- Emergency procedures that would be implemented on site;
- Prohibited restricted operations;
- Control limits of target criteria for environmental issues where

	<p>practicable;</p> <ul style="list-style-type: none"> • Requirement for monitoring all record-keeping; • Mechanisms for third parties to complain and procedures for responding to complaints; • Details of plants to be used; • Details of proposed routes for HGVs and travelling to and from site; • Details of all construction work involving interference with a public highway including temporary highway or footpath closures, realignments and diversions. <p>3. Management of Contractors and subcontractors;</p> <p>4. Waste management and minimisation specifically packaging, plastic pallets etc, Secondary waste including spillages etc, Water pollution including dirty water run-off;</p> <p>5. Site Waste management plan for other waste issues;</p> <p>6. Traffic and Access management;</p> <p>7. Control of noise vibration and dust;</p> <p>8. Protection of Ecological Resources;</p> <p>9. Protection of Trees;</p> <p>10. Protection of Archaeology.</p> <p>I apologise for the lack of consistency in my list and bullet points or lack thereof. If I spend any more time on this it will not reach you today.</p>
58	<p>Thank you for the quick reply. I believe it would have been helpful to include some of that detail within the consultation documents, as it was not clear that there was any alternative to this proposal.</p> <p>What is the evidence that the refurbishment would be extended by 18 months if the footprint were not extended as proposed? Has this been independently assessed? Pending that, I believe that officers should consider not approving this.</p> <p>One other thing I believe that was missing from the documents was an estimate of the usual use of this area of Parker's Piece.</p> <p>The website had no details on how to provide feedback on this consultation. It was only in one of the PDFs that your email was given, which may have limited the amount of feedback. Also given the limited dissemination of this consultation (it was only tweeted yesterday and I did not receive an email alert, despite being signed up to receive these), you might extend the period of the consultation and re-advertise it.</p>
59	<p>Cambridge Cycling Campaign works for betterB safer and more cycling in and around Cambridge and has over 1B1DD members. We are concerned about this temporary licence as it would affect several very important routes for cyclists in the city centre. These routesB linking the city centre to the Grafton CentreB Anglia Ruskin UniversityB the Mill Road area and the railway stationB are very heavily used. Our objections to this proposal are strictly concerned with cycle and pedestrian safety.</p> <p>Cambridge Cycling Campaign has inspected the documents at https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/university-arms-hotel-refurbishment-presentation.pdf (document 1) and https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/university-arms-hotel-refurbishment-map.pdf (document C) and wishes to object to the above licence on the following grounds:</p> <p>1) We consider document 1 almost irrelevant as it gives very little detail and does not include any measurements. Document C unfortunately was not available at the consultation on 9 October. While it does give more detail of the temporary path from Hobbs Pavilion to Pizza Hut there are still many aspects that need clarifying. There is insufficient comparison of the current</p>

widths of pathways for both pedestrians and cyclists and the widths of what is proposed. From the diagram in document C it appears that pedestrians wishing to get onto Parker's Piece at Pizza Hut will be forced into the path of bicycles owing to the reduced width at the junction area itself. If our reading is correct this would cause unacceptable pedestrian/cycle conflict for two years.

The area where the cycle path meets Regent Street is already very prone to congestion and conflict between pedestrians and cyclists. Any reduction in the space will make this worse. We do not think the plans in document C address this adequately. Nor do they provide sufficient detail of the reconfiguration of bollards fencing and cycle parking at the end of Regent Terrace.

We have now been given a large 1:CDD map of the current design from which widths can be measured but much remains unclear and it has emerged that some issues relating to the Regent Street crossing are still under discussion between the developers and County Council traffic officers. The current document is not a comprehensive one suitable for decision making at this stage.

C) There is also no detail as to how the temporary tarmac paths which cross the existing path will be bonded to the path. We have anecdotal experience of many accidents at angled joins in tarmac surfaces especially where they are not totally flush. Neither documents 1 or C give an intended material for the path that comes from Hobbs Pavilion to where it joins the existing path. Is this also tarmac? Until and unless more detail is provided we must object to this proposal.

3) Given that the area where Regent Terrace meets the paths across Parker's Piece is already busy and prone to congestion we request that parking is banned at all times from the whole length of Regent Terrace. We would also suggest that permitted parking is suspended on Regent Street in the immediate vicinity of the works.

E) Document C mentions that during the demolition phase the eastern footway on Regent Street will be totally closed to pedestrians. How will this be enforced? Will traffic officers be present at all times to force pedestrians to use the crossings onto the western footway? Otherwise many pedestrians will just step into and continue along the road possibly causing a severe hazard to themselves and any cyclists in the vicinity. Unless we can be given assurances in this matter we must object to this closure.

5) Document C indicates that the width of Park Terrace will be reduced. We request cycle markings in the road and "no overtaking cyclists" signs along the reduced width area.

6) Although document 1 is called "Site Logistics Proposals using Parker's Piece" there seems to be no mention of lorry safety either for the direct entry onto the site itself nor of lorries approaching the site along city streets all of which are busy cycle and pedestrian routes. At the consultation on 9 October and since several of us have been provided with information regarding access to the site by delivery vehicles including restrictions on when goods could be delivered. We insist that these conditions and others to comply with the special needs of the large numbers of central Cambridge cyclists and pedestrians be written into the licence and planning conditions and strictly

enforced.

All lorries including articulated lorries tipper lorries and cement lorries should be required to be fitted with the latest technology to detect pedestrians and cyclists in the many blind spots around the vehicle. Such technology should include elaborate mirrors undervehicle side boarding proximity sensors dashboard displays of views from cameras all around the vehicle plus loudspeaker warnings to the driver if any pedestrian or cyclist is within the danger area next to the vehicle. This advanced and rapidly improving technology installed in a large tipper lorry has recently been demonstrated in Cambridge by C. J. Pryor Ltd a subcontractor employed by Skanska on the Northwest Cambridge Development.

We also advocate that all tipper lorries and cement lorries should be subject to the same time restriction as articulated lorries and be able to access and exit the site only between 5am and 6.5Dam when pedestrian and cyclist movement in this area is minimal.

We are asking that the highest safety standards in line with the latest technological developments to update those set out in <http://www.clocs.org.uk/about/> are imposed as a condition of this licence and any other relevant planning conditions. This is a major building project expected to last at least two years and it would be unacceptable for it to proceed without Construction Logistics and Cyclist Safety being compulsory in a city with as many cyclists as Cambridge. To allow it without these safeguards would be grossly negligent particularly now that you have been warned of the dangers imposed on regular traffic both in the immediate area and on routes to and from the site. Therefore unless these standards are imposed upon this project we are forced to object on the above grounds.

A) This is clearly a large project and we believe it may employ up to 3DD people. We are surprised that none of the documentation we have seen shows any provision for employees to park bicycles. As many will be working during the night or starting early in the morning they will be unable to use the Park and Ride buses and cycling would be an obvious way to get to work providing they can park their bicycles when they arrive. Clarification is needed as to where workers are expected to park bicycles. The public racks provided on the corner of Parker s Piece which we are pleased will be retained though moved to a nearby location during construction work are already well-used. We ask for on-site provision of cycle parking for up to 1DD cyclists employed on this development.

In conclusion while we accept that some effort has gone into planning an alternative route for pedestrians and cyclists we object to the granting of the licence on the following grounds:

- Insufficient information about the detailing - widths surfacing positioning of fencing bollards etc. - particularly at the point where the paths and Regent Terrace meet Regent Street which is already prone to congestion.
- Inadequate provision for pedestrians along the stretch of Regent Street in front of the hotel particularly during the demolition phase.
- Lack of information about access by construction vehicles to the site and apparently little awareness of the construction industry s own commitment to logistics and cyclist safety.
- Failure to specify on-site provision of appropriate cycle-parking for

	employees.
60	<p>Thank you for the quick reply. I believe it would have been helpful to include some of that detail within the consultation documents, as it was not clear that there was any alternative to this proposal.</p> <p>What is the evidence that the refurbishment would be extended by 18 months if the footprint were not extended as proposed? Has this been independently assessed? Pending that, I believe that officers should consider not approving this.</p> <p>One other thing I believe that was missing from the documents was an estimate of the usual use of this area of Parker's Piece.</p> <p>The website had no details on how to provide feedback on this consultation. It was only in one of the PDFs that your email was given, which may have limited the amount of feedback. Also given the limited dissemination of this consultation (it was only tweeted yesterday and I did not receive an email alert, despite being signed up to receive these), you might extend the period of the consultation and re-advertise it.</p>
61	<p>Thank you for the quick reply. I believe it would have been helpful to include some of that detail within the consultation documents, as it was not clear that there was any alternative to this proposal.</p> <p>What is the evidence that the refurbishment would be extended by 18 months if the footprint were not extended as proposed? Has this been independently assessed? Pending that, I believe that officers should consider not approving this.</p> <p>One other thing I believe that was missing from the documents was an estimate of the usual use of this area of Parker's Piece.</p> <p>The website had no details on how to provide feedback on this consultation. It was only in one of the PDFs that your email was given, which may have limited the amount of feedback. Also given the limited dissemination of this consultation (it was only tweeted yesterday and I did not receive an email alert, despite being signed up to receive these), you might extend the period of the consultation and re-advertise it.</p>
62	<p>Re: Intended grant of license at Parkers Piece, Cambridge</p> <p>We refer to your notice, dated 22nd September regarding the issue of a license to use part of Parker's Piece for the construction compound for the University Arms refurbishment. Firstly, Cambridge NCI Cricket Club wishes to express its concerns that the consultation on this issue is less than four weeks. That is not sufficient time to enable interested groups to respond. Being a regular user of Parker's Piece we are staggered that we have not been notified directly of this proposal.</p> <p>Cambridge NCI CC has used Parker's Piece as one of its main pitches since 1868. It is currently used on an average of 4 days per week from late April until early September. It is also used by other clubs during the week when not being used by NCI. It is an important and historic resource for cricket in Cambridge.</p> <p>We have examined the proposals and have a number of concerns and, therefore, object to the Council granting the license.</p> <p>Firstly, there are two areas of wickets on Parker's Piece. The plan appears to show the boundary as it relates to the Eastern area of wickets. There is a further wicket area to the West, and the line of the compound appears very close to the boundary relating to that area of wicket, if not to infringe upon it. A plan is required from the contractor which shows the precise location of both boundaries to ensure that the western wicket area is not compromised.</p> <p>Secondly, the compound prevents vehicular access for the parking of cars adjoining the pavilion. Whilst NCI encourages its players to travel to Parker's</p>

	<p>Piece by non-car modes, the club plays against teams from far afield, including during the 2014 season matches on Parker's Piece against teams from Wisbech, Leverington, March, Abbots Ripton, Haddenham, Chatteris and Bluntisham. For these clubs the only realistically mode of travel is by car. Without access to parking at Hobbs Pavilion those teams will be forced to use parking such as Queen Anne Terrace. Matches commence at 1.30 pm on Saturdays, ending around 7.30 pm, or possibly later. Assuming each club brings only 3 cars, the cost would be £39 per club. Such charges are likely to discourage people from playing cricket. It is vital therefore that whatever arrangements are put in place, access to parking at Hobbs Pavilion is maintained.</p> <p>Thirdly, the site compound is situated at one end of a wicket. We request that the fencing and any huts are painted white or light grey colour as they may be located directly behind the bowler.</p> <p>Fourthly, the compound is in a location very close to, if not impinging upon, the boundary (depending which wicket is used). There is therefore, the chance that a well struck ball for six may carry the compound fence. We seek assurance that any damage caused by balls will be the sole responsibility of McLaren and will not fall to the club. That should be a condition of the license being granted. The license should also specify that no windows be located in the eastern facade of the huts and that no equipment be parked in this area.</p>
63	<p>I wish to object to the notice as offered for INTENDED GRANT OF TEMPORARY LICENCE OF LAND AT PARKER'S PIECE, based on insufficient supporting information being presented to make an informed decision :</p> <ol style="list-style-type: none"> 1. The full legal constraints on such a licence being granted are not revealed e.g. restrictive covenants or Acts of Parliament; this is especially significant given the protected status of Parkers Piece e.g. Barnwell Inclosure Act 1807. 2. The need for a material variation from an existing planning permission are not indicated i.e. whether a new planning application will be necessary. It is noted that the licence is outside of the red line and therefore full planning permission could be required for temporary change of use. 3. The necessity of the licence for works is not indicated i.e. are alternatives available and what are these ?; 4. The likely financial benefits are not given; 5. No indication as to whether any extension to the two year period is shown or what will occur if this two year period is exceeded or the occupancy becomes permanent; 6. The impact of such a disposal is not given e.g. reduction in footfall on Mill Road, increase in commuting distances, loss of amenity, public safety. <p>Therefore the notice as presented is potentially deficient. I hope that this additional information can be provided, in which case the above ground for objection could be removed without issue.</p>
64	<p>I will refer to Cambridge City Council as CCC, and to anyone with an interest in the redevelopment of The University Arms Hotel (including but not limited to the owner, main contractor and any sub-contractors) as the hotel.</p> <p>I am very concerned by the suggestion that CCC might allow the hotel to use for two years part of Parker's Piece as a builder's compound.</p> <p>Parker's Piece is a public open space; its purpose is to be available to residents (and their visitors) for recreational use.</p>

CCC is in effect a trustee of Parker's Piece holding it for the city's residents on the basis that CCC will ensure that Parker's Piece is properly looked after and available for recreational use.

The use of part of Parker's Piece as a builder's compound obviously would not in any way be recreational use. Rather it would be something akin to the opposite of that. If what is suggested goes ahead it would allow the land to be subverted to a private use for the purposes of the hotel; it would totally exclude the residents from using the land as they are entitled to; and CCC would be complicit in (indeed wholly responsible for) allowing something which is quite contrary to what CCC should be allowing in the context of its management of Parker's Piece.

It is baffling that CCC is even contemplating allowing such use; it is so obviously wrong.

If CCC proceeds to put the suggestion into effect that would be contrary to its duty to manage the land so that it is available for recreational use and such action would be illogical, irrational, unreasonable and untenable.

The notion should not have reached the stage of a formal notice being published; it is so clear that allowing the hotel to use recreational land for a builder's compound is wrong.

In discharging its duty in respect of Parker's Piece it is no part of CCC's function to consider proposals that it might be used for anything rather than recreation.

The hotel can make an appropriate arrangement for the redevelopment which does not involve depriving residents of the use of recreational land.

It is appreciated that it would be very convenient for the hotel to use the land as a builder's compound; but that is nothing to the point.

That the hotel would pay to use the land is also irrelevant. Use as a builder's compound is not a recreational use and it is therefore not a use CCC can properly permit if it is to properly discharge its duties to the residents in relation to Parker's Piece.

Many developments in the city are carried out on tight sites without using recreational land to aid the enterprise.

The hotel will still be able to carry out its redevelopment without making use of part of Parker's Piece. This underscores that the suggestion rests on the basis that the use would be convenient. CCC will understand that it does not manage Parker's Piece so that, when convenient, it may allow it to be used for other than recreational use. CCC manages Parker's Piece so that it may be used by residents for recreation.

It would be contrary to the whole spirit of the CCC Parker's Piece Conservation Plan 2001 to allow the proposed use as a builder's compound to go ahead; and contrary to various matters specified in that document. No part of it, as CCC will be well aware, contemplates or allows of use as a builder's compound.

This is as one would expect as no correct thinking about how Parker's Piece should be managed and used would lead to the conclusion that use of part of it as a builder's compound is appropriate.

The hotel will obviously have considered alternatives. CCC should tell the hotel to pursue one of those.

Many alternatives come to mind. Here are a few.

1. Redevelop in such a way that after demolition of the 1960s part a builder's compound can be established there.
2. Make an arrangement to use the car park behind the former Telephone Manager's office; this is immediately opposite the side of the hotel. (Yes people will have parking rights; if the hotel is willing payment of a sufficient sum could lead to it have a builder's compound there).
3. Make an arrangement to use space within Downing College, directly across the road. (One may say this sounds a silly idea; it is no more silly than proposing a builder's compound on Parker's Piece. Rather it is more sensible as it does not entail using public land with a specific purpose for an alien purpose).
4. In similar vein; arrange to use part of the cricket ground at Fenners.
5. Allow the hotel to establish a builder's compound at the CCC car park in Adam & Eve Street.

I could extend the list, it is otiose to do so as consultants to the University Arms Hotel will have a range of options ready to dust off once CCC has made the right decision and told the hotel it may not use land at Parker's Piece.

Whilst CCC may wish to assist the hotel it owes no duty to the hotel in relation to its desired use of the land; on the other hand CCC does owe a duty (in effect as a trustee) to the public to facilitate the use of Parker's Piece for recreation.

What CCC must decide is plain and obvious; the irrational course is to allow a builder's compound on the land; the reational and proper course is to reject the suggestion and keep the land available for the purposes of recreation, the very reason for which CCC hold the land for the public.

Appendix C - Details of the requirement of the DCEMP

Prior to the commencement of development [including demolition] a Demolition and Construction Environmental Management Plan (DCEMP) has to be submitted and approved in writing by the local planning authority to include:-

- a) Demolition, construction and phasing programme;
- b) Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures;
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
- d) Delivery times for construction purposes.
- e) Soil Management Strategy.
- f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- i) Maximum vibration levels.
- j) Dust management and wheel washing measures in accordance with the provisions of London Best Practice Guidance: The control of dust and emissions from construction and demolition.
- k) Use of concrete crushers.
- l) Prohibition of the burning of waste on site during demolition/construction.
- m) Site lighting.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Consideration of sensitive receptors.
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme

WEST CENTRAL AREA COMMITTEE

4 September 2014

7.00 pm - 10.50 am

Present: Councillors Tucker (Vice-Chair), Bick, Cantrill, Hipkin, Holland, Ratcliffe, Reiner, Smith (Chair), Cearns, Hipkin and Nethsingha

Officers Present:

Head of property Services: Dave Prinsep

Principal Planning Officer: Toby Williams

Anti-Social Behaviour Investigator: Danae Evans

Committee Manager: Claire Tunncliffe

FOR THE INFORMATION OF THE COUNCIL**Re-Ordering of the Agenda**

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used his discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the agenda.

14/46/WCAC Apologies

Apologies were received from Councillor Reid.

14/47/WCAC Declarations of Interest (Planning)

None were declared

14/48/WCAC Planning Items

14/48/WACa 14/0967/FUL: Cambridge Rugby Union Football Club, Volac Park, Grantchester Road.

The Committee received an application for full planning permission.

The application sought approval for the erection of replacement changing rooms, replacement dug-outs and retention of the existing temporary changing rooms for a period of three years.

The Committee received representations in objection to the application from Mr Heywood.

The representation covered the following issues:

- i. The building would further encroach into the green belt beyond which the Club previously had planning permission for.
- ii. Would have an adverse impact on the area which is in a conservation area.
- iii. The position of the dug-outs was unsightly and should not stay in its current position but relocated.
- iv. The changing rooms were unattractive.
- v. Each time a new planning application is submitted, it seeks an extension to the temporary building and these buildings in effect become permanent.
- vi. Advertising boards were installed without the correct planning permission.

Mr McGahey (Applicant) addressed the Committee in support of the application.

The Committee:

Resolved (unanimously) to grant the application for full planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer report, subject to the conditions recommended by the Officer.

114/48/WACb 14/0978:FUL: Former Auckland Road Mental Health Centre, Auckland Road

The Committee received an application for full planning permission.

The application sought approval for the erection of four semi-detached dwellings and one detached dwelling (following demolition of existing buildings), together with associated infrastructure.

The Committee received representations in objection to the application from Ms Bates.

The representation covered the following issues:

- i. Would have preferred a Community Centre on site which would have met the demand for one in the area.
- ii. Acknowledged that the development was an improvement on the previous application.

- iii. The scale and mass of the development would be overbearing on a small site.
- iv. The development would overlook into neighbouring properties on Parsonage Street.
- v. Has issues with the window treatment proposed to address the overlooking issues.
- vi. Overlooking would be more prominent into Brunswick Cottage.
- vii. There would be significant overshadowing to the neighbouring properties.
- viii. Retention or replacement of the existing foot wall around the north and west side of the site which would retain security.
- ix. Questioned if wooden fencing would offer the same protection in place of the brick wall.
- x. The boundary wall between Brunswick Cottage and the site should be retained due to its historic significance.
- xi. The new development would be dark and not in keeping with the neighbouring properties.
- xii. Too many bedrooms have been included into the development.
- xiii. Lack of resident parking on the development
- xiv. Trees would be lost.

Mr Bainton (Agent) addressed the Committee in support of the application.

The Committee:

Resolved (**unanimously**) to grant the application for planning permission accordance with the officer recommendation, for the reasons set out in the Officer's report, subject to the completion of the s106 Agreement by 31 December 2014, subject to the conditions recommended by the Officer and an additional condition relating to archaeology and an informative relating to liaison with the construction of the Synagogue site nearby to read as follows:

'No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences. (Cambridge Local Plan 2006 policy 4/9).

INFORMATIVE: The contractors are advised that there is a nearby development for a Synagogue on Auckland Road. The Local Planning Authority encourages regular dialogue with those contractors to minimise disruption and disturbance to local residents arising from deliveries and construction activity’.

14/48/WACc 14/0646/FUL: 26 Newmarket Road

The Committee received an application for full planning permission.

The application sought approval for the erection of bin and cycle storage enclosures and internal alterations to the upper floors. The alterations would enable the creation of two new flats, one on each floor, by the insertion and removal of walls.

Mr Whitfield (Applicant) addressed the Committee in support of the application.

The Committee:

Councillor Bick proposed that an additional condition should be included in relation to cycle parking to match the number of units.

Resolved (unanimously) that the new flats shall not be occupied until cycle racks in the form of Sheffield hoops (or another style rack to be agreed in writing by the Local Planning Authority) to accommodate the parking of 6 cycles (one for each flat) of the development have been installed within the rear courtyard area.

Reason: In order to ensure the full provision of cycle parking relative to the number of occupants living within the altered planning unit (Cambridge Local Plan policy 8/6).

Resolved (unanimously) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer report, subject to the conditions recommended by the Officer and the additional condition.

14/48/WACd 14/0908/FUL: The End House, 53 Owlstone Road

The Committee received a retrospective planning application for part change of use.

The application sought approval for a part change of use of residential property to provide Bed and Breakfast Accommodation

The Committee received a representation in objection to the application from Mr Whitehead.

The representation covered the following issues:

- i. The report understated the impact that the bed and breakfast has on the next door property.
- ii. No other properties are used for commercial use.
- iii. Noise travels through the party wall.
- iv. The Officer's report states that there are no advertising signs on the front or side elevation of the premises stating the premises is a bed and breakfast guest house. This is incorrect.
- v. The entrance door is at the side of the house and guests regularly knock on the next door property house.
- vi. All guests do not arrive on foot or taxi and there is insufficient parking to accommodate guests.
- vii. The application goes against 6/3 of the Cambridge Local Plan.

Mr Clover (Agent) addressed the Committee in support of the application.

The Committee:

The Principal Planning Officer proposed the following amendment to condition 3 of the Officer's report in relation to the number of bed and breakfast rooms (original text struck through and new text underlined).

~~The premises shall retain at least one of the rooms as private residential accommodation for the proprietor.~~ No more than three rooms shall be used as bedrooms for bed and breakfast purposes. The remaining rooms shown as private on the approved drawings shall be retained for private residential use only.

Reason: To ensure there is no loss of residential units, and to limit the possible intensification of the use of the property given its size and local parking pressures within surrounding streets. Cambridge Local Plan 2006 policies 3/4 & 6/3.

Resolved (unanimously) with amendments to condition 3 of the Officer's report.

Resolved (6 Votes to 1 Vote) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer report, subject to the conditions recommended by the Officer and the amended condition.

14/48/WACe 14/1134/FUL: 28 Warwick Road

The Committee received an application for full planning permission.

The application sought approval for a single storey front extension (following demolition of existing porch).

The Committee:

Resolved (unanimously) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer report and subject to the conditions recommended by the Officer.

14/49/WCAC Declarations of Interest (Main Agenda)

None were declared

14/50/WCAC Chairs Announcements

The Chair paid tribute to Peter Cowell, a long-serving former Councillor who served as Mayor on four separate occasions in the 1980s and 1990s, following his death.

A minutes silence then followed.

14/51/WCAC Minutes

The minutes of the meeting held on 24 June 2014 were approved and signed by the Chair.

14/52/WCAC Matters and Actions arising from the Minutes

13/58/WCAC

The Committee Manager informed the Committee that a request had been sent to the Head of Arts and Recreation to ask that information be placed on

the Council's website indicating which facilities were available for community use that included the Cambridge University Sports Centre.

It was suggested that the matter be addressed by Councillor Cantrill.

ONGOING.

14/29/WCAC

Councillor Reiner updated the Committee on the temporary planning permission for a Coach Station Kiosk on Parkside. The City Development Manager had advised the Planning department were waiting for further information from the County Council as it impacted the Highways and a report will be taken to the Joint Area Committee.

The application would be considered by the Planning Committee later in the year and not the Area Committee due to the recent changes of the removal of planning at Area Committees.

Councillor Reiner stated that she spoken with the Head of Planning Services to discuss if the application could be brought back to West / Central Area Committee as an exception and this was being looked at.

ONGOING.

14/30/WCAC

Councillor Cearns informed the Committee that the Project Delivery and Environment Manager at Cambridge City Council had confirmed that the plan to fund higher quality street lighting in the City Centre would continue in conjunction with the County Council. This would mean that the West / Central wards would lose the heritage lighting, apart from a few which had assigned to keep, such as those in New Square.

The County Council and Belfour Beatty would hold a public meeting or attend a West Area Committee Meeting sometime in Autumn with the proposals for the layout and design for new street lighting in Market Ward.

CLOSED.

14/9/WCAC

Councillor Nethsingha stated that she had received an e-mail from Officers at Cambridgeshire County Council who have advised that the junction could not be changed. However with regards to the cycle crossing on Madingley Road in relation to the North / West City development there will be a proposal to install

a cross roads nearer to the City to assist cyclists crossing the road safely. No further details had been released.

ONGOING.

14/9/WAC

Councillor Hipkin queried if Councillor Bick, as former Leader of the Council could provide information on the Business Improvement District rather than invite representatives from the Board.

Councillor Bick advised that it would be preferable to have a presentation from BID representatives.

An invite would be sent to BID representatives from the Chair asking they could attend the October meeting.

CLOSED.

14/9/WAC

Councillor Cearns expressed disappointment that representatives from the developers of the University Arms Hotel did not attend the meeting. Discussions were still ongoing regarding the use of Parker's Piece for the Developer during the development. It was hoped that representatives would attend the October meeting.

ONGOING

14/53/WCAC Open Forum

Colin Rosenstiel:

It is now September, why has half of Christ's Pieces had no street lighting for two months now, which is dangerous for the public, with no sign of action from Balfour Beatty and their contractors, UK Power Networks. What action can the Area Committee take to get the lighting fixed?

Councillor Cearns agreed that there were difficulties with UK Power Networks. This would be taken back to Officers and Balfour Beatty to ask for a date when the installation of the street lights would take place. Councillor Cearns explained that this problem was across the City.

Hugh Kellett:

What can be done to reduce the level of HCVs infringing 7.5t weight restriction? A low level campaign by residents, which involved meeting with serial offenders such as M&S, Bidvest and Boots, and aided by letters from the police, has resulted in some compliance, but there are still between 5 and 10 vehicles illegally using Maids Causeway per hour. These are mainly vehicles servicing local pubs, shops and restaurants in the centre of town and are simply using the street as a cut through. I ask that some thought be given to police considering a few days of action a year to clamp down on offenders. What other measures might councillors consider? Would a local name and shame web site or twitter account might bring offenders to book? Or whether traffic wardens might be able to take on this task, presenting drivers with a warning?

Acting Inspector Wragg advised that Operation Safe Passage was being run as a Police priority and explained that each week there was bid for additional resources (road police unit, dog unit etc) to support this operation in order to carry this forward.

Councillor Bick added that it was impressive to see and hear the work that the residents had undertaken to highlight to these issues.

Councillor Holland asked if this was a planning condition and whether enforcement action could be undertaken? **(ACTION)**

Mal Schofield:

Is the Committee aware the river that runs through the City is polluted. We need to do something about it. Recently the City of Cambridge Triathlon was cancelled over safety concerns relating to the swim element of the event. The river is an asset. Sport and recreation in the City needs to be encouraged.

Councillor Reiner agreed with the comments made. With no additional knowledge it would be interesting to know the results of the tests and what would be done to improve the quality of the river.

Jim Bellingham:

I am rather frustrated by the number of times I have to get out of the way of people cycling the wrong way in the St John's St/Trinity St/Market Hill/Sidney St triangle. But on looking more closely, I do think the signage is inadequate. If you are coming into that triangle from a side street, or setting off, it is often not obvious that these are all one way streets. The signs seem few, and they are often lost in the clutter of a very busy streetscape. Perhaps one step might be signs painted on the

road? They might have to make it clear that this rule applies to bikes as well as cars.

Councillor Cearn advised that he had raised the same issues with Cycling Officers and acknowledged that the issue had been raised at previous committees. At the top end of Sidney Street it was planned to install additional signage. Over the next couple of months there would be noticeable changes.

Jim Bellingham:

A second signage point: On the Barton Road/Newnham Road junction. As I understand it, if you are approaching this junction from the west (Barton Road), in a car, it is compulsory to turn left at the lights into Newnham Road. Going straight on into Driftway or right into the street with the Co-op, is illegal (and certainly dangerous). But the only indicator seems to be the small white arrow on a blue roundel that is part of the traffic light. I have some sympathy with the drivers who don't grasp this, and then attempt an illegal manoeuvre, rather than driving up to the Fen Causeway roundabout and coming back to the junction from Newnham Road, when all the options are available. Could it be made clearer, or have I misunderstood?

Councillor Cantrill advised that Officers had investigated looking at improving the signage but had advised that they were constrained by Highway rules and regulations. A larger sign would obstruct the cycle lane so could not be installed.

Councillor Nethsinga advised that herself and Councillor Cantrill had requested funds to be put towards a feasibility study. Work is underway to look at how the whole junction could be improved.

Bev Nicolson:

When will the re-surfacing work in Short Street start?

Councillor Cearn advised that work should begin over the next few weeks.

Bev Nicholson:

I reported on 'Fix My Street' that the damaged bike racks on Sydney Street required fixing. They are still not fixed after a month. Are the Committee aware of other bike racks in the City that required fixing and do they think this length of time is indicative?

Councillor Cantrill replied in his experience it was quicker to report issues direct to the relevant Officer. There were two bike racks in Newnham which had been reported three times on 'Fix My Street' and were still had not been fixed.

Councillor Cearns encouraged members of the public to contact the Highways department following the County's reporting procedure or contact their local Councillor.

14/54/WCAC Policing & Safer Neighbourhoods

The Committee received a report from Sergeant Misik and Sergeant Wood regarding Policing and Safer neighbourhood trends.

The report outlined actions taken since the West Central Area Committee of the 24 April 2014 on the priorities that had been set. The current emerging issues/neighbourhood trends for each ward were also highlighted (see report for full details).

Members' Comments on Anti-Social Behaviour:

Councillor Hipkin asked whether was possible to produce figures to show the number recorded crimes, prosecutions and convictions. This would show what action had been taken following reported crime.

Acting Inspector Wragg advised that these figures were problematic to produce for each quarter due to the varying length of time the legal process took after an arrest had been made. Therefore the information would not be timely. There was also information which could not be made public during this process that added to the difficulty of producing additional reporting figures.

Councillor Cearns asked if there was there evidence of deprivation concerning individuals who had been arrested for persistent begging who lived in their own accommodation, or was it a situation of abusing an opportunity. What was being done to offer those people an alternative lifestyle to one that that found themselves in?

Sergeant Misik confirmed that the majority of individuals were drug or alcohol dependent. Information would be passed to the Chronically Excluded Adult (CEA) Team or hostels in the City to work with those individuals to try and address their behaviour. It was important to note that this was not always enforcement lea but it was important to give a consistent message.

Councillor Smith noted that over the Summer there seemed to be an increase in persistent begging from individuals who appeared to be vulnerable, which she had not been observed before. Where there more individuals on the street who required help or enforcement, or was it just a perception?

Sergeant Misik replied that there was always an increase at certain time of the year with individuals arriving in the City for Summer festivals. Usually they stayed for a period of time before moving on. In reality many of the individuals did have a degree of vulnerability which are observed by the Police and reported back to the various agencies.

Members' Comments on Operation Safe Passage & Vehicle obstruction of pavements:

Councillor Bick stated he was pleased to note the work being done on the vehicle obstruction of pavements, but the problem was still ongoing. He had witnessed the problem on Victoria Street with the further obstruction of wheelie bins and bikes on the pavements. Councillors had also received reports of a damaged manhole cover on the pavement on Victoria Street which could possibly be caused by vehicles parking on the pavement. This priority should be continued as it required on going attention.

Sergeant Wood acknowledged that the Committee's last priority setting of Operation Safe Passage & Vehicle Obstruction of pavements did merge together. He explained his team were in charge of the pavement obstruction while the Road Police team were responsible for traffic offences. His Officers had been instructed to talk with the registered owner whose vehicles were obstructing pavements and identify if they were local to try to change their behaviour. The transient visitors were not as easy to talk to as they were not in the area on a long term basis.

Sergeant Wood concluded that he was investigating possible strategies such as improving the markings, street furniture, educating local cyclist and vehicle users.

Councillor Hipkin questioned if the Police would agree it was deemed acceptable to park on a pavement, as in some parts of the City it was encouraged. However when causing an obstruction it then becomes an offence, but causing an obstruction to whom and what? Measurable criteria would be welcomed.

Sergeant Misik advised that there was no wrong or right answer and it would be a judgement call by the Officer.

Sergeant Wood replied that every situation is judged on its own merit and reiterated that pictures of the vehicle causing an obstruction could be sent to via e-mail. He would expect that a push chair or wheel chair should be able to be pass vehicles which were parked on the pavement.

E-mails had been sent from Hackney Carriages to show civilian parking in taxi ranks. Warning letters had been issued to the registered owners, if the same offender persisted more than three times enforcement was taken. A similar approach would be taken on the issue that had been raised by Mr Kellett in the public forum earlier in the meeting.

Councillor Cantrill enquired whether the Police would issue a warning letter if pictures of coaches illegally parked were e-mailed to them?

Sergeant Misik stated that best way would be to ring 101 in this instance.

Councillor Cearns agreed that there were also problems with taxi's parking in the City Centre where they should not be. A meeting had been arranged with Sergeant Wood the following to discuss all the City Centre issues that had been highlighted.

Comments from Members of the Public

Could you explain how the enforcement of vehicle excise duty will happen with the planned removal of the paper tax disc?

Sergeant Wood responded that the impact on the Police was unknown. If an individual did not register their vehicle or apply for an off road notice, the registered keeper would be fined. The DVLA kept a data base of all registered keepers and automatic number plate recognition would also play a role in determining if the vehicle was taxed or not.

What is the law for those vehicles parking close to the junction and raised junctions, such as that on the corner Wilberforce Road, with cars parked half of the pavement and half on the road and should those vehicles be reported via the 101.

Sergeant Wood advised that there were two types of traffic legislation which could be used, the Road Traffic Act and the Road Traffic Offenders' Act.

However a common sense approach should be taken, however if a vehicle was parked within ten metres of a junction this was an offence. If a vehicle was parked on the zig zag on the approach to a cross roads, evidence of the offence would be reported to the central ticketing office who would determine the best way to deal with the individual. If a vehicle was parked inappropriately then it was best to call the Police.

Councillor Smith reported that she and Councillor Cantrill attended a meeting with County and City Officers to discuss possible installation of double yellow lines in Newnham which included the junction of Adams and Wilberforce Road.

Members' Comments on Future Objectives:

Councillor Bick welcomed the statics referenced in the report and suggested that a better bench mark would be to compare the figures at the same point of the previous year rather than the last quarter.

Councillor Nethsingha noted that there had been an increase in cycle theft, compared to the last summer and the last quarter. When this had been a previous priority cycle thefts had been reduced.

Councillor Cearns asked whether it was possible to have joint partnership working with the Police to extend 'the vehicle obstruction of pavements' to 'pavement obstruction' to include individuals who obstruct the pavements, such as ticket touts, peddlers, buskers and so forth.

Acting Inspector Wragg advised that issues such as peddlers and buskers were matters for the Council's Enforcement team but the Police would be happy to provide support if and when they were required and able to do so.

Councillor Smith highlighted that there were large numbers of punt touts that were touting for unlicensed punts which needed to be addressed. It was agreed that a separate meeting would be organised to discuss this issue further.

The Committee.

Councillor Bick proposed that the offered recommendation in the Officer's report of the next Police priority as 'Acquisitive crime in the Newnham ward' be removed and replaced with the continued priority of vehicle obstruction of pavements.

Councillor Cearns proposed that that the vehicle obstruction of pavements should extended to the obstruction of pavements which would include vehicle obstruction, cycle obstruction, etc.

Councillor Nethsingha proposed that the addition of cycle theft be included as an additional priority.

RESOLVED (unanimously) to prioritise the following:

- i. Operation Safe Passage
- ii. Street-based ASB in City Centre
- iii. Extension of Vehicle Obstruction of Pavements expanded to include other physical obstructions such as cycles, etc.
- iv. Cycle theft.

14/55/WCAC Frequency of WAC Future Meetings

The Committee were asked to consider the frequency of Area Committee Meetings for the remainder of the municipal year 2014/15.

Councillor Hipkin requested that figures for public attendance at all future meetings be recorded.

Councillor Cantrill suggested that figures for public attendance should be recorded for all meetings.

Councillor Cearns recommended that Committee should think about the structure of the meetings, the start times, when the meeting take place and the items that are placed on the agenda.

Comments from members of the public.

- i. The public must be encouraged to engage more in the discussion rather than sit and listen.
- ii. Would encourage Councillors to site with the public to listen to what they want from the meetings.
- iii. The Committee must continue as they are part of the democracy process.
- iv. Discuss issues that are important to the community.

The following items for future meetings were put forward:

- i. University Arms Hotel development.
- ii. Business Improvement District.
- iii. The Management of tourist Coaches.
- iv. The future of the long distance bus station.
- v. Environmental Improvement Projects updates at every meeting.
- vi. Updates on S106 spending at each meeting.

Councillor Smith suggested that a 'brain storming' session took place with members of the public to discuss what could be done to encourage public attendance and participation.

The Committee:

Resolved (**7 votes to 2 votes**) to keep to the current schedule of meetings October 2014 – April 2015 as follows:

- i. 29 October 2014.
- ii. 7 January 2015.
- iii. 5 March 2015.
- iv. 23 April 2015.

The situation would be reviewed in New Year 2015.

The meeting ended at 10.50 am

CHAIR

WEST / CENTRAL AREA COMMITTEE AGENDA Item 8
Actions from 04/09/14

ACTION	LEAD OFFICER/ MEMBER	TIMESCALE/ PROGRESS
13/58/WCAC – University Sports Centre		
To ask the City Council's Head of Arts and Recreation if the news that Cambridge University Sports Centre is now open to the public can be communicated City wide.	Cllr Cantrill Lead Officer: Debbie Kaye	A request had been sent to the Head of Arts and Recreation to ask that information is placed on the Council's website indicating which facilities were available for community use that included the Cambridge University Sports Centre. Councillor Cantrill to discuss the matter the matter further with the Heads of Arts and Recreation.
14/29/WCAC – Coach Station Kiosk on Parkside		
Renewal of the temporary planning permission for a Coach Station Kiosk on Parkside.	Cllr Reiner Lead Officer: Patsy Dell	Has spoken with the Head of Planning Services to discuss if the application could be brought back to West / Central Area Committee as an exception and this was being looked at.
14/9/WCAC – Cambridge University North / West City Development		
To arrange a meeting with representatives from Cambridge Cycling Campaign and County Councillors Offers to discuss what improvements could be made to the junction / negate the impact of traffic regarding North / West City development.	Cllr Nethsingha	Update 04/09/14: Councillor Nethsingha stated that she had received an e-mail from Officers at Cambridgeshire County Council who have advised that the junction could not be changed. However with regards to the cycle crossing on Madingley Road in relation to the North / West City development there will be a proposal to install a cross roads nearer to the City to assist cyclists crossing the road safely. No further details had been released.
14/9/WAC - University Arms Hotel development		
University Arms Hotel, Regent Street. Refurbishment to the University	Cllr Cearns Page 59	Update 13/08/14: Invitation has been sent to McLarens to invite representatives

Arms Hotel on Regent Street is due to start in the autumn. Before construction starts a meeting with the contractor, City and County Officers, will take place to address concerns regarding the impact this would have on the surrounding area – update on that meeting.		and the developers to the next meeting of WCAC. Update 26/08/14: McLarens feel it's too early in the process to attend the September meeting. It would be more appropriate at a WCAC later in the autumn.
14/53/WCAC - Maids Causeway HCVs infringing 7.5t weight restriction		
To enquire if there is a planning condition and whether enforcement actions could be undertaken on companies whose vehicles break the weight restriction.	Councillor Holland	



Cambridge City Council

To: West/Central Area Committee
Report by: Simon Payne – Director of Environment
Wards affected: Castle, Newnham, Market

Cambridge 20mph Project – Phase 3 Consultation

1.0 Executive summary

This report sets out the overall programme for the proposed City-Wide Cambridge 20mph Project. It requests feedback and input to the consultation plans for Phase 3 of the project (the South & West/Central Area).

2.0 Recommendations

The West/Central Area Committee is recommended;

- 2.1 to note the project programme, and previous approvals from Environment Scrutiny Committee, and to note the proposed consultation area, consultation method, and content for Phase 3;
- 2.2 to provide comments and recommendations to the Executive Councillor for Planning, Policy and Transport (Councillor Kevin Blencowe) on the proposed consultation arrangements. Particularly with regard to which roads/sections of roads are specifically identified within Question 3 of the consultation document.

3.0 Background

- 3.1 In July 2011, a motion to Council was agreed that requested the then Executive Councillor for Planning and Climate Change to evaluate existing 20mph schemes in Cambridge and where appropriate, consult on the expansion of schemes. Support and commitment from Cambridgeshire County Council was secured, and the project scope and resourcing were investigated, which culminated in a budget bid for 'the Cambridge City 20mph Zones Project'. A capital bid for £400,000 to cover works was agreed in

February 2012, along with a revenue Priority Policy Fund bid for £59,800 to cover staffing. This initial budget bid was subsequently increased to £600,000 in February 2014, following more detailed development of the project.

3.2 Both funding bids stipulate that the project should have a citywide approach. As such the project considers all appropriate roads within the Cambridge City boundary where it is appropriate/feasible to introduce a 20mph limit. Works are subject to agreement with the Highway Authority (Cambridgeshire County Council).

3.3 Due to the size of the project, it was divided into four separate phases, reflecting existing area committee boundaries. It is intended that the final two phases, South and West/Central Area, be progressed concurrently and brought to the relevant area committee's to make a recommendation to the Executive Councillor for Planning, Policy & Transport.

3.4 The main aims of the project are to;

- provide conditions that are conducive to an increase in the take up of active travel modes such as walking and cycling, and to encourage a modal shift towards these modes
- reduce the severity of road traffic collisions that occur on the city's road network
- reduce noise and air pollution levels, and generally provide a better environment for residents and users of the city.

3.4 The project was initially taken to Environment Scrutiny Committee on 15 January 2013, at which approval was provided for the project:

- Phasing
- Programme (see **Appendix A**)
- Governance/Decision making process as set out below
- Board terms of reference (see **Appendix B**)
- Engagement/Consultation to commence for Phase 1

Approval was also provided for the following items:

- Automatic Traffic Counts (ATCs) for project baseline data collection
- Project wide Engagement/Consultation Activities

- 3.6 Subsequently both Phase 1 and 2 were taken to public consultation and met with a positive response, with Phase 1 now implemented and Phase 2 due to complete its legal traffic order stage shortly.
- 3.7 The project returned to Environment Scrutiny Committee on 8 July 2014, at which approval was provided for:
- Commencement of the statutory legal process for Phase 2 and Victoria Road, and implementation, subject to any objections determined by Cambridgeshire County Council's Highways & Infrastructure Committee and the Cambridge Joint Area Committee.
 - Commencement of the public consultation and pre-consultation ATCs for Phase 3.

4.0 Governance/Decision Making

- 4.1 A project Board has been set up, as outlined in the terms of reference at **Appendix B**. The board meets on a quarterly and is chaired by the Executive Councillor for Planning, Policy & Transport. Invitees include the chair of the area committee(s) currently affected by the project. The board provides both a forum for major stakeholders and a project management function. Board members provide steer on various project related issues throughout the life of the project.
- 4.2 During each phase, the project will be taken to the relevant Area Committee(s) to provide recommendations to the Executive Councillor for Planning, Policy and Transport regarding proposed public consultation arrangements.
- 4.3 Following public consultation, the project will be presented back to the relevant Area Committee(s) for recommendation to the Executive Councillor on whether to proceed with the phase. The project will then be reported to the Asset Management Group before returning to Environment Scrutiny Committee for appraisal to seek approval to progress the legal statutory traffic orders and, subject to formal objections, implement the phase.
- 4.4 Traffic Orders will be progressed in partnership with the County Council. Following advertisement of the orders; any objections would be presented to the Cambridge Joint Area Committee for determination.

5.0 Implications

(a) Financial Implications

Financial implications will be reviewed for each stage following preliminary design work, and covered in an appraisal to Environment Scrutiny Committee. The agreed commuted sum for maintenance will be payable to the County Council on completion of each phase. The total commuted sum for the project is £82,800.

(b) Staffing Implications

The project delivery team within the Streets and Open Spaces Service will provide the vast majority of staffing for the project. However, other resources will be required for attendance at Officer and Project board meetings as well as specialist services from the council web team. County Council resources will also be required to progress the legal statutory traffic order process.

(c) Equal Opportunities Implications

Please see equalities impact assessment (**Appendix C**)

(d) Environmental Implications

Following assessment the project has been rated as +M (medium positive environmental impact). This is based on the benefits the project will deliver in terms of encouraging modal shift towards more sustainable modes of transport.

(e) Procurement

Highways works associated with the project will be procured in accordance with the Council's Contract Procedure Rules.

(f) Consultation and communication

It is recognised that consultation, communication and engagement will contribute significantly to the success of the project.

Each phase will be fully consulted independently.

Project events/outcomes to be communicated to stakeholders via a project webpage on the city website

(<https://www.cambridge.gov.uk/20mph-speed-limit>), media releases, and tweets.

Please see Section 6 for further details

(g) **Community Safety**

The project is expected to lead to improvements in road safety for all road users, particularly more vulnerable groups such as pedestrians, cyclists, the young, and the old. Research indicates that fewer Road Traffic Collisions (RTCs) occur where a 20mph limit is in place, and where they do occur their severity is reduced. ROSPA, states that studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph this chance falls to 80%

6.0 Consultation

- 6.1 It is proposed that Phase 3 of the project be consulted via the postage of a consultation pack containing an explanatory leaflet and questionnaire to all addresses located within the Phase 3 area along with statutory consultee's. The content of the proposed consultation pack can be viewed at **Appendix D**.
- 6.2 The pack will be contained within an A5 size envelope on which the City Council logo will be printed along with a note in bold lettering reading "Important consultation documents affecting your area inside, please read".

See table 1 below for a list of statutory consultees.

Statutory Consultees
Local Police
Local Fire Service
Local Ambulance
Cambridge Cycling Campaign
Disability Cambridgeshire
Cambridgeshire County Council
Cambridge University
Anglia Ruskin University
Road Haulage Association
The Ramblers Association (Cambridge Group)
Local Bus Operators
Local Taxi Operators

- 6.2 Consultees will be provided with two options to respond. Either via an on-line questionnaire hosted on the City Council website, or by filling in a questionnaire delivered with the consultation pack and returning it using the freepost address.
- 6.3 In order to identify any consultation responses that are returned by respondees from outside the consultation area, each questionnaire will include a unique code, which will also need to be quoted when filling in the on-line questionnaire. As such, all responses, whether hard copy or on-line, will include this unique code. The code would then be used to help identify if multiple responses have been received from the same respondent. In so doing, it would be possible to minimise the possibility that an individual or organisation could attempt to sway the final result by submitting the same responses multiple times.
- 6.4 This also enables responses from specific streets to be identified, particularly those that live on any of the 'C' class roads in the consultation area.
- 6.5 By consulting in this way it will be possible to provide reliable data on the views of the local community about the proposals. Without a controlled consultation process, it would not be possible to gain a reliable or quantifiable understanding of whether the proposals have met with a positive response or not.
- 6.6 The consultation will be open for a minimum of 8 weeks and during this time exhibitions will be installed at a local community centre and the Customer Service Centre at Mandela House, providing additional information and a larger format copy of the consultation plan.
- 6.7 There will also be two public drop-in sessions, one in each area, at the local community centre during the consultation period, at which council officers will be available to answer questions on the proposals. These will take place at the same location as the exhibition, on a Saturday during the consultation period. The content of the exhibition boards for Phase 2 are available for download from the project web page.
- 6.8 The consultation questionnaire is proposed to consist of four project related questions which would be mirrored in the on-line questionnaire:

- 1) Do you agree with the principle of 20mph speed limits on residential and shopping streets in Cambridge?
- 2) Do you agree with installing the proposed 20mph on the roads coloured in with solid blue lines on the consultation plan?
- 3) Do you agree with installing the proposed 20mph limit on each of the more main roads that are coloured in with red dashed lines on the consultation plan?
(the roads in question are listed below question 3 with separate yes or no options for each. Some roads have been divided into sections to provide more clarity from responses)
- 4) If you wish, please provide any further comments on the proposals (continue on a separate page if you wish)

A distinction has been drawn between the smaller roads (subject of question 2) and slightly larger C classified roads (subject of question 3) within the phase area in order to gain a quantifiable understanding of stakeholder views with regard the proposals on the more main roads. General comments would be collated and any themes identified.

- 6.9 During the consultation period, should individuals or organisations from outside the phase area wish to respond, either on-line or a hard copy response method, they will be requested to provide their post code and main reasons for entering the area (for work, for leisure, school run, etc.). If using the on-line questionnaire they will be asked to quote a specific code, which will identify them as not living within the consultation area.
- 6.10 The consultation will be advertised to those outside the consultation area on the council consultation pages, the project specific web page, media releases, and tweets
- 6.11 During and after the consultation period, all responses will be recorded on a central database and published on the City Council website.
- 6.12 Consultation outcomes will be collated into a subsequent report that will be presented to this Area Committee.
- 6.13 Small format copies of the exhibition boards will be distributed to local community centres, libraries, schools, and other community

organisations. This will be particularly useful to those who may not be able to travel to the exhibition venue, or who do not have access to the internet. The presence of this information will be highlighted to consultees through the consultation document, local newsletters, twitter, local community groups and the project webpage.

- 6.14 Where the consultation area encompasses university halls of residence, these will be contacted separately to ensure students can respond to the proposals if they wish.

7. Background papers

These background papers were used in the preparation of this report:

- Cambridge City Council, Environment Scrutiny Committee Report – Cambridge 20mph Project
<http://democracy.cambridge.gov.uk/documents/g714/Public%20reports%20pack%2015th-Jan-2013%2017.00%20Environment%20Scrutiny%20Committee.pdf?T=10>
- Cambridge City Council, Project Appraisal and Scrutiny Committee Recommendation, Environment Scrutiny, Cambridge 20mph Project – Phase 2 Implementation and Phase 3 Consultation
<http://democracy.cambridge.gov.uk/documents/s24972/20mph%20Project.pdf>
- Department for Transport Local Transport Note 1/07 – Traffic Calming
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/38111/ltn-1-07.pdf
- Department for Transport Draft Speed Limit Circular July 2012 – Setting Local Speed Limits –
<http://assets.dft.gov.uk/consultations/dft-2012-32/setting-local-speed-limits.pdf>
- Cambridge City Council Budget Setting Report
http://mgsqlmh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011_1.pdf

8. Appendices

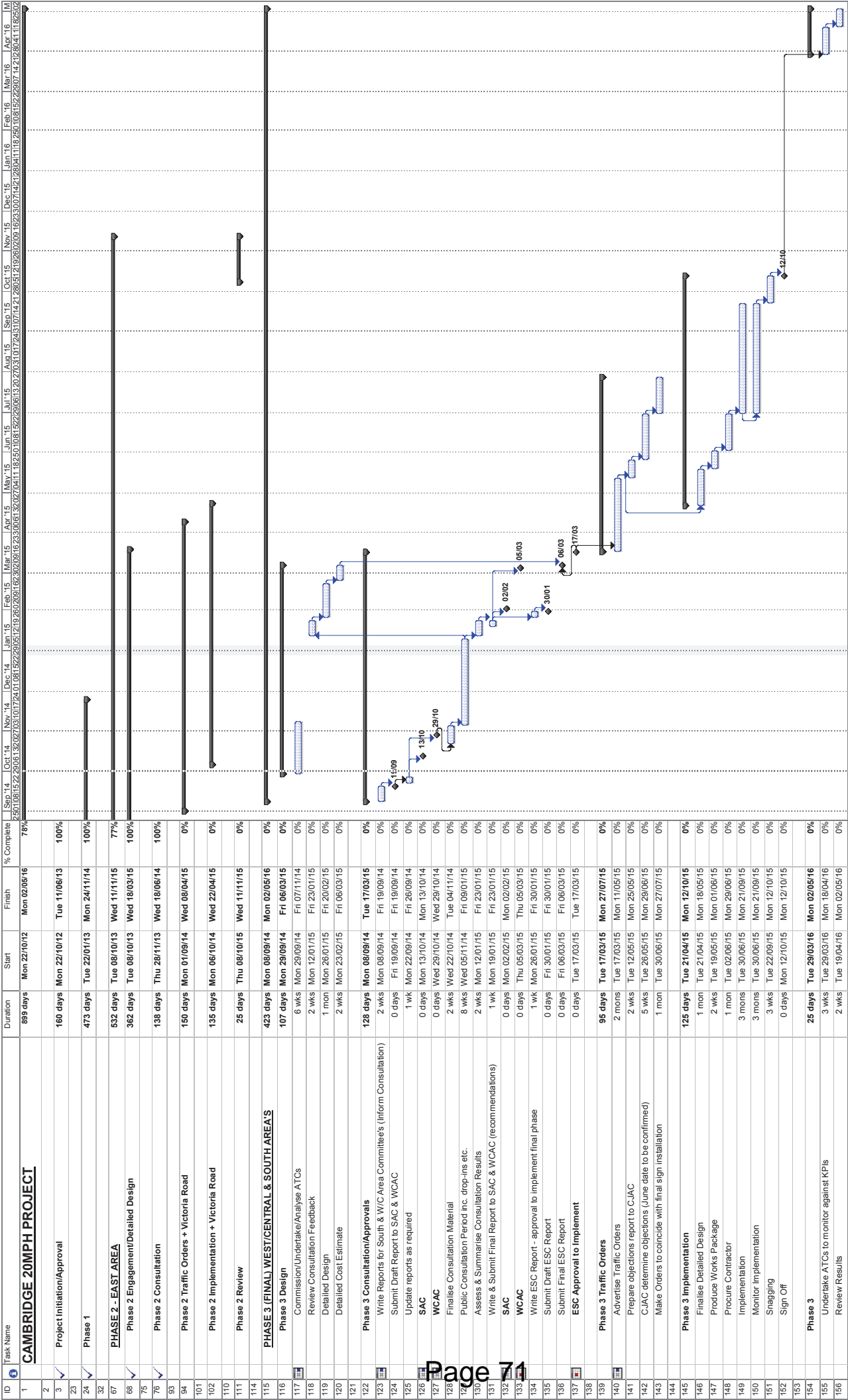
Appendix A – 20mph Project Programme – Phase 3 in Detail
Appendix B – Cambridge 20mph Project Board Terms of Reference
Appendix C – Cambridge City Council Equality Impact Assessment
Appendix D – Consultation Pack (Consultation Leaflet, Questionnaire, Envelope)

9. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name:	Andrew Preston
Author's Phone Number:	01223 458234
Author's Email:	andrew.preston@cambridge.gov.uk

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APPENDIX B

Cambridge 20mph Project Board Terms of Reference

Purpose / role:

The project board has been identified to provide steer on various project related issues throughout the life of the project. Board members have been chosen to represent major stakeholder groups associated with the project. The board has been identified at project inception in order to ensure the requirements/preferences of stakeholders are taken into account throughout project development and progress. It is intended that in so doing, the project board will help to ensure success of the project.

Membership:

Board members have been chosen to represent the views of all major stakeholder groups affected by the project.

Proposed Cambridge City Council invitees:

- Cllr Kevin Blencowe – Executive Councillor for Planning, Policy and Transport
- Simon Payne – Director of Environment
- Andrew Preston – Project Delivery & Environment Manager
- Patsy Dell – Head of Planning
- Cllr Catherine Smart – Spokes for Planning, Policy & Transport
- John Richards – Project Leader
- City Business Support - TBC

Cambridgeshire County Council invitees:

- Cllr Ashley Walsh – Petersfield County Ward Councillor
- Nicola Debnam – Head of Local Infrastructure and Street Management
- Sharon Piper - Policy & Regulation

Proposed Other Stakeholder/Partner invitees:

- Representative from local 20mph Campaign 20 Sense – Hugh Kellett
- Representative from Cambridgeshire Constabulary – Clive Holgate – Area Traffic Management Officer

- Representative from Cambridge Cycling Campaign
- Representatives from Local Bus and Taxi Operators – Panther, Camcab, Stagecoach
- Representative from local Public Health Authority – Cambridgeshire NHS

It may not be necessary for all proposed invitees to attend all meetings. Specific attendance would be designated by project stage.

Accountability:

The board is accountable to the Cambridge City Council Environment Scrutiny Committee. Activities/decisions of the board will be outlined in appraisal reports submitted to the committee prior to implementation of each project phase.

Review:

Terms of reference to be reviewed once a year in December

Working methods / ways of working:

Meetings to be organised by the Project Manager. Meetings to be held quarterly and chaired by Executive Councillor for Planning, Policy & Transport. Agenda and any associated reports/resources to be distributed to all invitees 1 week prior to meeting via email. Should any resource be too large for email, it will be distributed via a file transfer protocol (FTP) site.

For every meeting the agenda will include: progress report and programme, project risks/issues, change control, and finance log, to be presented by project manager and AOBs.

Previous meeting minutes to be covered as relevant agenda item is covered at subsequent meeting.

Specific issues to be covered and where appropriate agreed at each meeting in relation to project stage. Details of specific issues to be distributed with agenda prior to each meeting and covered during progress report and programme section of agenda. For example proposed project KPIs to be presented at first board meeting.

Last item on agenda to ask all attendees if they have any other business.

Minutes of each meeting to be taken by Cambridge City Council Business Support and distributed to all invitees 1 week after meeting.

Outside speakers may be invited to present at certain meetings such as: 20s Plenty for Us or, specific equipment suppliers as appropriate.

Subject to consent, email addresses of all invitees to be distributed to all board members to facilitate communications.

Definition of terms

Project Phase – due to its size project has been divided into four phases, which would be consulted and implemented separately. For more details see Project Phase Identification and Phase Prioritisation Report.

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Cambridge City Council Equality Impact Assessment



Completing an Equality Impact Assessment will help you to think about what impact your strategy, policy, plan, project, contract or major change to your service may have on people that live in, work in or visit Cambridge, as well as on City Council staff.

The template is easy to use. You do not need to have specialist equalities knowledge to complete it. It asks you to make judgements based on evidence and experience. There are guidance notes on the intranet to help you. You can also get advice from David Kidston, Strategy and Partnerships Manager on 01223 457043 or email david.kidston@cambridge.gov.uk, or from any member of the Joint Equalities Group.

1. Title of strategy, policy, plan, project, contract or major change to your service:

Cambridge 20mph Project

2. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?

To reduce the speed of traffic on non-classified roads and some classified roads within the city of Cambridge to 20mph in order to provide a safer, greener and less threatening road environment for all road users.

3. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)
--

- | |
|--|
| <input checked="" type="checkbox"/> Residents
<input checked="" type="checkbox"/> Visitors
<input checked="" type="checkbox"/> Staff |
|--|

A specific client group or groups (please state):

4. What type of strategy, policy, plan, project, contract or major change to your service is this? (Please tick)

- | |
|--|
| <input checked="" type="checkbox"/> New
<input type="checkbox"/> Revised
<input type="checkbox"/> Existing |
|--|

5. Responsible directorate and service

Directorate: Environment
Service: Streets and Open Spaces

6. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service?

- ☐ No
☒ Yes (please give details):

Cambridgeshire County Council (as traffic authority)
Cambridge City Web Team
Local Police (enforcement)
Local public transport providers

7. Potential impact

Please list and explain how this strategy, policy, plan, project, contract or major change to your service could **positively** or **negatively** affect individuals from the following equalities groups.

(a) Age (any group of people of a particular age, including younger and older people)

The project should have a positive impact on the more vulnerable younger and older road users, by providing a less threatening road environment. In addition, at 20mph the number of Personal Injury Accidents (PIAs) is reduced and where they do occur they result in less severe injury, which is of particular importance to more vulnerable road users.

(b) Disability (including people with a physical impairment, sensory impairment, learning disability, mental health problem or other condition which has an impact on their daily life)

In certain cases road users with a disability such as sensory or physical impairment would be classed as vulnerable road users. As such the scheme will provide a positive impact by providing a safer road environment.

(c) Gender

No specific impact

(d) Pregnancy and maternity

No specific impact

(e) Transgender (including gender re-assignment)
No specific impact

(f) Marriage and Civil Partnership
No specific impact

(g) Race or ethnicity
Studies suggest that minority groups are underrepresented as users of active travel modes. Through providing a less threatening road environment, the project is likely to have a positive impact by reducing the barriers to walking and cycling that these groups encounter.

(h) Religion or belief
No specific impact

(i) Sexual orientation
No specific impact

(j) Other factor that may lead to inequality – in particular – please consider the impact of any changes on low income groups or those experiencing the impacts of poverty (please state):
<p>This scheme will promote a safer road environment for all road users, particularly for the most sustainable and cost effective modes such as cycling and walking. Those experiencing the impacts of poverty may now have the opportunity to reconsider these modes and therefore benefit from this project.</p>

8. If you have any additional comments please add them here
None

9. Conclusions and Next Steps
<ul style="list-style-type: none"> If you have not identified any negative impacts, please sign off this form.

10. Sign off

Name and job title of assessment lead officer:

Andrew Preston, Project Delivery & Environment Manager

Names and job titles of other assessment team members and people consulted: N/A

Date of completion: 08.10.12

Date of last review: 08.10.13

Date of next review of the assessment: 08.10.14



Public Consultation

Cambridge City-Wide 20mph Speed Limit
South and West/Central Phases



Following requests from local residents, the council is proposing to reduce the speed limit on shopping and residential roads. A 20mph limit would provide the following benefits:

- Road conditions that encourage and allow for more people to use sustainable transport, such as walking and cycling, which has associated health and wellbeing benefits
- Easier conditions for pedestrians to cross the road, particularly for children or the elderly
- A reduced amount of road noise generated by traffic in residential areas
- Improved traffic flow, as it flows more smoothly through junctions at lower speeds
- Reduced levels of airborne pollution
- Reduced severity of injuries sustained as a result of road accidents: according to the road safety charity ROSPA, studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph the chances of survival fall to 80%.

This leaflet outlines Cambridge City Council's proposals for a city-wide 20mph limit on residential and shopping streets. Please read through the information in this leaflet and respond to the consultation either by post, using the enclosed questionnaire (**postage is free**) or on-line via an online questionnaire available at: cambridge.gov.uk/20mph-speed-limit. A letter and questionnaire is being sent to all addresses within the South and West/Central Phase areas. The Closing date for responses is: **xx/xx/14**

Signing in existing 20mph zones and limits will be reviewed for validity, and amended if necessary.

The proposals do not include any new speed humps, only new signs and road markings, installed in line with national regulations to make road users aware of the 20mph limit. The project does not propose to include the A and B classified roads as these are not currently suited to 20mph. Please see the plan overleaf for more information on the roads proposed to be changed from 30mph to a 20mph limit.

Signs and 20mph 'roundel' road markings would be installed on entry into the limit. Repeater signs and markings would be placed within the limit to remind road users of the 20mph limit. Where new signs are installed, these would be placed on existing lamp posts or signposts wherever possible. Please see the back page of this leaflet for examples of how the proposed 20mph limit signs and road markings could look.

Additional information including background data is available:

Please go to: cambridge.gov.uk/20mph-speed-limit. There will be a public exhibition with information boards and large format copies of the plans installed at **TBC**. Public drop-in sessions with officers on hand to answer questions will take place at **TBC**. Information is also available at other local community centres, libraries, schools and the City Council Customer Service Centre at Mandela House (4 Regent Street, Cambridge, CB2 1BY).

No decision has been made, your views are important to the Council
If you require this leaflet in larger print please call 01223 458534



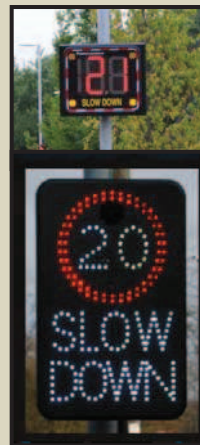
Example of how entry into the proposed 20mph on a main road could look: a 20mph 'roundel' road marking with coloured road surface and two 20mph Zone entry signs.



Example of how entry into the proposed limit on a smaller road could look: a 20mph 'roundel' road marking and 20mph limit signs.



If the proposed 20mph limit is introduced, 20mph roundel road markings and repeater signs would be installed. Wherever possible the repeater signs would be mounted on existing lamp posts or signposts. Similar signs are already in place in the city centre, such as on Silver Street Bridge.



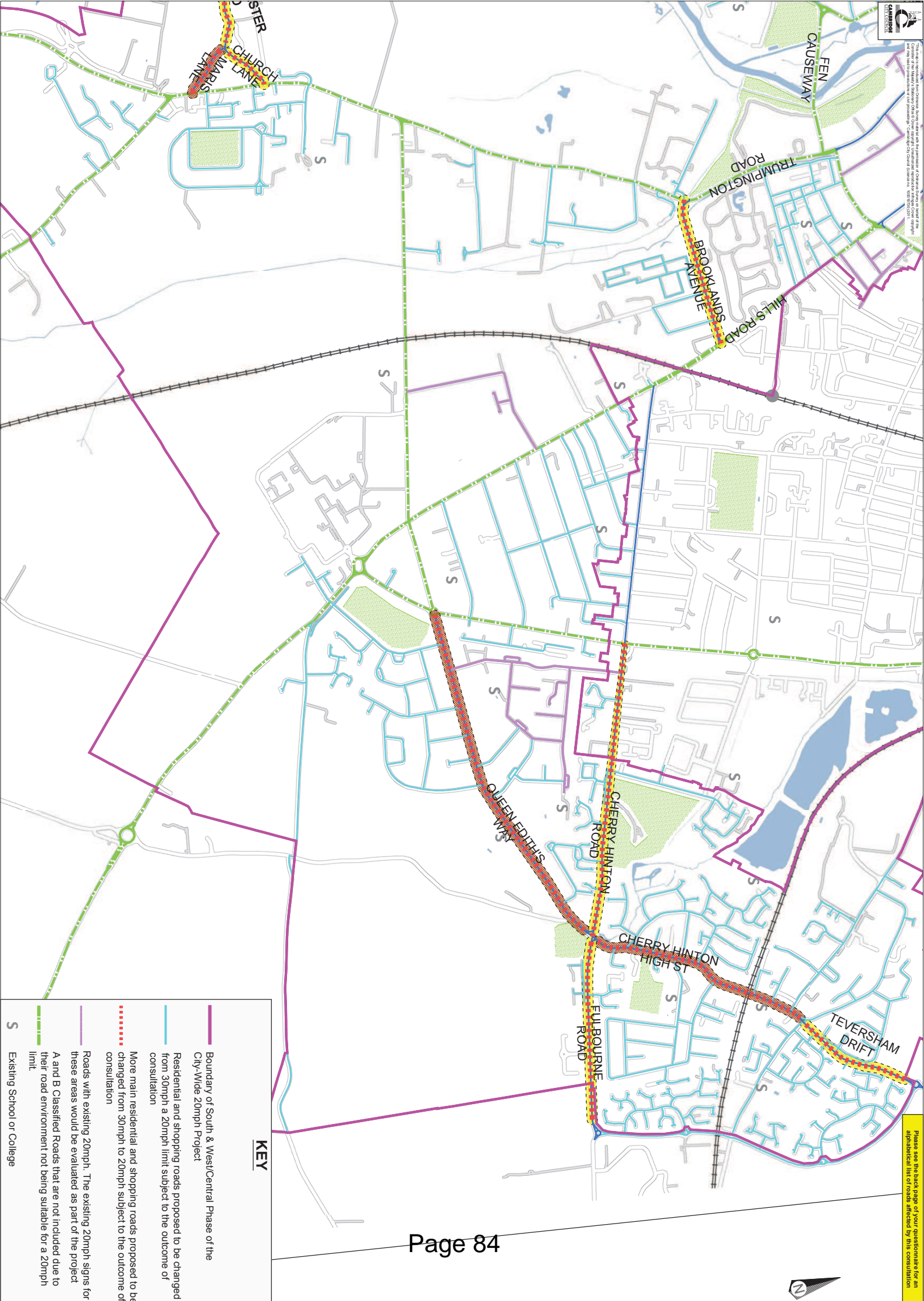
As well as the signs and road markings, it is proposed to install some moveable light-up signs. These signs would detect the speed of approaching vehicles and if required, light up, to remind drivers of the new speed limit.

The following are being consulted: All properties within the area shown on the plan, Local and Statutory Groups including Emergency Services, Public Transport Providers, Disability Groups and Ward Councillors. **Consultation results will be available to view on the project webpage within one month of the closing date:** cambridge.gov.uk/20mph-speed-limit .

Because the consultation covers two areas, the outcome will be presented to both South Area Committee on 2 February 2015 and West Central Area Committee on 5 March 2015. These Committees will recommend which streets in their respective areas should be included to the Executive Councillor for Planning Policy and Transport, who will make the final decision at Environment Scrutiny Committee on 17 March 2015. The subsequent legal statutory traffic order process will then be carried out by Cambridgeshire County Council and any objections determined by the Cambridge Joint Area Committee.

An alphabetical list of all the shopping and residential roads affected by Question 2

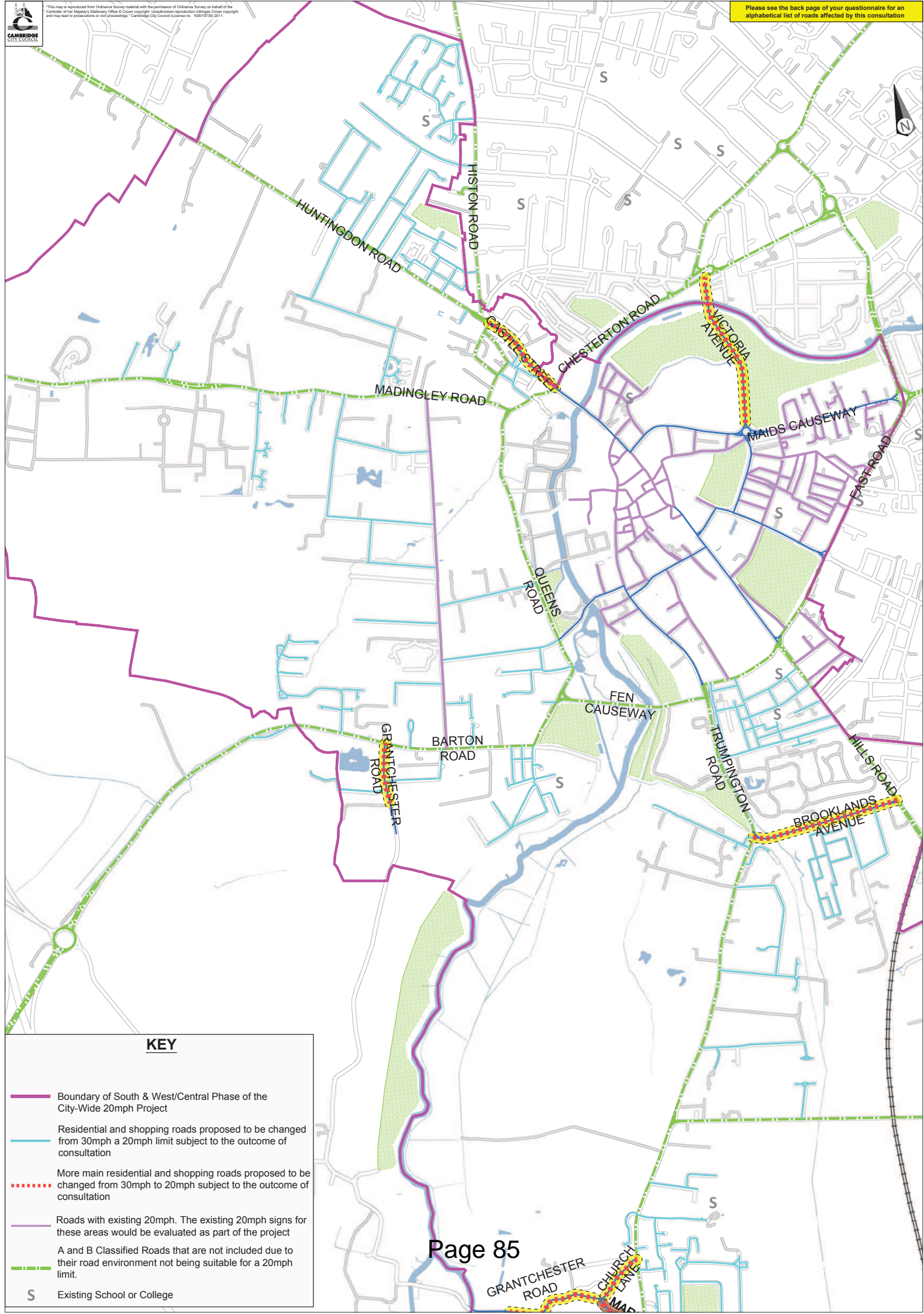
Aberdeen Av	Belmore Cl	Camden Ct	Clarkson Rd	Drayton Ct	Free School Lane	Guildhall St	Huntsman Rd	Lime Dale Cl	Mount Pleasant Walk	Park Parade	Rathmore Cl	Sherlock Rd	Station Place	Victoria St
berdeen Sq	Bene't St	Campbell Lane	Clay Farm Drive	Drayton Rd	Freshways	Gunhill Cl	Inverness Cl	Limekiln Rd	Mount Pleasant Walk	Park St	Rathmore Rd	Ship Lane	Station Rd	Vinter Terrace
Adam And Eve St	Benians Ct	Canterbury Cl	Claygate Rd	Drosier Rd	Frars Cl	Gunhill Ct	Iver Cl	Lingholme Cl	Mowbray Rd	Park Terrace	Rayleigh Cl	Short St	Stores Way	Walnut Tree Av
Adams Rd	Benson Place	Canterbury St	Clerk Maxwell Rd	Drummer St	Fulbourn Old Drift	Gunhill Way	J J Thomson Av	Lingrey Ct	Napier St	Parker St	Rectory Terrace	Showground Cl	Strangeways Rd	Walpole Rd
	Benson St	Capuchin Ct	Cliveden Cl	Eachard Rd	Fulbourn Rd	Halifax Rd	James St	Lisle Walk		Parkside	Red Cross Lane	Showground Rd	Stratfield Cl	Warworth St
	Bentnick St	Carisbrooke Rd	Cobble Yard	Earl St	Fulbrooke Rd	Harcombe Rd	Jesus Lane	Little St Marys Ln	Neale Cl	Parsonage St	Reed Cl	Sidgwick Av	Stukeley Cl	Warworth Terrace
Ainsdale	Bentley Rd	Carrick Cl	Cockcroft Place	Eden St	Fuller Way	Hardwick St	Jesus Terrace	Long Rd	Neath Farm Ct	Regent St	Regent St	Sidney Farm Rd	Summerfield	Warren Cl
Albion Row	Beverley Way	Castle Park	Coldhams Lane	Eden St	Garret Hostel Lane	Harness Cl	John St	Love Lane	Nelson Cl	Partridge Cl	Regent Terrace	Sidney St	Sun St	Warwick Rd
Albion Yard	Bishops Ct	Castle Row	Colville Rd	Eden St Backway	Gayton Cl	Harrison Drive	Jordans Yard	Lower Park St	Netherhall Way	Pearce Cl	Reilly Way	Silver St	Summead Walk	Wedgewood Dr
	Bishops Rd	Castle St	Conduit Head Rd	Edendale Cl	Gazeley Rd	Hartington Grove	Kathleen Elliott Way	Luard Cl	New Park St	Pess Hill	Rialto Cl	Skylark Rd		Wellington Ct
Al Soulds Lane	Blackmoor Head Yard	Causeway Passage	Consort Av	Edeva Ct	George IV St	Harvest Rd	Keates Rd	Luard Rd	New Sq	Pemberton Place	Richard Foster Rd	Snakey Path	Sylvester Rd	Wellington Passage
Alburt Way	Blenheim Cl	Cavendish Av	Conway Cl	Edwinstowe Cl	Gifford Place	Harvey Rd	Keith Day Rd	Lucerne Cl	Newell Walk	Pemberton Terrace	Richmond Rd	South Green Rd	Tavistock Rd	Wellington St
Allen Ct	Blinco Grove	Cedar Ct	Copse Way	Elizabeth Way	Gilbert Cl	Hatherdene Cl	Kelsey Crescent	Madingley Rd	Newmarket Rd	Pembroke St	Rickard Cl	Southacre Cl	Tebbit St	Welstead Rd
	Bliss Way	Cedar Rd	Corfe Cl	Ellis Rd	Gilmour Rd	Hauxton Rd	Kestrel Rise	Magdalene St	Newnham Croft St	Pen Cl	Ridley Hall Rd	Southacre Drive	Templenore Cl	Wentworth Rd
Almoners Av	Bosworth Rd	Chalfont Cl	Corn Exchange St	Elm Rd	Gilpin Place	Haymarket Rd	Kettles Yard	Magnolia Cl	Newnham Path	Penarth Place	Robinson Way	Southbrooke Cl	Terby Cl	Wenvoe Cl
	Botolph Lane	Chalk Grove	Corn Lane	Elm St	Gilpin Rd	Hayster Drive	King St	Maids C/way	Newnham Rd	Perry Ct	Rock Rd	Southwell Drive	Tenison Rd	West Rd
Alpha Terrace	Bowers Croft	Chalkwells Way	Cornwell Rd	Elsworth Place	Gladstone Way	Headington Cl	Kingfisher Av	Malcolm St	Newnham Walk		Roedeer Cl	Spalding Way	Tennis Ct Rd	West View
Alwyne Rd	Bradmore St	Champneys Walk		Elfley Av	Glanville Rd	Headington Drive	Kingfisher Gdns	Malletts Rd	Newton Rd	Philippa Fawcett Drive		Spens Av	Tennis Ct Terrace	Westfield Lane
Anstey Way	Bradushe Fields	Chaplen St	Coronation Place	Emmanuel Rd	Glebe Farm Drive	Heatherfield	Kingfisher Way	Malting Lane	Nightingale Av		Rosemary Lane	Spinney Rd	Terrace Lane	Westfield Rd
	Bradwells Ct	Charles Babbage Rd	Coronation St	Emmanuel St	Glebe Rd	Hedgerley Cl	Kings Lane	Malvern Rd	Nine Wells Rd	Pinehurst	Rotherwick Way	Spring Drive	Teverham Drift	Westgate
	Brandon Place	Chartfield Rd	Coton Footpath	Evening Ct	Glenacre Cl	Heidelberg Gdns	Kings Parade	Mander Way	Norman Way	Piper Rd	Rothleigh Rd	St Andrews Glebe	The Av	Westland Terrace
	Braybrooke Place	Chatsworth Av	Courtland Av	Exeter Cl	Glenalmond Av	Henslow Mews	Kings Rd	Maners Way	North Cottages	Plantation Av	Round Church St	St Andrews St	The Brambles	Wheeler St
Arran Cl	Bridewell Rd	Chaucer Cl	Cranleigh Cl	Fair Ct	Glenmere Cl	Herons Cl	Kingsley Walk	Manor St	North St	Porson Ct	Royal Way	St Anthonyms Walk	The Cenacle	Whitehouse Lane
Arundell	Bridge St	Chaucer Rd	Cranmer Rd	Fair St	Godwin Cl	Herschel Rd	Kinnaird Way	March Lane	North Terrace	Porson Rd	Russell Ct	St Bedes Crescent	The Crescent	Whitelocks Drive
	Britannic Way	Chedworth St	Craven Cl	Farringford Cl	Godwin Way	High St, C Hinton	Lady Jane Ct	Marion Cl	Northampton St	Portland Place	Russell St	St Bedes Gdns	The Fen Causeway	Whittington Rd
Augers Rd	Brook End Cl	Chelwood Rd	Crispin Place	Fawcett Rd	Gough Way	Highdene Rd	Lady Margaret Rd	Maris Lane	Northrop Rd	Portugal Place	Rutherford Rd	St Christophers Av	The Lawns	Whittle Av
Austin Drive	Brookgate	Chequers Cl	Croft Lodge	Fendon Cl	Grafton St	Hills Av	Lambourn Cl	Market Hill	Norwich St	Portugal St	Salmon Lane	St Eligius Place	The Orchards	Whymans Lane
Babraham Rd	Brooklands Av	Cherry Cl	Cross Hill		Grange Rd	Hills Rd	Lammas Field	Market St	Nursery Walk	Terrace	Saxon St	St Eligius Place	Thompsons Lane	Wilberforce Rd
Badminton Cl	Brookside	Cherry Hinton Rd	Crossways Gdns	Fernlea Cl	Grange Rd	Hinton Av	Langdale Cl	Market St	Oakley Terrace	Pound Hill	Scotsdowne Rd	St Eligius St	Tillyard Way	Wilkinson Place
Bailey Mews	Brookside Lane	Chesterton Lane	Crowthorne Cl	Field Way	Granta Place	Histon Rd	Lansdowne Rd	Marlowe Rd	Old Mills Rd	Primrose Cl	Sedley Taylor Rd	St Johns Place	Todd St	Willers Lane
Baker Lane	Broxbourne Cl	Chesterton Rd	Cutters Bridge	Fisher Sq	Granchester Meadows	Hoadly Rd	Lantree Crescent	Marshall Rd	Old Sable Cl	Priority St	Seekings Cl	St Johns Rd	Topcliffe Way	Willow Place
Baldock Way	Brunswick Gdns	Christchurch St	Dame Mary Archer Way	Fishers Lane	Granchester Rd	Hobson Av	Lapwing Av	Martin Rd	One Tree Rd	Proctor Drive	Sefton Cl	St Johns St	Tredgold Lane	Winchmore Drive
Banner Rd	Brunswick Terrace	Christis Lane	Dane Drive	Fitzroy Lane	Granchester St	Hobson St	Larmor Drive		Orchard Estate	Prospect Row	Selwyn Gdns	St Marks Ct	Trinity Lane	Windermere Cl
Barn Rd	Brunswick Walk	Christs Pieces Path	Daws Cl		Green Lane		Latham Cl	Merton St	Orchard St	Puddicombe Way	Selwyn Rd		Trinity St	
Barton Cl	Buckingham Rd	Church End	Daws Lane	Fitzwilliam Rd	Green St	Holbrook Rd	Latham Rd	Mill End Cl	Osprey Drive	Purbeck Rd	St Marys St			Wingate Way
	Bulstrode Gdns	Church Ln, Trump.	Dean Drive	Fitzwilliam St	Greenlands	Holyrood Cl	Laundress Lane	Mill End Rd	Owlstone Croft	Quayside	St Michael St		Trumpington St	Wollaston Rd
Bateman Mews	Burleigh Place	Church Rate Walk	Derby St	Fontwell Av	Gresham Place	Honey Hill	L'rence Weaver Rd	Mill Lane	Owlstone Rd		Severn Place	St Pauls Rd	Tweedale	Wolsley Way
Bateman St	Burleigh St	Churchill Rd	Desmond Av	Forbes Cl	Gresham Rd	Honey Hill Mews	Leete Rd	Mill Park	Oxford Rd	Queens Lane	Shaftesbury Rd	St Peters St	Union Rd	Woodlark Rd
Baycliffe Cl	Burlton Rd	City Rd	Diamond Cl	Forest Rd	Greystoke Ct	Howes Place	Lennox Walk	Mill Rd	Paget Cl	Queens Meadow	Shefford Rd	St Peters Terrace	Ventress Cl	Woodton Way
Beaumont Cres.	Burnham Cl	Clare Rd	Doggett Rd	Forty Acre Rd	Greystoke Rd	Hudson Cl	Lensfield Rd		Paget Rd	Queens Rd	Shelly Garden	St Stephens Pl	Ventress Farm Ct	Wordsworth Grove
Beaumont Rd	Burrells Walk	Clarendon Rd	Dover St	Foster Rd	Grosvenor Ct	Hulatt Rd	Lexington Cl	Miltons Walk	Pampin Ct	Queensway	Shelly Row	St Thomas's Sq	Vicarage Way	Worts Causeway
Beech Drive	Byron Sq	Clarendon St	Downing Place	Francis Crick Av	Grove Lane	Humberstone Rd	Leyburn Cl	Monkswell	Panton St	Railway St	Shepherds Cl	St Tibbs Row	Victoria Av	Wulstan Way
Belmont Place	Cambridge Place	Clarkson Cl	Downing St	Francis Passage	Guildhall Place	Huntingdon Rd	Lime Av	Morland Terrace	Paradise St	Ramsey Ct	Sherlock Cl	Stansgate Av	Victoria Rd	Yeoman Drive



KEY

- Boundary of South & West/Central Phase of the City-Wide 20mph Project
- Residential and shopping roads proposed to be changed from 30mph to 20mph limit subject to the outcome of consultation
- More main residential and shopping roads proposed to be changed from 30mph to 20mph subject to the outcome of consultation
- Roads with existing 20mph. The existing 20mph signs for these areas would be evaluated as part of the project
- A and B Classified Roads that are not included due to their road environment not being suitable for a 20mph limit
- S Existing School or College





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Consultation Questionnaire

Proposed Cambridge City-Wide 20mph Speed Limit
– South and West Central Phases –

ADDRESS

Dear Sir/Madam,

Please read the enclosed information and respond either by filling in an on-line questionnaire at: cambridge.gov.uk/20MPH (quoting the code at top of this page) or by filling in this form and posting it to the **Freepost** address on the back page.

Please respond, no decision has been made and your opinion is essential to the council's decision-making process.

The closing date for responses is: xx/xx/14

Question 1

Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?

YES ☐

NO ☐

NO OPINION ☐

Question 2

Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan, and List A? (if 'No' please provide details in the comments section below)

YES ☐

NO ☐

NO OPINION ☐

Question 3

Do you agree with installing the proposed 20mph limit on the more main roads that are coloured in with red dashed lines on the consultation plan?

	YES	NO
Victoria Avenue	<input type="checkbox"/>	<input type="checkbox"/>
Castle Street	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton Road (Remaining section)	<input type="checkbox"/>	<input type="checkbox"/>
Fulbourn Road	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton High Street	<input type="checkbox"/>	<input type="checkbox"/>
Teversham Drift (Cherry Hinton)	<input type="checkbox"/>	<input type="checkbox"/>
Queen Edith's Way (Mowbray Road to Cherry Hinton Rd)	<input type="checkbox"/>	<input type="checkbox"/>
Brooklands Avenue	<input type="checkbox"/>	<input type="checkbox"/>
Grantchester Road (North section from Barton Road)	<input type="checkbox"/>	<input type="checkbox"/>
Grantchester Road (South section from Trumpington)	<input type="checkbox"/>	<input type="checkbox"/>
Church Lane, Trumpington	<input type="checkbox"/>	<input type="checkbox"/>
Maris Lane, Trumpington	<input type="checkbox"/>	<input type="checkbox"/>

Please send this Questionnaire to:

Freepost RTGU-HXRA-REBZ
Streets and Open Spaces
Project Delivery
Cambridge City Council
Mill Road Depot
Mill Road
CB1 2AZ

**If you wish, please provide any further comments on the proposals
(Continue on a separate page if you wish)**

Thank you for taking the time to provide the council with your views

Your response is protected by the Data Protection Act and will only be used by Cambridge City Council. Multiple responses from businesses or residences will be accepted

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CAMBRIDGE CITY COUNCIL

REPORT OF: Director of Customer and Community Services and
Chair of the Cambridge Community Safety Partnership

TO:	Area Committee - West	29/10/2014
	Area Committee - East	23/10/2014
	Area Committee - South	13/10/2014
	Area Committee - North	30/10/2014

WARDS: All

Anti-social Behaviour, Crime and Policing Act 2014

1 INTRODUCTION

1.1 A report on the introduction of the new Anti-social Behaviour, Crime and Policing Act 2014 was taken to Strategy and Resources Committee on 29/09/2014. The Executive Councillor approved the recommendation at 2.1.4 in the report to 'take the report to Area Committees and request that they review if any areas merit consideration for Public Space Protection Orders (PSPOs). The full Strategy and Resources report with appendices is attached and gives details of the new powers being made available through the Act, the information regarding PSPOs can be found at 3.29.

2. RECOMMENDATIONS

2.1 The Area Committee is asked to note the new measures being introduced to address anti-social behaviour, as detailed in the attached report; and

2.2 To review if any areas merit consideration for Public Space Protection Orders.

3. Background

3.1 The background and details are set out in the Strategy and Resources Committee report attached.

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To: The Leader and Executive Councillor for Strategy:
Councillor Lewis Herbert

Report by: Director of Customer and Community Services

Relevant scrutiny committee: Strategy & Resources
29/9/2014
Scrutiny Committee

Wards affected: Abbey Arbury Castle Cherry Hinton Coleridge
East Chesterton King's Hedges Market Newnham
Petersfield Queen Edith's Romsey Trumpington
West Chesterton

ANTI-SOCIAL BEHAVIOUR CRIME AND POLICING ACT 2014

Not a Key Decision

1. Executive summary

- 1.1 The Anti-social Behaviour, Crime and Policing Act 2014 received Royal Assent on 13th March 2014, with full implementation of the Act due on 20th October 2014. It contains some wide ranging reforms around a number of previous Acts, including the law relating to dangerous dogs, terrorism and forced marriages. This report will look specifically at the reforms in the Act that are designed to address anti-social behaviour and that will have an impact on services such as Safer Communities, City Homes, Environmental Health and Streets and Open Spaces.
- 1.2 The Act contains two new measures which are designed to give victims and communities a say in the way anti-social behaviour is dealt with, they are: The Community Trigger; and the Community Remedy.
- 1.3 The Community Trigger gives victims and communities the right to request a review of their anti-social behaviour case and bring agencies together to take a joined up, problem solving approach to find a solution. The draft [threshold and procedure](#) for the Community Trigger, which are presented for approval by the Executive Councillor, have been developed through consultation with the representatives of the statutory bodies and members of the public. Home Office Guidance suggests that the threshold and procedure should be tested in practice for six months and then reviewed.

- 1.4 The Community Remedy gives victims a say in the out-of-court punishment of perpetrators for low-level crime and anti-social behaviour. The Police and Crime Commissioner will publish the Community Remedy Document following consultation. Details of the Community Remedy are included here for information; there is no decision required by the Executive Councillor.
- 1.5 The Act also makes provision for six new powers to address anti-social behaviour, which replace 19 currently available. ([Appendix 2](#))
- 1.6 Operational managers, whose services are affected by the new legislation, have been consulted and although the changes are wide-ranging the consensus is that the new powers can be used according to operational needs as and when appropriate.
- 1.7 There are however, some changes that the Executive Councillor may like to discuss in more detail, whilst leaving the operational decisions to be made by managers on a case by case basis. For example, civil injunction can be used for under 18s and it is suggested that officers should develop a procedure and checklist for assessing when this is appropriate.
- 1.8 Councils can designate social landlords to issue Community Protection Notices (CPNs) in their area and the Executive Councillor may want to do this if social landlords are willing. It is suggested that we monitor how CPNs operate in practice and bring a report back with recommendations on the appropriateness of this designation.
- 1.9 The procedure towards introducing individual Public Spaces Protection Orders will require careful consideration and consultation and would need to be discussed by Strategy and Resources Scrutiny Committee before a final decision is taken by the Executive Councillor. Although the test for introducing a PSPO is broad, conditions included in the test are that the behaviour being targeted is, or is likely to be persistent, unreasonable and justifies the restrictions imposed. It is suggested that this report should go to each Area Committee and request any comments that they may have on the use of powers in the Act, including the Community Trigger, and that they review if any areas may merit consideration for PSPOs.
- 1.10 The Closure Notices will require consideration by the CEX with regard to designation of officers at an appropriate level to authorise notices for periods exceeding 24 hours.

- 1.11 The new Dispersal Powers are purely police powers and details are included in the report for information as the previous powers, that is, Section 30 Dispersal Powers and Section 27 Direction To Leave, were used extensively in the past and the changes will be of interest.
- 1.12 There are a number of delegation issues to be addressed in relation to the new Act. It is suggested that the levels of delegation are maintained where they are broadly similar to those currently in place. Current relevant delegations and suggestions for additions or amendments are attached as [Appendix 3](#)

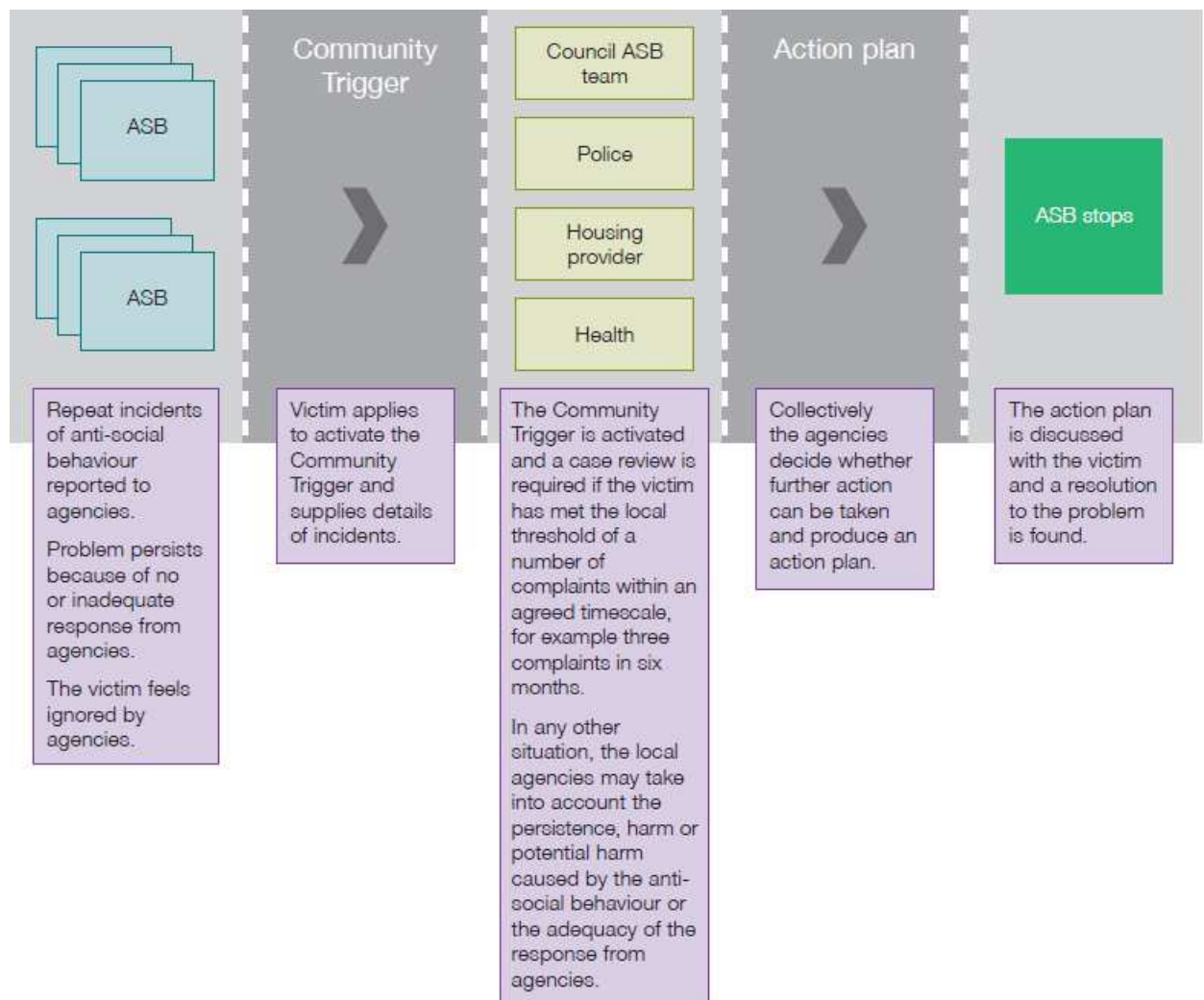
2. Recommendations

- 2.1 The Executive Councillor is recommended:
 - 2.1.1 To note the new measures being introduced to address anti-social behaviour, as detailed in this report;
 - 2.1.2 To approve the [threshold and procedure](#) for the Community Trigger and to agree to test the threshold and procedure and to review the process in six months with a further report to Strategy and Resources Scrutiny Committee at that point;
 - 2.1.3 To agree to test Community Protection Notices in practice and bring a further report to Strategy and Resources Scrutiny Committee with recommendations around the appropriateness of designating the power to social landlords;
 - 2.1.4 To take this report to Area Committees and request that they review if any areas merit consideration for PSPOs; and
 - 2.1.5 To approve the delegation additions and amendments as detailed in [Appendix 3](#)

3. Background

- 3.1 This paper concentrates on those aspects of the Act that may impact on policy and procedures in delivering services across the council and gives some background details for those areas that will be of interest operationally but that do not require any decisions at this time.

Community Trigger



- 3.2 Anti-social behaviour, for the purposes of the community trigger, is defined as behaviour causing harassment, alarm or distress to a member or members of the public. One of the aims of the community trigger is to encourage those who are most vulnerable, or may not otherwise engage with agencies, to report incidents of anti-social behaviour.
- 3.3 An application for a community trigger can be made by any individual, business or community group to a single point of contact, in the local authority area, for a review of the actions carried out on any anti-social behaviour reports that meet the locally agreed and published threshold.
- 3.4 The responsible authorities and relevant bodies, who must work together to agree the threshold and the local procedure, are the Council, Police, Clinical Commissioning Groups and registered providers of social housing. The Cambridge steering group for developing the threshold and procedure is made up of representatives from City Council, Police, City Homes, Hundred Housing,

3.5 Rules governing the threshold and procedure

The threshold for making a community trigger application must be **no higher than three complaints of anti-social behaviour in a six months period** and;

- α the anti-social behaviour must have been reported within one month of the alleged behaviour taking place and;
- α the application to use the Community Trigger must be made within six months of the report of anti-social behaviour.

3.6 Where a person makes an application for a case review and the number of qualifying complaints has been made, the threshold for a review is met.

3.7 The harm or potential harm caused to the victim, the persistence of the anti-social behaviour and the adequacy of the response should be taken into account in determining whether the threshold is met.

3.8 The procedure should as a basic outline include the following steps:

- α A victim or someone acting on their behalf makes an application to use the Community Trigger;
- α The relevant bodies decide whether the threshold is met; and
- α If the threshold is met, the relevant bodies share information about the case, consider whether any new information needs to be obtained, review previous actions and propose a response. The victim is informed of the outcome or agencies will work with the victim to devise and implement an action plan.

3.9 Representatives from the responsible authorities and relevant bodies worked together to develop the Cambridge City draft threshold and procedures. The local community have been consulted through fora made up of 9 Cambridge residents including a representative from the Disability Forum and 1 voluntary sector manager. Some representatives were self-selecting in answer to publicity on the City Council website and others came through invitations sent out through the steering group organisations.

3.10 The consultation response was generally positive about the draft procedure and threshold and the groups felt this was a welcome initiative. Among the points raised were requests to:

- α keep the threshold clear and uncomplicated (the threshold was simplified to meet this request);
- α consider whether it needs to be as high as 3 complaints in 6 months. The number of complaints has not been reduced as the

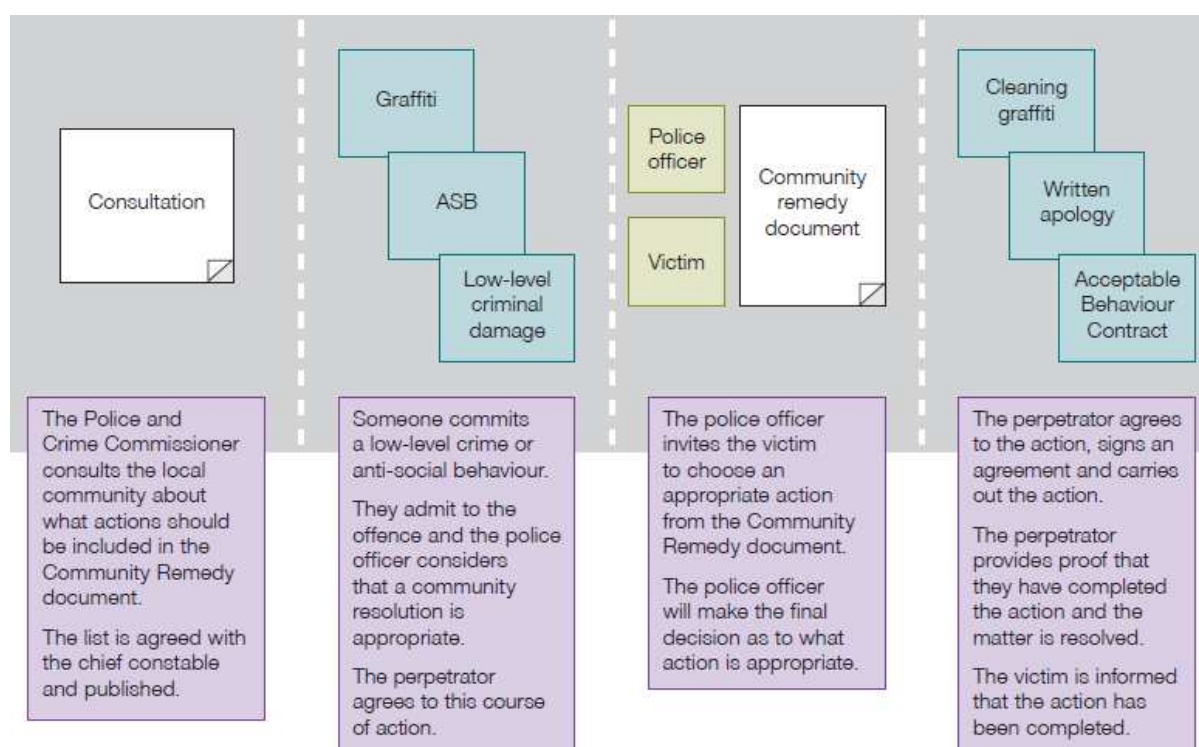
steering group already discussed in detail the issue of resource if we have to deal with a large volume of applications. We can review this after 6 months as advised in the guidance;

- α be aware when publicising the availability of the trigger that many people do not have access to computers; and
- α ensure the applicant is kept informed during the process.

3.11 The draft Community Trigger review [threshold and procedure](#) are attached as [Appendix 1](#) for consideration by the Executive Councillor with the recommendation to approve them as presented.

3.12 The Home Office Guidance suggests that the threshold and procedure should be tested in practice for six months and reviewed at that time. Environmental Health Managers would like the opportunity to consider how the Community Trigger applications link with the corporate complaints procedure and how best to incorporate it. It is therefore suggested that we test the threshold and procedure as suggested in the guidance and bring a report back to Strategy and Resources Scrutiny Committee with an update at that point.

Community Remedy

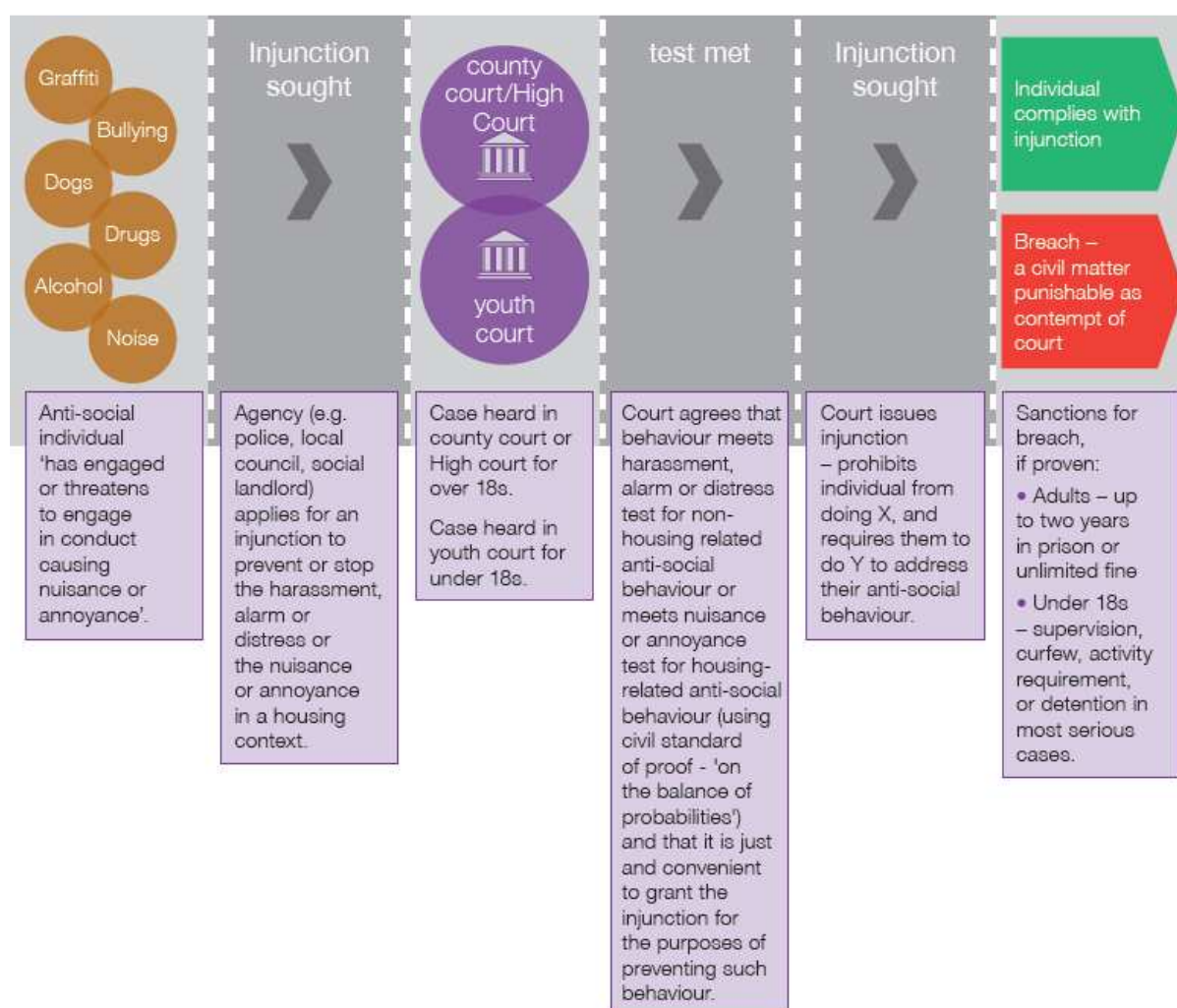


3.13 Following consultation, the Police and Crime Commissioner will publish the Community Remedy document which will be used as part of the existing process for delivering community resolutions. It will give victims of low-level crime and anti-social behaviour a say in the punishment of perpetrators out of court. The Community Remedy may also be used when a conditional caution or youth conditional

caution is given, as a means of consulting the victim about the possible conditions to be attached to the caution.

- 3.14 The community remedy is for anti-social behaviour and low-level criminal offences.
- 3.15 The role of the City Council was to respond to the Cambridgeshire and Peterborough consultation and the City Council also accommodated the consultation by including the link to the survey and information on the Council website, highlighting its presence to all Councillors and members of the Community Safety. The results of the consultation were not available when publishing this document.

Civil Injunction



- 3.16 The injunction is a civil power which can be applied for by local councils and other agencies, such as police, housing providers and NHS Protect to deal with anti-social individuals. The injunction can offer fast and effective protection for victims and communities and set a clear standard of behaviour for perpetrators, stopping the person's behaviour from escalating.

- 3.17 The injunction will include relevant prohibitions to stop the anti-social behaviour. It can also include positive requirements to get individuals to deal with the underlying cause of their behaviour.
- 3.18 The injunction can be used to deal with a wide range of behaviours, in both housing related and non-housing related situations. This can include vandalism, public drunkenness, aggressive begging, irresponsible dog ownership and noisy and abusive behaviours towards neighbours.
- 3.19 Agencies must make reasonable and proportionate judgement before applying for an injunction.
- 3.20 There are two tests for an injunction:
- α Non-housing related
For anti-social behaviour in a non-housing related context the test is conduct that has caused or is likely to cause, harassment, alarm or distress to any person. It applies where the behaviour has occurred, in a public place, such as a city centre, shopping mall or local park, and where the behaviour does not affect the housing management functions of a social landlord or people in their homes.
 - α Housing related
For anti-social behaviour in a housing context the nuisance or annoyance test will apply, that is, where the conduct is capable of causing nuisance or annoyance to a person in relation to that person's occupation of residential premises or the conduct is capable of causing housing-related nuisance or annoyance to any person. Only social landlords, local councils or the police will be able to apply for an injunction under these provisions in the legislation. In the case of social landlords only, "housing-related" means directly or indirectly relating to their housing management function.
- 3.21 Power to issue an injunction to children
The new civil injunctions can be issued against anyone who is 10 years or over. Applicants must consult the local youth offending team (YOT) if the application is against someone under the age of 18 and inform any other body or individual the applicant thinks appropriate. Applications for injunctions against anyone who is under 18 must be made to the youth court.

It is suggested that officers should develop a procedure and check list for assessing when it is appropriate to apply for an injunction for a person under 18 and decisions can then be made on a case by case basis.

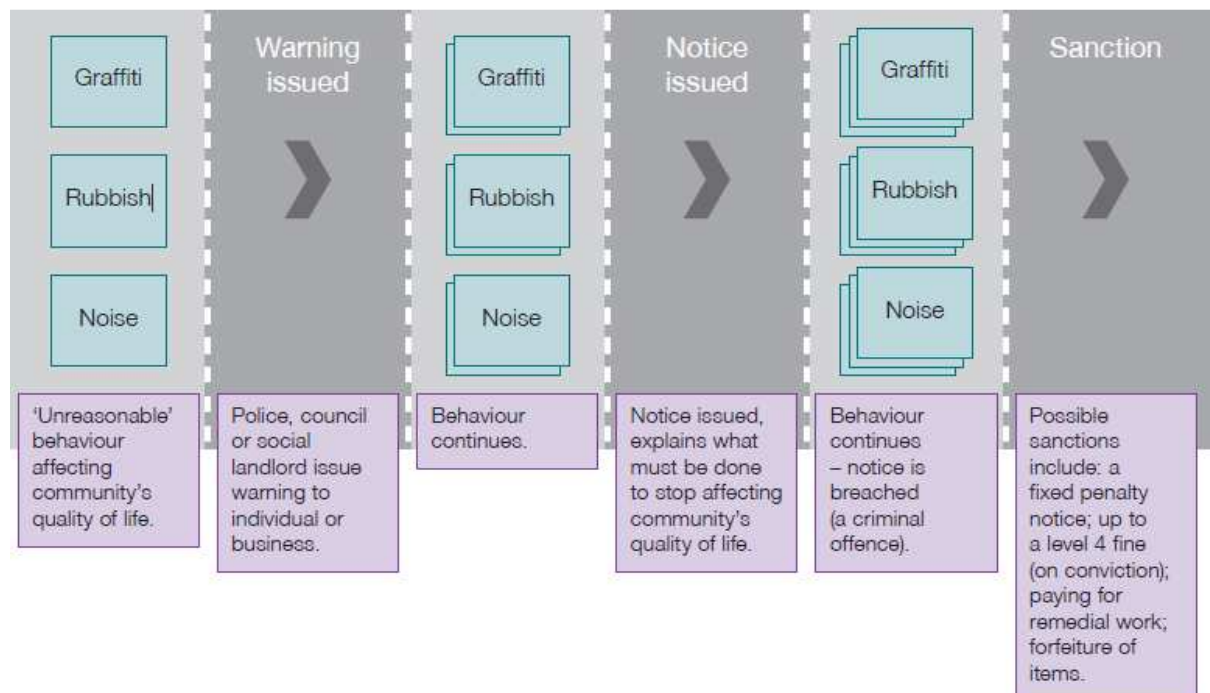
3.22 Exclusion from home

Councils and police can apply for an injunction to exclude private tenants or owner-occupiers, over the age of 18, from their homes where the ASB includes the use, or threatened use of violence or there is a significant risk of harm. It is not expected that the power of exclusion will be used often, and applications should only be made where the higher threshold is met.

3.23 Publishing details of Injunctions

Councils and police can decide to publish details of the terms of the order including details of the perpetrator, unless the Court has made a section 39 order (Children and Young Persons Act 1933) prohibiting the publication. When deciding whether to publicise the injunction, public authorities (including the courts) must consider that it is necessary and proportionate to interfere with the young person's right to privacy, and the likely impact on a young person's behaviour. This will need to be balanced against the need to provide re-assurance to the victims and the wider community as well as providing them with information so that they can report any breaches. Each case should be decided carefully on its own facts.

Community Protection Notices



3.24 Community protection notices (CPN) are designed to deal with particular, ongoing instances of anti-social behaviour that spoil the community's quality of life, such as graffiti, rubbish and noise. The anti-social behaviour must be persistent or continuing and unreasonable. They can be used against individuals over 16,

businesses or organisations, and can be issued by the police, and authorised officers of the council or staff of social housing providers.

3.25 Statutory nuisance is dealt with by the Environmental Health Team using the powers available through the Environmental Act 1990. The issuing of a CPN does not and cannot discharge the Council from its duty to issue Abatement Notices if the behaviour is considered to constitute a statutory nuisance.

3.26 Who can issue a CPN

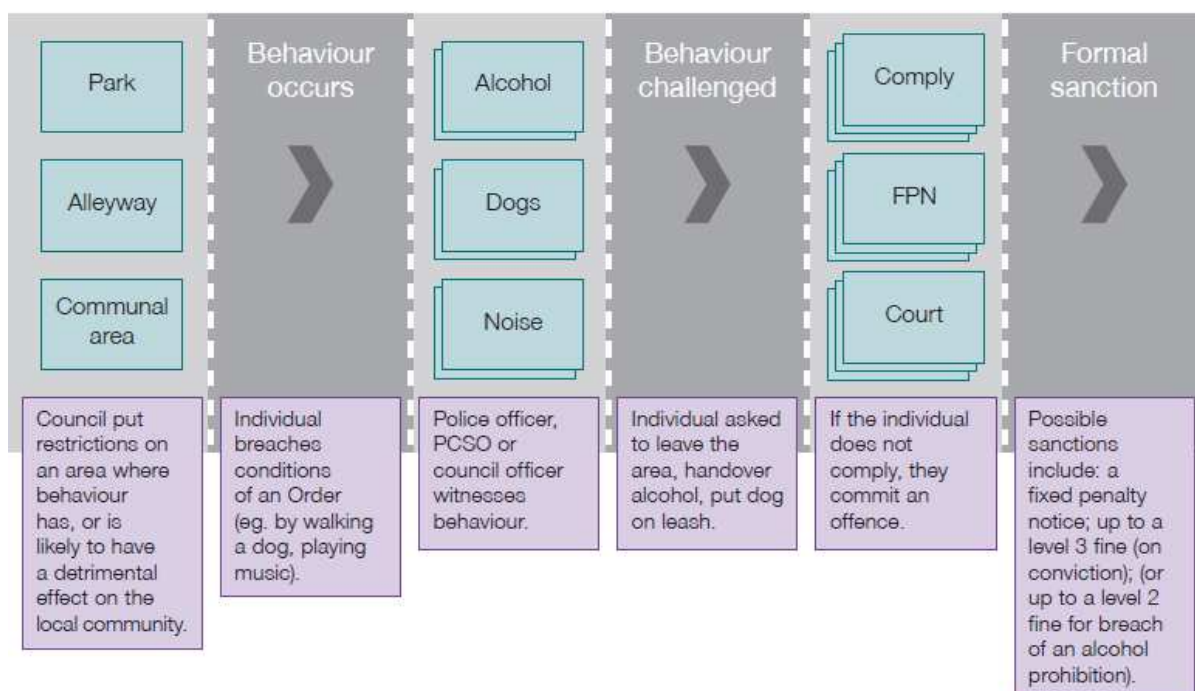
Council Enforcement officers have in the past taken the lead in dealing with these kinds of environmental issues and now police officers and police community support officers will also be able to issue CPNs.

3.27 In addition, there is a formal role for social landlords. Where it is appropriate, local councils can designate social landlords in their area to issue CPNs. It is suggested that we monitor how CPN are operating in practice and report back to committee before a decision is made to designate social landlords to issue them.

3.28 The CPN must be written for the situation and can contain any or all of the following:

- α Requirement to stop doing specific things;
- α Requirement to do specific things; and
- α Requirement to take reasonable steps to achieve specified results.

Public Spaces Protection Orders (PSPO)



3.29 The PSPO is designed to stop individuals or groups committing anti-social behaviour in a public space. A local authority can make these orders, following consultation with the police, Police and Crime Commissioner and other relevant bodies.

3.30 The test is designed to be broad and focus on the impact anti-social behaviour is having on victims and communities. A PSPO can be made by the council if they are satisfied on reasonable grounds that the activities carried out, or likely to be carried out, in a public space:

- α have had, or are likely to have, a detrimental effect on the quality of life of those in the locality;
- α is, or is likely to be, persistent or continuing in nature;
- α is, or is likely to be, unreasonable; and
- α justifies the restrictions imposed.

3.31 Where can the PSPO apply

The council can make a PSPO on any public space within its own area. The definition of public space is wide and includes any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission, for example a shopping centre. Before the PSPO is made, the council also has to publish the draft order in accordance with regulations published by the Secretary of State.

3.32 Penalties for breaching an order

Depending on the behaviour in question, the enforcing officer could decide that a fixed penalty notice (FPN) would be the most appropriate sanction. The FPN can be issued by a police officer, PCSO, council officer or other person designated by the council. In making the decision to issue a FPN, the officer should consider that if issued, payment of the FPN would discharge any liability to conviction for the offence. However, where the FPN is not paid within the required timescale, court proceedings can be initiated (prosecution for the offence of failing to comply with the PSPO).

3.33 What can be included in a PSPO

A PSPO can include multiple restrictions and requirements in one order. It can prohibit certain activities, such as the drinking of alcohol as well as placing a requirement on people to do certain things such as keep their dog on a lead. The PSPO is intended to make public spaces more welcoming to the majority of law abiding people, for this reason the requirements or restrictions can be targeted at specific people, designed to apply only at certain times or apply in certain circumstances.

3.34 Challenging a PSPO

Any challenge to the PSPO must be made in the High Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in, or visits the restricted area. This means that only those who are directly affected by the restrictions have the power to challenge. This right to challenge also exists where an order is varied by a council.

3.35 Interested persons can challenge the validity of a PSPO on two grounds. They could argue that the council did not have power to make the order, or to include particular prohibitions or requirements. In addition, the interested person could argue that one of the requirements (for instance, consultation) had not been complied with. When the application is made, the High Court can decide to suspend the operation of the PSPO pending the verdict in part or in totality. The High Court has the ability to uphold the PSPO, quash it, or vary it.

3.36 Restricting alcohol

The PSPO cannot be used to restrict the consumption of alcohol where the premises or its curtilage is licensed for the supply of alcohol.

3.37 Restricting access

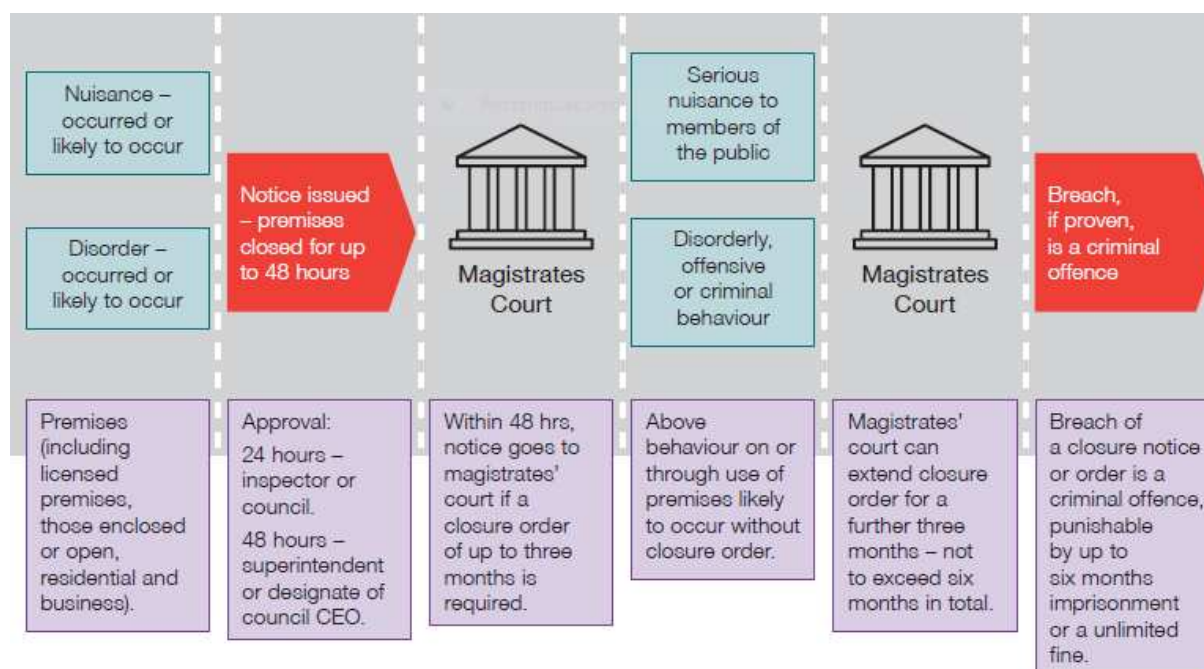
If the order is to be used to restrict access to a public right of way, a number of things need to be considered. What impact will the restriction have, for example is there a reasonably convenient alternative route. It may be more reasonable to restrict activities causing the ASB rather than restricting access. Consultation with affected parties is required if access is to be restricted.

3.38 Decision on the introduction of a PSPO

The detail on PSPOs is included for information. The procedure towards introducing individual orders will require careful consideration and consultation and would need to be taken to Strategy and Resources Scrutiny Committee before a final decision by the Executive Councillor.

3.39 The City Council's Annual Report 2014 states that the Council will work to 'introduce targeted Public Spaces Protection Orders (PSPOs) in areas where problem drinking and the behaviour of street drinkers is proving to be a public nuisance, subject to consultation'. It is planned that this report should go to each Area Committee and that, in addition to seeking views on the Community Trigger and other aspects of the Act, Area Committees be asked if they want to identify any areas that merit potential consideration for PSPOs.

Closure Power



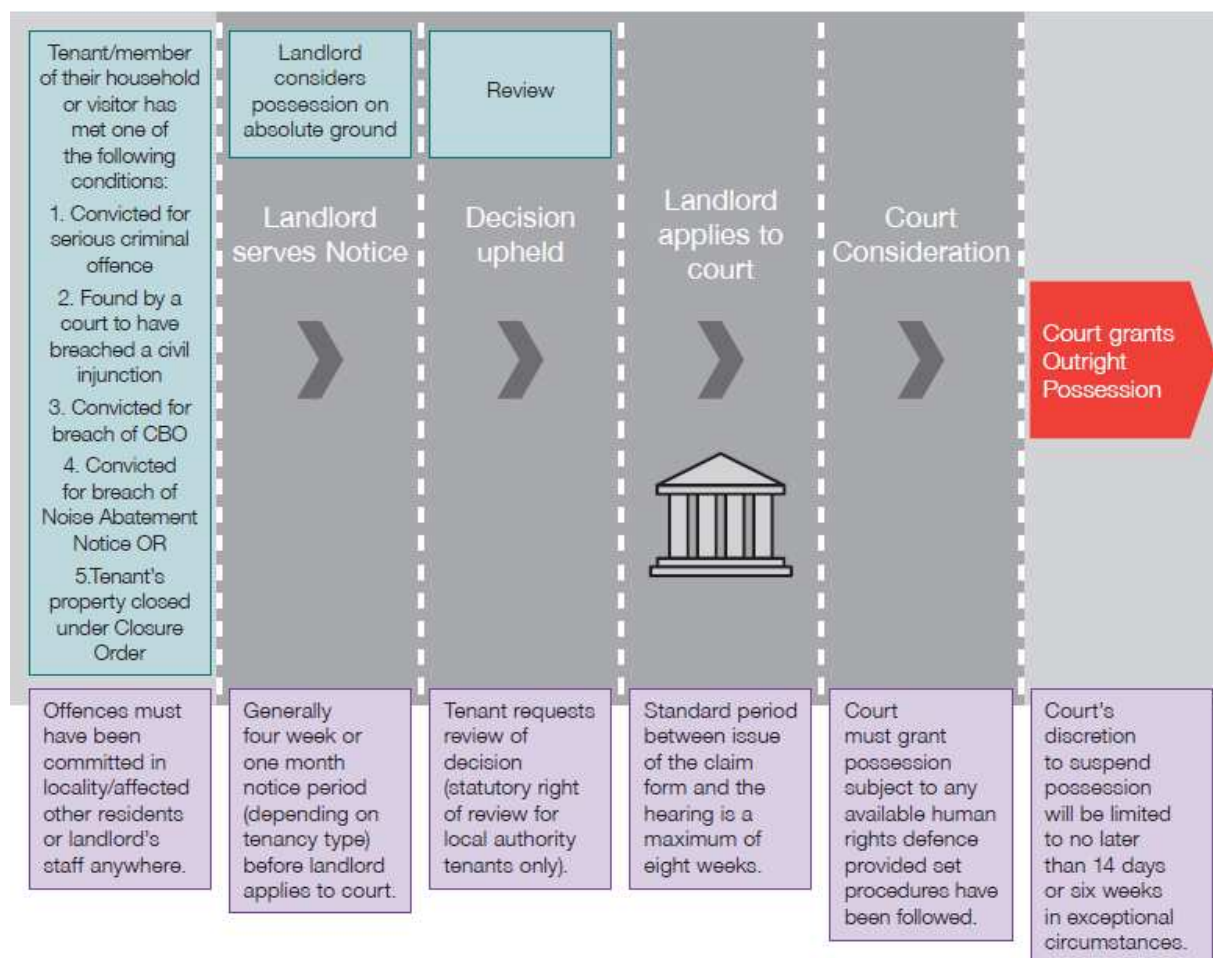
3.40 The closure power is a fast, flexible power that can be used to protect victims and communities by quickly closing premises that are causing nuisance or disorder. It replaces current closure orders and is similar in process to Premises Closure.

3.41 A closure notice prohibits access to the premises for a specified period up to a maximum of 48 hours. As a safeguard, the Act requires that closure notices issued by a local authority for periods exceeding 24 hours or extensions of 24 hour notices must be signed by the Chief Executive or a person designated by the Chief Executive. A closure order prohibits access to a premise for a maximum of three months and must be applied for to the magistrates' court no later than 48 hours after service of the notice closure.

3.42 Delegation

The Government guidance states that consideration needs to be given to the level or role of employee within the council who can issue a notice for periods not exceeding 24 hours. Suggestions for delegations which will fit with currently delegated powers are contained in [Appendix 3](#). The Act gives power to the Chief Executor Officer (or a person designated by her) to issue notices for periods up to 48 hours.

Recovery of possession of dwelling-house on anti-social behaviour grounds – mandatory possession

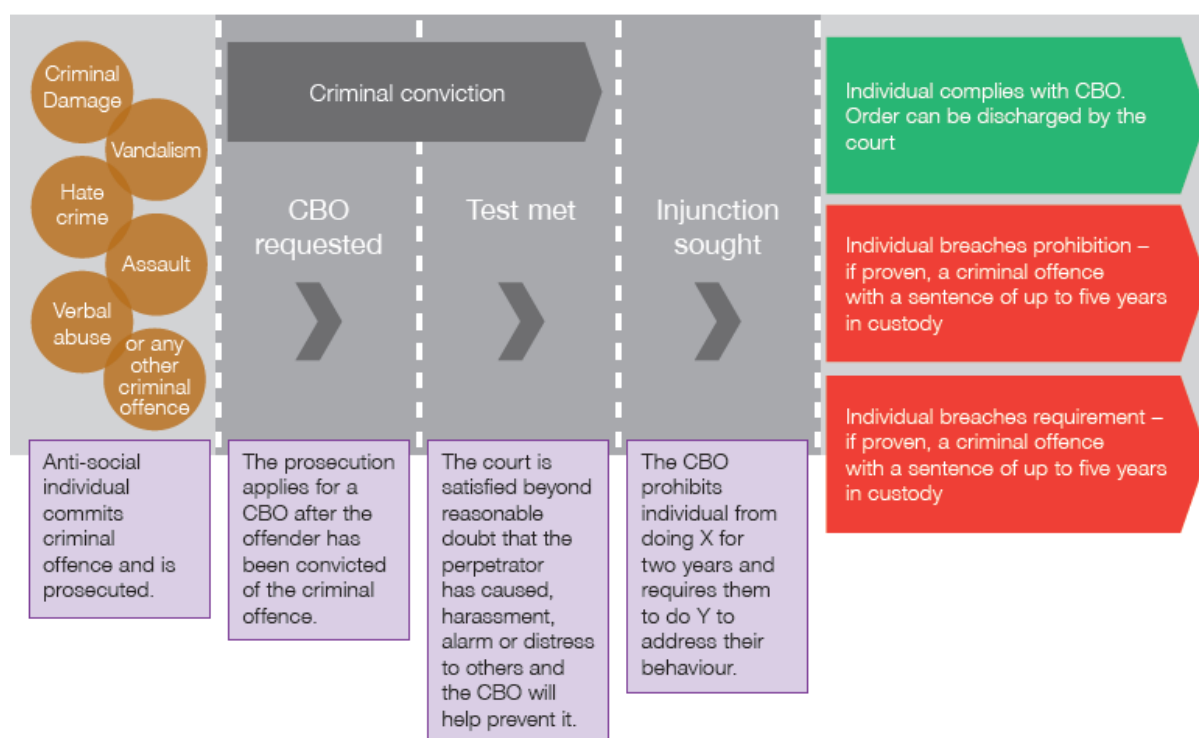


- 3.43 Prior to the 2014 ASB Act, the court had discretion as to whether to evict a tenant under the Housing Act 1985 and 1988 when the landlord sought possession of secure and assured tenancies because the tenant had been involved in anti-social behaviour. Landlords can now seek to evict tenants if it is proven that the tenant has been involved in anti-social behaviour or criminal activity and the court must evict them.
- 3.44 The Act introduces a new absolute ground for possession of secure and assured tenancies where anti-social behaviour or criminality has already been proven by another court.
- 3.45 Prevention and early intervention should be at the heart of all landlords' approaches to dealing with anti-social behaviour. The evidence shows this is the case with over 80% of anti-social behaviour complaints resolved by social landlords through early intervention and informal routes without resorting to formal tools.
- 3.46 It is, however, a source of frustration for landlords and victims that in exceptional cases where anti-social behaviour (or criminality) persists and it becomes necessary to seek possession, the existing process for evicting anti-social tenants is often very lengthy and expensive for landlords and the courts and, most importantly, prolongs the suffering of victims, witnesses and the community.
- 3.47 The court must grant possession (subject to any available human rights defence raised by the tenant, including proportionality) provided the landlord has followed the correct procedure and at least one of the following five conditions is met:
- α The tenant, a member of the tenant's household, or a person visiting the property has been convicted of a serious offence;
 - α The tenant, a member of the tenant's household, or a person visiting the property has been found by a court to have breached a civil injunction;
 - α The tenant, a member of the tenant's household, or a person visiting the property has been convicted for breaching a criminal behaviour order;
 - α The tenant's property has been closed for more than 48 hours under a closure order for anti-social behaviour; or
 - α The tenant, a member of the tenant's household, or a person visiting the property has been convicted for breaching a noise abatement notice or order.
- 3.48 The offence or anti-social conduct must have been committed in, or in the locality of, the property, affected a person with a right to live in the

locality of the property or affected the landlord or the landlord's staff or contractors.

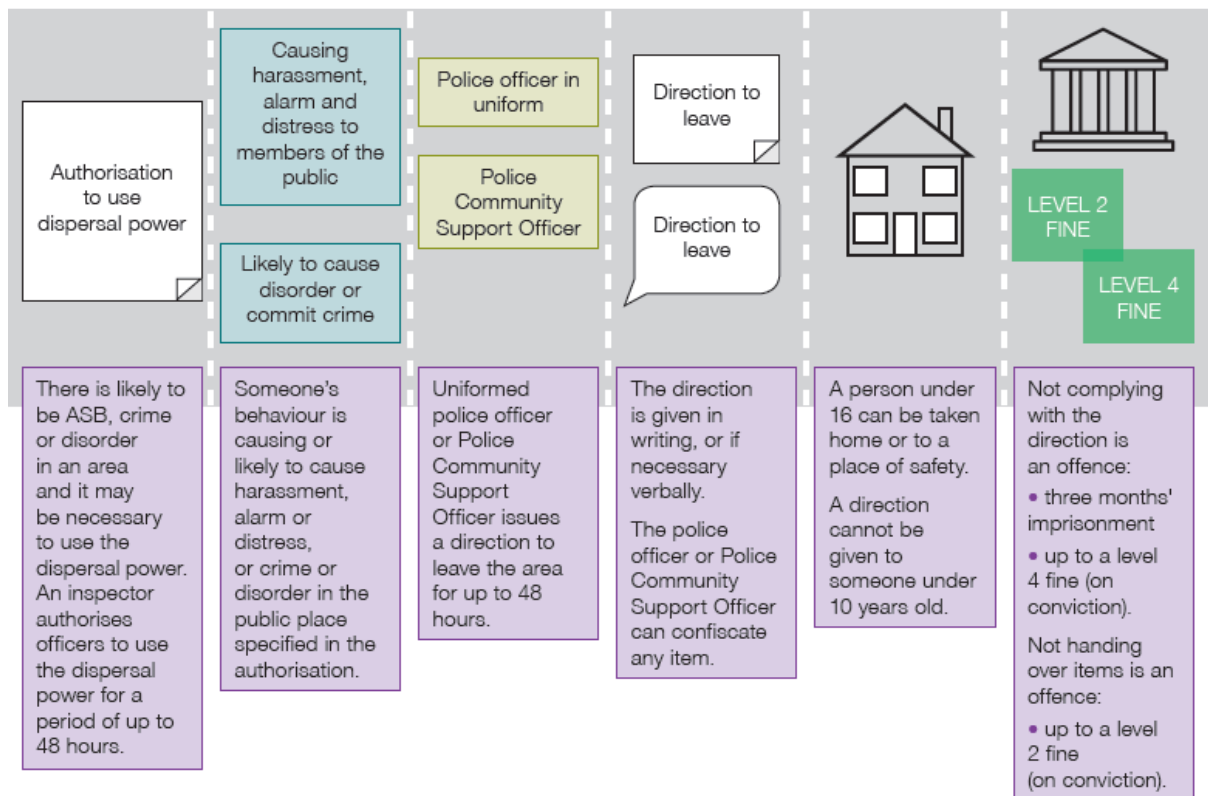
- 3.49 This new ground is an additional tool to provide more flexibility for landlords but will be applicable only in limited circumstances. Details are provided here for information and no decision is required from the Executive Councillor.

Criminal Behaviour Orders (CBO)



- 3.50 Criminal Behaviours Orders are issued by any criminal court against a person who has been convicted of an offence to tackle the most persistently anti-social individuals who are also engaged in criminal activity.
- 3.51 The prosecution, usually the Crown Prosecution Service (CPS), but in some cases it could be a local council, may apply for the CBO after the offender has been convicted of a criminal offence. The prosecution can apply for a CBO on its own initiative or following a request from a council or the police. The CBO hearing will occur after, or at the same time as, the sentencing for the criminal conviction.
- 3.52 For a CBO to be made the court must be satisfied, beyond reasonable doubt, that:
- α the offender has engaged in behaviour that caused, or was likely to cause, harassment, alarm or distress to any person; and
 - α that the court considers making the order will help in preventing the offender from engaging in such behaviour.

Dispersal Power (Police Power Only)



3.53 The dispersal power is a flexible power which the police can use in a range of situations to disperse anti-social individuals and provide immediate short-term respite to a local community. The power is preventative as it allows an officer to deal instantly with someone's behaviour and nip the problem in the bud before it escalates.

3.54 In areas where there are regular problems, the police force should work with the local council to find sustainable long-term solutions. In all instances, the impact on the local community should be considered before using the dispersal power.

NB: The process charts used in this report are extracted from the Home Office document "Anti-social Behaviour, Crime and Policing Act 2014: Reform of anti-social behaviour powers – Statutory guidance for frontline professionals".

4. Implications

(a) Financial Implications

None at present.

(b) Staffing Implications (if not covered in Consultations Section)

None at present. However, we do not know how many Community Trigger applications we will receive and until this is tested we don't know what implications it has for our available resource.

(c) Equal Opportunities Implications

An EqlA has been carried out in relation to the Community Trigger procedure. Where the new powers have created policy changes EqlAs will need to be carried out accordingly.

(d) Environmental Implications

Nil: to indicate that the proposal has no climate change impact.

(e) Procurement

None

(f) Consultation and communication

- α Consultation carried out as stated in paragraph 3.9 and 3.10
- α Consultation has also been carried out with managers from Environmental Health, Street and Open Spaces, City Homes, Legal Department, Democratic Services
- α Consultation with Cambridgeshire and Peterborough Police Force and other districts has been carried out through workshops and a county wide steering group
- α Consultation with the Police and Crime Commissioner will be required to agree the appeal process for the Community Trigger
- α A communications plan for raising awareness of the Community Trigger has been developed.

5. Background papers

These background papers were used in the preparation of this report:

- α Anti-social Behaviour, Crime and Policing Act 2014: Reform of anti-social behaviour powers – Statutory guidance for frontline staff

6. Appendices

Threshold and procedure for the Community Trigger

List of the six new powers Appendix 2

Delegations table Appendix 3

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

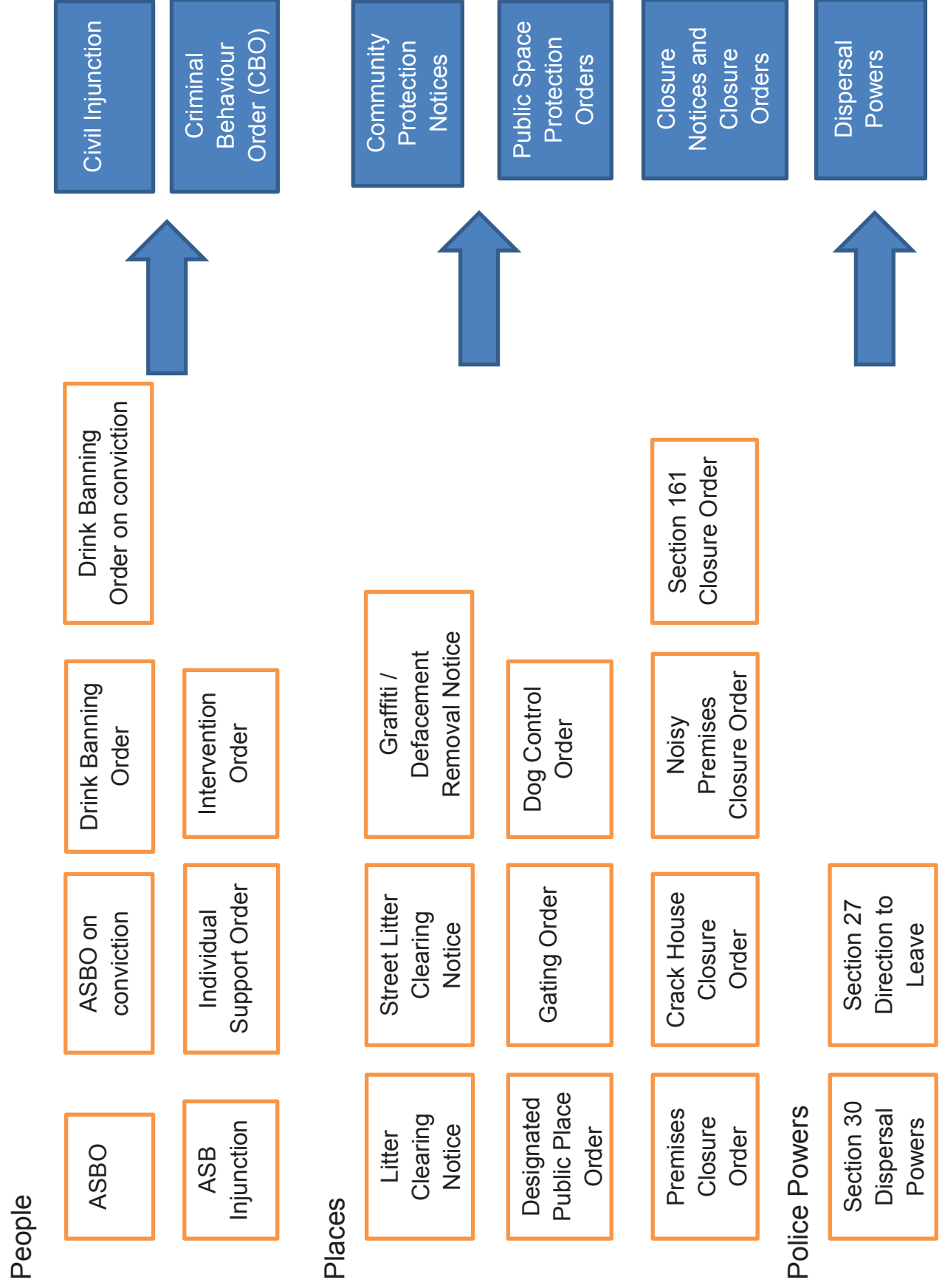
Author's Name: Lynda Kilkelly

Author's Phone Number: 01223 457045
Author's Email: lynda.kilkelly@cambridge.gov.uk

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Simplification from 19 to 6

Powers available from October 2014



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Community Trigger

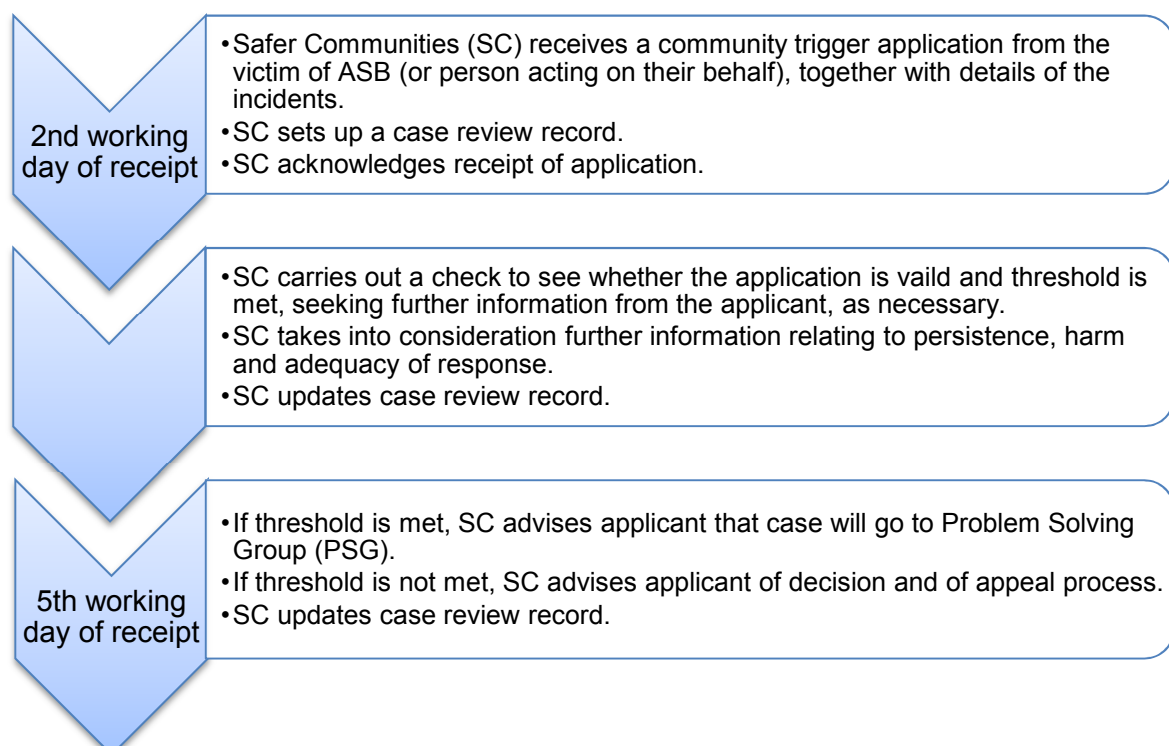
The Community Trigger gives victims and communities the right to request a review of their case and bring agencies together to take a joined up, problem solving approach to find a solution.

An application under the community trigger procedure can be made when three qualifying complaints of anti-social behaviour (ASB) have been made within a six months period, and the victim feels that the relevant agencies have made no or inadequate response . This is called the threshold.

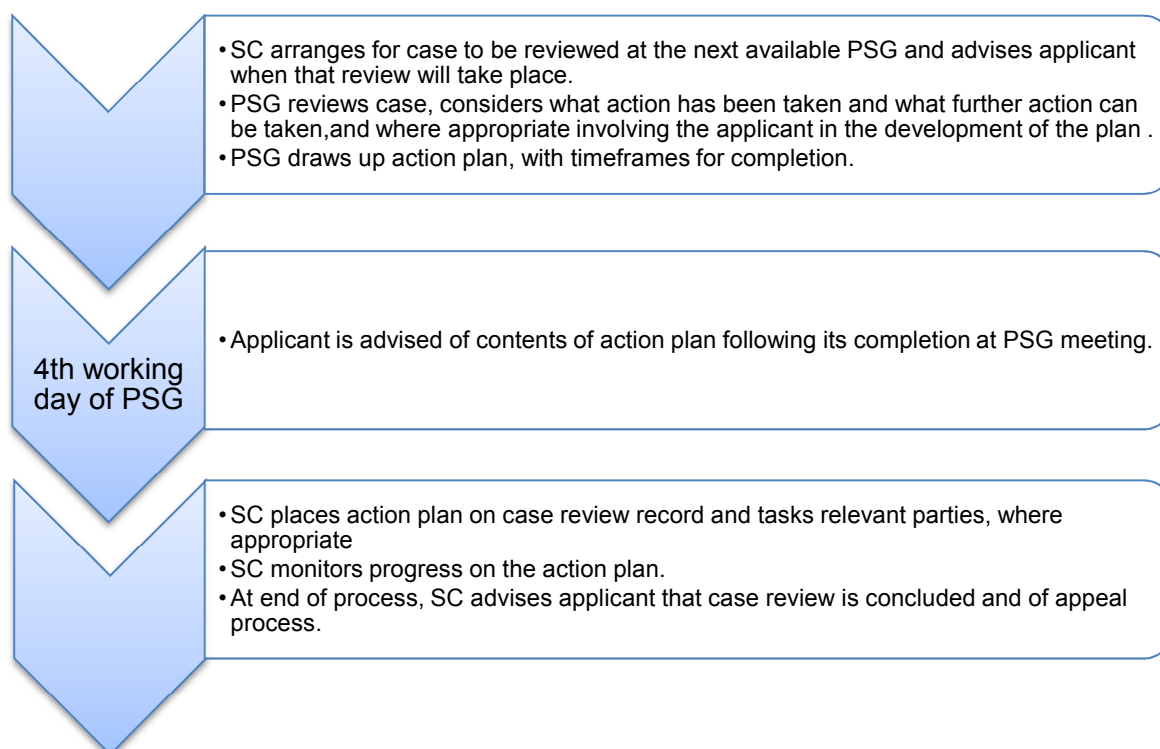
A qualifying complaint is one where:

- ☐ **The complaint of ASB has been reported within one month of it taking place; and**
- ☐ **The application is made within six months of the original report of ASB.**

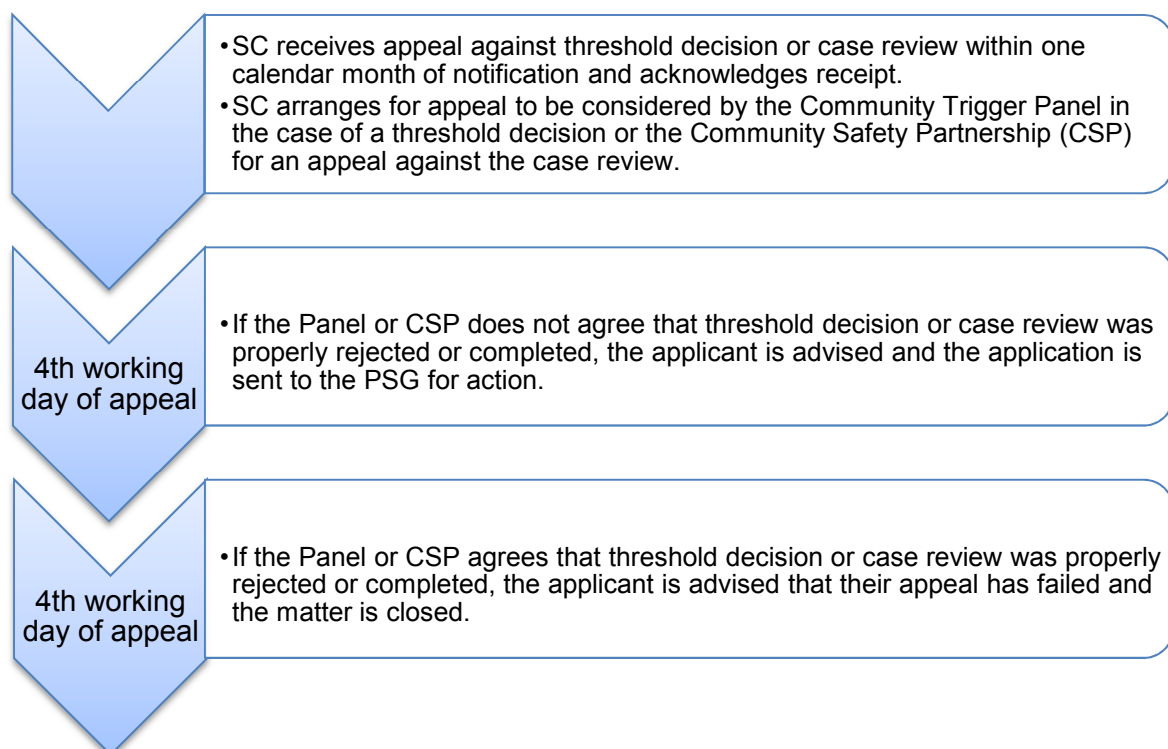
Initial Process



Review Process



Appeal Process¹



¹ Assuming PCC is not involved in the appeal process.

Power	New/existing power	Purpose	Applicants	Test	Penalty on breach	Appeal
Closure Power	Existing power but modified	To allow the Police or Council to quickly close premises which are being used, or likely to be used, to commit nuisance or disorder.	Police, Council	Satisfied that the use of particular premises has resulted or is likely soon to result in nuisance to members of the public or that there has been or is likely soon to be disorder near those premises associated with the use of those premises, and that the notice is necessary to prevent the nuisance or disorder from continuing, recurring or occurring.	Criminal offence - unlimited fine or prison	Appeal to the Crown Court
Community Protection Notice	Existing power but modified	To stop a person, business or organisation committing anti-social behaviour which spoils the community's quality of life.	Police, Council, Designated Social landlords	The conduct of the individual, business or organisation is having a detrimental effect on the quality of life of those in the locality, is persistent or continuing in nature and is unreasonable.	Criminal offence - fine	Appeal to the Magistrates Court
Criminal Behaviour Order	Existing power but modified	To deal with a wide range of anti-social behaviours with the aim to tackle the most serious and persistent offenders and available on conviction for any criminal offence.	CPS	Offender has engaged in behaviour that caused, or was likely to cause, harassment, alarm or distress to one or more persons and that making the order will help in preventing the offender from engaging in such behaviour.	Criminal offence - fine and or prison	Appeal to the Crown Court
Civil Injunction	Existing power but modified	To stop or prevent individuals engaging in anti-social behaviour quickly before they escalate.	Police, Council, Housing Provider, NHS, Environment Agency	Evidence to the civil standard of proof that the respondent has engaged in, or is threatening to engage in, conduct capable of causing nuisance or annoyance to another person.	Contempt of Court - fine or prison	Appeal to Crown Court
Police Dispersal Power	Existing power but modified	Requires a person committing or likely to commit anti-social behaviour, crime or disorder to leave an area for up to 48 hours.	Police	Reasonable grounds to suspect that the behaviour of the person has contributed or is likely to contribute to members of the public in the locality being harassed, alarmed or distressed or to crime and disorder occurring in the locality. Giving a direction to the person is necessary for the purpose of removing or reducing the likelihood of anti-social behaviour, crime or disorder.	Criminal offence - fine and or prison	Appeal to Police
Public Spaces Protection Order	Existing power but modified	To stop individuals or groups committing anti-social behaviour in a public space.	Council after consultation with Police and Crime Commissioner and Police	The activities carried out have had, or are likely to have a detrimental effect on the quality of life of those in the locality, is likely to be persistent or continuing in nature, is unreasonable and justifies the restrictions imposed.	Criminal offence - fine	Appeal to High Court by anyone who lives in or regularly works or visits the area subject to PSPO.

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Delegations to Council Officers in relation to Anti Social Behaviour following the coming into force of the Anti-social Behaviour, Crime and Policing Act 2014	
Current relevant delegations	Recommended delegations
<p>1. Delegated by the Executive Councillor for Housing to the Director of Customer and Community Services</p> <p>“The Council’s powers relating to Housing Management and Anti-Social Behaviour as contained in the Anti-Social Behaviour Act 2003”</p>	<p>Delegated by the Leader and Executive Councillor for Strategy to the Director of Customer and Community Services::</p> <p>in addition to the existing delegation”</p> <p>The Council’s powers and functions relating to anti-social behaviour as contained in the Anti-Social Behaviour, Crime and Policing Act 2014 with the exception of Public Spaces Protection Orders and approval of the Community Trigger Threshold and procedure.</p>
<p>2. Delegated by the Executive Councillor for Community Development and Health to the Director of Customer and Community Services</p> <p>“S1 Crime and Disorder Act 1998 (ASBOS) and subject to notifying the Leader and the Spokespersons of the Strategy Committee of any order which has been authorised”</p> <p>Note: S1 has been repealed by the Anti-Social Behaviour, Crime and Policing Act 2014</p>	<p>Delegated by the Leader and Executive Councillor for Strategy to the Director of Customer and Community Services</p> <p>“Injunctions under Part 1 of the Anti-Social Behaviour, Crime and Policing Act 2014 including the decision about whether to publicise an injunction subject to notifying the Leader, and the Chair and Spokespersons of the Strategy and Resources Scrutiny Committee when publicity has been authorised”</p> <p>“Criminal Behaviour Orders (CBOs) under Part 2 of the Anti-Social Behaviour, Crime and Policing Act 2014 including the decision about whether to publicise a CBO except when an order prohibiting publication has been made under section 39 of the Children and Young Persons Act 1933, subject to notifying the Leader and the Chair and Spokespersons of the Strategy and Resources Scrutiny Committee when publicity has been authorised”</p>

<p>3. Currently delegated to Head of Refuse and Environment</p> <p>Prevention control and remedy of statutory nuisances</p> <p>Monitoring and control of noise, including management of the Noise Call Out Service and powers under Anti-Social Behaviour Act 2003 (NB the delegation to close premises causing a noise problem under the 2003 Act is to the Chief Executive, who in turn authorized the HEHWS to undertake this function (29.4.04))</p> <p>Other Public Health regulatory functions not otherwise specified within these delegations</p> <p>Note: the provisions of the Anti-Social Behaviour Act 2003 relating to closure of noisy premises have been repealed by the Anti-Social Behaviour, Crime and Policing Act 2014</p>	<p>Delegated by the Leader and Executive Councillor for Strategy to the Director of Customer and Community Services, the Director of Environment and the Head of Refuse and Environment</p> <p>In addition to the current delegation</p> <p>To authorise the issue and enforcement of Community Protection Notices under Part 4 of the Anti-Social Behaviour, Crime and Policing Act 2014</p> <p>Note: The delegation of this power to the Director of the Environment and Director of Customer and Community Services will enable the Directors to delegate the issue of Community Protection Notices to officers within their departments as they consider appropriate to enable enforcement to be carried out effectively</p>
<p>4. Currently delegated to the Director of Customer and Community Services</p> <p>“Consultation with the Police generally in relation to the closure of premises where drugs are used unlawfully under Part 1 of the Anti- Social Behaviour Act 2003”</p> <p>Note: Part 1 of the Anti-Social Behaviour Act 2003 has been repealed by the Anti-Social Behaviour, Crime and Policing Act 2014</p>	<p>From the Leader and Executive Councillor for Strategy to the Director of Customer and Community Services and the Head of Refuse and Environment</p> <p>The Council’s powers relating to Closure Notices and Closure Orders under Part 4 of the Anti-Social Behaviour Crime and Policing Act 2014 including issuing notices for periods not exceeding 24 hours, subject to the Chief Executive (or a person designated by her) having power to issue notices for periods up to 48 hours.</p> <p>Note: The Anti-Social Behaviour, Crime and Policing Act gives power to the Chief Executive (or a person designated by her) to issue notices for periods up to 48 hours. The Chief Executive will decide which officers she will designate.</p>

CAMBRIDGE CITY COUNCIL

REPORT OF: Director of Environment

TO: West/Central Area Committee

29/10/2014

WARDS: Castle, Market, Newnham

S106 DEVOLVED DECISION-MAKING: TAKING STOCK AND MOVING FORWARD

1. INTRODUCTION

Following a report to the Community Services Scrutiny Committee on 16/10/14, the arrangements for the next S106 priority-setting rounds have been confirmed. There will be a short presentation to the Area Committee to outline the next steps and what this means for community groups and residents wishing to put forward proposals for new/improved facilities. The Executive Councillor for City Centre and Public Places expects to be able to attend. The Area Committee is not being asked to make any priority-setting decisions on 29/10/14.

2. RECOMMENDATIONS

The West/Central Area Committee is asked to note:

- 2.1 the arrangements for the third and fourth priority-setting rounds in 2014/15 and 2015/16; and
- 2.2 the progress being made on S106-funded projects prioritised by the West/Central Area Committee in 2012/13 and 2013/14.

3. BACKGROUND

- 3.1 The council asks developers to pay S106 contributions for new or improved facilities in order to address the impact of development. Over the last two years, the council has devolved to area committees decision-making over the use of devolved S106 contributions from planning approvals in their respective areas.
- 3.2 There have been two S106 priority-setting rounds in 2012/13 and 2013/14. During the last two years, the council has completed 36 S106-funded projects and another 35 are on-going: details for projects in this area can be found in Appendix A. An update on issues relating to the Rouse Ball Pavilion (a 1st round strategic project priority) is also set out in Appendix B.

- 3.3 The arrangements for future priority-setting rounds have been developed in the context of competing pressures: on the one hand, expectations for the area committees to be able to identify their next priorities; and, on the other, calls for the council to complete the S106 projects already identified before adding more projects (involving delivery by the council) to the Capital Plan.
- 3.4 As a way forward, it has been agreed that the next (third) priority-setting round (in late autumn 2014 and early 2015) should focus on projects (primarily for new/improved community and sports facilities) that can be grant-funded from developer contributions. Processing grants - for projects being taken forward by local community groups - involves much less officer time than projects being managed and delivered by the council. There will, however, be a wider (fourth) priority-setting round in 2015/16, when ideas for projects that could involve council delivery can be considered. The key features and processes involved in the next rounds are set out in Appendices C and D.
- 3.5 As further background information for future priority-setting rounds, ideas for new/improved facilities in the area, which were not prioritised in the second round, can be found in Appendix E.
- 3.6 In November 2014, local community and sports groups will be asked for their new or updated project proposals for which they would seek S106 grant-funding. More information about this exercise (including details of how much devolved funding is available to West/Central Area for community and sports facility contribution types) will be made available on the council's Developer Contributions web page in late October. For now, see the advice for consultees in Appendix F.

4. BACKGROUND PAPERS

The following papers were used in the preparation of this report.

- "S106 priority-setting and devolved decision-making", report to Community Services Scrutiny Committee, 16/10/14

This and other background information can be found on the council's Developer Contributions web page (www.cambridge.gov.uk/S106).

5. INSPECTION OF PAPERS

To inspect the background papers or if you have a query on the report, please contact:

Author's name:	Tim Wetherfield, Urban Growth Project Manager
Author's phone number:	01223 – 457313
Author's email:	tim.wetherfield@cambridge.gov.uk

S106 projects: West/Central Area

CP ref.	Project completed in the last 2 years	£k S106
Projects agreed prior to 1st round S106 priority-setting		
SC492	Jesus Green play area	100-125
SC512	Hobbs Pavilion	225-250
1st round S106 priority-setting: strategic projects		
PR34b	Paradise local nature reserve (incl footpath sign-posts)	100-125
1st round S106 priority-setting: local projects		
PR33a	Benches in parks and open spaces	25-50
PR33b	Improved access to Midsummer Common orchard	<25
PR33d	Grant for community meeting space at Centre 33	<25
2nd round S106 priority-setting: strategic projects		
SC584	Parker's Piece lighting project	25-50
2nd round S106 priority-setting: local projects		
PR33e	Grant for community meeting space at Great St Mary's Church	50

1st & 2nd round projects were prioritised subject to consultation/appraisal, as appropriate. Assuming those still being appraised are approved, delivery is expected within the next 6-12 months, unless otherwise stated.

CP ref.	On-going projects	£k S106
1st priority-setting round: strategic projects		
PR34c	Jesus Green drainage (commenced October 2014)	100-125
PR34c	Cambridge Rules public art project	100-125
1st priority-setting round: local projects		
PR33c	Histon Road Rec entrances / public art	50-75
2nd priority-setting round: local projects		
PR33f	Histon Road Rec improvements (play equipment, seating, nesting boxes)	50-75
PR33g	Lammas Land solar studs (completion expected soon)	<10
PR33h	St Augustine's Church Hall extension	100
PR33i	St Mark's Church Hall extension	150

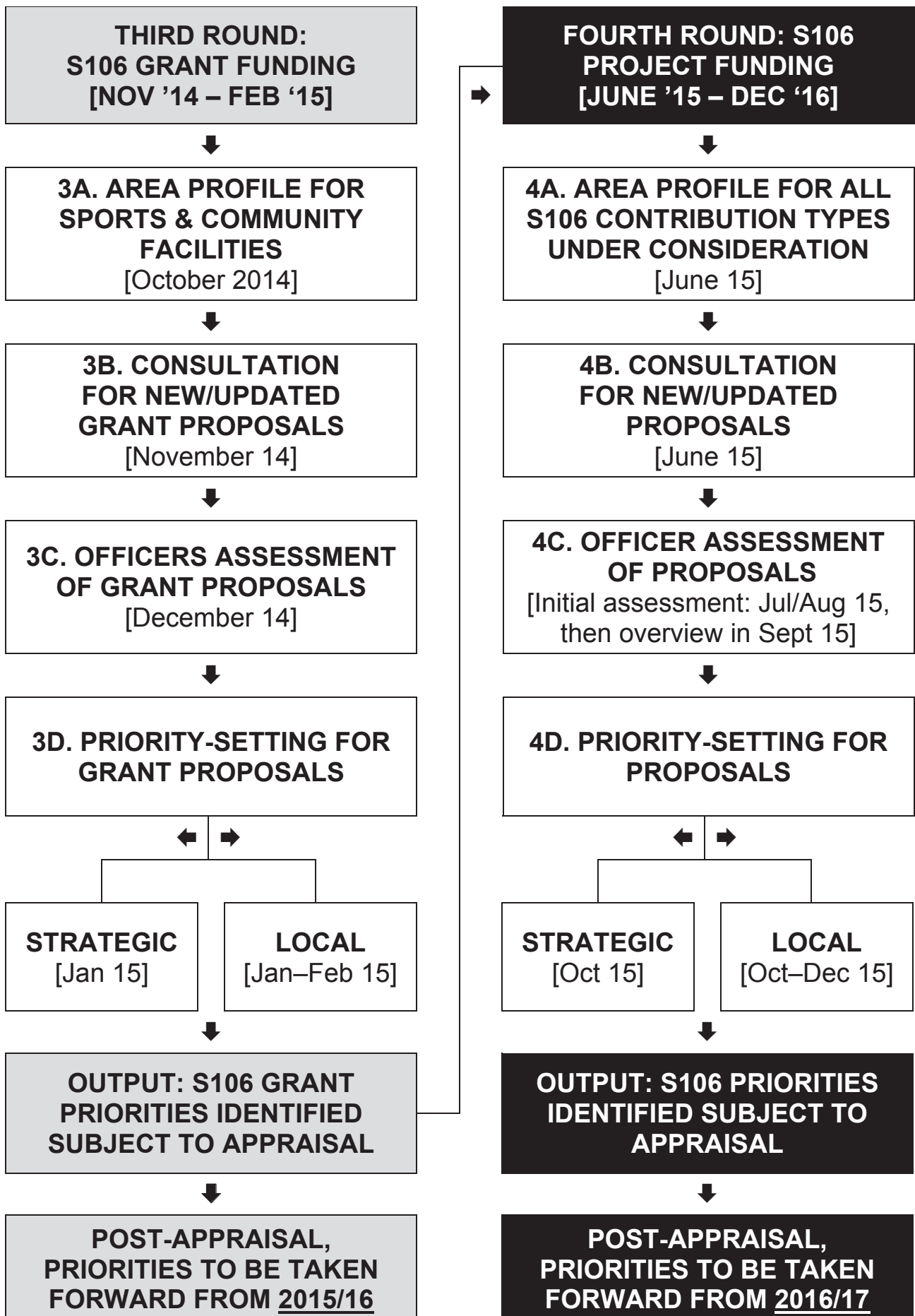
Rouse Ball Pavilion

1. This project was identified as a long-term strategic priority in the 1st S106 priority-setting round in January 2013. With more S106 funding added last autumn, £250k of S106 contributions are currently allocated (half community facilities and half outdoor sports contributions). These allocations are subject to a project appraisal which will flesh out the proposed purpose and features of the scheme in more detail.
2. The project is on the 'on hold' list of the council's Capital Plan, however, as the overall project is expected to cost £700k-£800k. Options are being explored to secure the necessary external funding.
3. The report to the Community Services Scrutiny Committee on 16/10/14 highlighted that officers are currently addressing a number of issues with the S106 allocations to this project in order to make sure that:
 - a. S106 contributions currently allocated to this project are reviewed so that any potential 'expiry date' issues, which might otherwise arise while waiting for the project to be fully funded, can be avoided; and
 - b. the purpose and key features of the project can be clarified with a view to meeting the eligibility criteria for different types of S106 developer contributions.
4. Keen to make sure that S106 developer contributions are used for their intended purpose and that risks are managed, officers presented the issues in the report to the Community Services Scrutiny Committee in good faith. Concerns have been raised, however, that the wording in the report gave the impression that a way out was being sought when there is a political will to keep the project going. Other sources of funding, including possibilities for unlocking other S106 contribution types, are being explored. Future management options (including the revenue implications) will also be considered more fully.
5. The Executive Councillor for City Centre and Public Places (Cllr O'Reilly) has offered to meet Councillor Reiner to explore possible ways forward. She also expects to be able to attend the Area Committee meeting to answer questions on this matter.

Appendix C: Next priority-setting rounds – key features

	3 rd round	4 th round
Focus on	Project proposals that can be grant-funded from S106 contributions	All proposals (either for S106 grant-funding or management/ delivery by the council)
Contribution types being considered	Those suitable for S106 grant funding: <ul style="list-style-type: none"> • community facilities • indoor sports • outdoor sports and • (possibly), public art – small-scale projects by local groups 	<ul style="list-style-type: none"> • community facilities • informal open space • play provision for children and teens • indoor sports • outdoor sports • public art • public realm
Area Committees will prioritise local proposals for:	<ul style="list-style-type: none"> • community facilities • outdoor sports facilities 	<ul style="list-style-type: none"> • community facilities • informal open space • play provision for children and teens • outdoor sports
Relevant Exec Councillors will prioritise proposals	<p>Strategic proposals for:</p> <ul style="list-style-type: none"> • community facilities • outdoor sports facilities <p>And all proposals for:</p> <ul style="list-style-type: none"> • indoor sports facilities 	<p>Strategic proposals for:</p> <ul style="list-style-type: none"> • community facilities • informal open space • play provision • outdoor sports <p>And all proposals for:</p> <ul style="list-style-type: none"> • indoor sports facilities • public art • public realm
Consultation	Primarily for local community groups with capital project proposals	Local residents and community groups
When	Consultation in November 2014 followed by priority-setting reports to area & scrutiny committees in January/February 2015	(Provisional) consultation in June '15 followed by priority-setting reports to area/scrutiny committees between Oct-Dec 2015
When could priorities be taken forward	From 2015/16 (depending on the readiness of grant-funded priority projects)	From 2016/17 (depending on the readiness of priority projects)

Appendix D: S106 priority-setting: 3rd and 4th rounds



Examples of local project ideas that were raised (but not prioritised) in the 2nd S106 priority-setting round

A local councillor has asked for this information to be included in this report as a starting point for thinking about new project ideas as part of the 3rd and 4th round consultation/bidding processes. In this context, please note the following points.

- a. The 3rd round consultation/application process in November 2014 will be focused on proposals from local groups seeking S106 grant-funding for capital projects (primarily for new/improved community & sports facilities and, possibly, some small-scale public art grants).
- b. The 4th round consultation, currently scheduled for June 2015, would be the main opportunity for local communities to put forward ideas for a wider range of new/improved facilities (eg, relating to play areas, open spaces, public art and public realm improvements).
- c. A breakdown of the devolved funding available to the West/Central Area Committee will be provided ahead of the 3rd round consultation. At this stage, please bear in mind that the Area Committee allocated £250,000 of community facilities devolved contributions to local community centre improvements in 2013/14, so there will be less funding in that category. At the same time, the detailed analysis is likely to show more than £200,000 of devolved funding available for outdoor sports facilities.
- d. Ideas for new or improved facilities do not need to be limited to updates on previous suggestions. New proposals would be welcome. Please see the advice for groups seeking funding in Appendix F.
- e. Some proposals could be considered for strategic S106 funding instead of, or as well as, local devolved funding.
- f. Key to contribution types: CF = community facilities; IOS = informal open space; PCT = play provision for children and teenagers; OSF = outdoor sports facilities.

	Proposal	Type
A.	Rebuild Newnham Croft scout hut (please note: this is a county council building)	CF
B.	Open spaces centre on Jesus Green/Midsummer Common	IOS
C.	Band-stand or performance area (with electricity supply) on Jesus Green	IOS

	Proposal	Type
D.	Lammas Land car park resurfacing & landscaping	IOS
E.	Play area in North Newnham (no specific location)	PCT
F.	More play equipment (eg, rope pulley) at Lammas Land	PCT
G.	More sports facilities for teenagers (more specific ideas needed, please)	OSF
H.	New multi-use games area needed in the area (more specific suggestions about location, please)	OSF
I.	Trim trail at Histon Road Rec Ground	IOS/OSF
J.	Trim trail (public use) around Cambridge Rugby Club	IOS/OSF
K.	3G pitch at Cambridge Rugby Club	OSF
L.	Upgraded changing facilities at Cambridge Rugby Club	OSF

Note: not all the suggestions made in 2013/14 are included in this list, given questions raised about eligibility for city council S106 funding or suitability (eg, concerns about proposed facilities reducing amounts of open space). The inclusion of proposals on this list does not confirm eligibility for S106 funding or officer views about the suitability or feasibility of possible projects.

Advice for local groups seeking grant-funding

In seeking project ideas for new/improved facilities in Cambridge, consultees are reminded that:

- a. developer contributions cannot be used for funding running costs or repairs or maintenance or projects outside the city of Cambridge;
- b. proposed new/improved facilities need to be publicly accessible (grant recipients have to sign a community use agreement);
- c. the more information that consultees can provide about their proposals the better (eg, what is proposed and where, how much it could cost, how it would benefit residents [including residents from disadvantaged wards], what preparations are already in place, how long the project could take and when it could be completed);
- d. the amount of developer contributions available is limited and it will not be possible to fund all the ideas received- tough priority-setting decisions will need to be made;
- e. groups seeking funding for new/improved facilities are encouraged to explore other funding sources and carry out fund-raising. As part of this, groups will need to make sure they can afford the running and maintenance of any new/improved facility that they are looking to develop.

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