

Item 6

King's Parade – Public Safety Measures

To:

Councillor Nicky Massey, Executive Councillor for Transport and Community Safety

Strategy & Resources Scrutiny Committee [08/02/2021]

Report by:

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Wards affected:

Market, Newnham

Not a Key Decision

1. Executive Summary

- 1.1 Following advice received from the Police Counter Terrorism unit, the Council working in conjunction with them and other key stakeholders, developed and implemented an interim scheme to enhance security and public safety in the very busy, but previously easily accessed by traffic, King's Parade in January 2020. The Traffic Regulation Orders used by Cambridgeshire County Council, as Highway Authority for Local Roads, to introduce this scheme on the City Council's behalf come to an end on 13th July 2021, and will need to become permanent if controls are to remain in place thereafter.
- 1.2 Since the interim scheme's introduction the Council has been monitoring its effects, along with feedback received from stakeholders and the public, with a further consultation exercise during December 2020 and January 2021. This identifies strong support for the scheme's objectives, albeit with significant concerns about various aspects of the current interim arrangement. The Police specialist advisors remain

supportive of continued controls, with the national threat level from international terrorism increasing from Substantial to Severe (meaning that an attack is highly likely) in November 2020.

- 1.3 In recognition of this identified ongoing need, along with the findings from local monitoring and engagement, and work with partners to better manage access to the city-centre and help it recover from the Covid-19 pandemic and grow, the Council is investigating a more suited replacement solution for the longer term. It is hoped that it will be possible to introduce this from 2022.
- 1.4 This item seeks the Executive Councillor for Transport and Community Safety's support for work to enable the existing temporary barrier apparatus to remain in place from July 2021, whilst a more suited longer-term solution is developed.

2. Recommendations

- 2.1 The Executive Councillor is recommended to:
 - i. Note the outcomes of public and stakeholder engagement and consultation, and behavioural monitoring, on the interim scheme introduced from January 2020;
 - ii. Note the impact of the Covid-19 pandemic on every-day life and visitor numbers to the city, and the limitations on undertaking a fully comprehensive evaluation of the scheme's effects, through 2020;
 - iii. Support a request to Cambridgeshire County Council for Traffic Regulation Orders to become permanent, enabling the existing controls and a fuller appraisal of their effects to continue beyond 13th July 2021;
 - iv. Request that officers continue to investigate and develop a more sympathetic and suited longer-term solution that addresses the primary limitations of the existing interim scheme, and aligns with parallel work with partner organisations and groups to better manage access to the city-centre.

3. Background

- 3.1 In 2018 the Council received advice from the Police Eastern Region Counter Terrorism unit raising concerns about the potential for a vehicle-based attack in the very busy King's Parade, fronting King's

College. City visitor numbers had risen sharply over a short period from 5 million to 8 million people each year, and this street is also busy year-round with the activities of Cambridge University, local colleges and townsfolk going about their daily business. Whilst there was no specific threat identified to Cambridge, the national level of alert was classified as Severe (meaning that an attack is highly likely), and the advice took in to account learning from the then recent attacks in crowded spaces both in this country and abroad (particularly in London, and Nice).

- 3.2 Access along King's Parade by motor vehicles has been restricted by Traffic Regulation Orders establishing both a Pedestrian Zone, and a Restricted Parking Zone, for many years. These permitted use of on-street blue-badge and loading bays, access to private property (including King's College), and for taxis and cyclists (heavily used by both). However, lacking the more physical controls in place elsewhere across the city-centre, the restrictions were widely ignored by many. This resulted in a great deal more traffic in the street than intended and conflict between vehicles, pedestrians and cyclists.
- 3.3 It was this comparative ease of access by motor traffic, along with large numbers of people in King's Parade, that gave cause for security concerns. The specialist advice received followed detailed site visits involving officers from the local policing, City Council, and Cambridgeshire County Highways, services and offered recommendations on how security and public safety might be improved.
- 3.4 Through 2018 and 2019 City Council officers worked with Police Counter Terrorism unit, County Council Highways and Greater Cambridge Partnership colleagues to review the concerns raised and recommendations made, and identify possible mitigating interventions. Key local stakeholders were identified and advised of the work, with opportunity to feed in concerns to the design process. Advice was also sought from the Centre for Protection of National Infrastructure (CPNI - the UK's national technical authority for physical security), and the Police's National Barrier Asset (NBA) team, as specialists in this field.
- 3.5 The outcome of this work was a proposal for short-term use of NBA type security barrier equipment at either end of King's Parade, similar to that used in other busy UK city-centres including London, Windsor and Edinburgh, to support existing street furniture, and respond to the urgent need identified. An initial scheme proposal was developed, considered and supported by the County Council's Area Joint Committee for Cambridge on 5 March 2019. Funding for this initial

scheme was secured from the City Council and Greater Cambridge Partnership during summer 2019, with the County Council contributing officer resource to manage the highways elements, including operational support and new anti-terrorism based Temporary and Experimental Traffic Regulation Orders (TROs).

- 3.6 In order to accommodate deliveries to and from local premises a time-limited restriction was proposed to cover the period when the street was busiest between 9:30am to 7pm each day, based upon a detailed analysis of footfall numbers in the area during 2018 and 2019. These hours of operation were to be enforced via daily closing and opening of the barrier's swing-arm gate. This initial scheme included changes to parking restrictions and bays in the northernmost part of Trumpington Street close to King's Parade, to provide additional on-street blue-badge parking in place of those bays rendered inaccessible when the street was closed to traffic. A gap as large as possible was left to one side of the barrier to enable cyclists to pass when the gate was closed.
- 3.7 Barrier equipment, TROs and other highways changes needed were procured, and introduced in early January 2020. The legislation used enables comments, representations and objections to be raised in the period following implementation. Both the temporary and experimental traffic orders extend for a maximum of 18 months (to 13th July 2021), and will need to become permanent if controls are to continue thereafter.

4. Initial Experiences

- 4.1 The period immediately following introduction of the interim scheme is normally one of the city's quietest periods of the year, as Christmas and New Year activities are over, visitors are fewer and many young people resume college studies here and elsewhere. At the time of the barrier equipment's introduction Bene't Street was closed to traffic in order for urgent repairs to a collapsed sewer to be undertaken.
- 4.2 There was however significant public interest in the changes introduced and many comments and representations were received; particularly regarding the need for the scheme, the temporary barrier equipment's appearance and access for cycle movement. Many of these initial respondents however understood the drivers for the changes and need for an urgent interim solution.

- 4.3 City Council staff, supported by colleagues at Cambridgeshire County Council and external contractors, provided day-to-day operational support for the barrier equipment, dealing with issues as they emerged to ensure that the interim scheme functioned as well as it could. Officers also worked closely with key stakeholders, including emergency services, colleges, Cambridge University departments, churches and information and entertainment centres to make arrangements for essential access needs anticipated through 2020.

Covid-19

- 4.4 From late February the impact of the Covid-19 pandemic globally was starting to be noticeable in the city, with even fewer visitors than typical for the time of year particularly those from overseas. Daily barrier operations were suspended between 26 March and 29 June 2020 since Government restrictions on movement of people during the crisis greatly reduced the security risk, the need for emergency and urgent access might have been greater, and operational resources could be either furloughed or prioritised towards other essential public services.
- 4.5 This period coincided with the opportunity afforded by the experimental traffic order process to appraise the scheme benefits and consider and affect any changes needed. Following implementation of the barrier equipment and alongside the day to day operational role, officers were regularly monitoring the effects of the scheme and changes in behaviour. However, normal day-to-day life soon became so impacted during this first national lock-down period that it was not considered practicable, and would have been premature, to draw meaningful conclusions about the need for further change at that stage.
- 4.6 Since April 2020 and in order to promote and support the city's safe recovery from the pandemic the Council has been leading a multi-agency task and finish group, including representatives from the Police, Cambridge BID, the Greater Cambridge Partnership, Cambridgeshire County Council and Stagecoach. As lock-down restrictions were eased over the summer, many re-opened businesses sought to provide additional outside seating in order to safely welcome back customers. Resuming daily barrier operations assisted a number of local cafes and restaurants along King's Parade as people returned to the city centre, and the broader benefits of the scheme became more noticeable.

5. Ongoing Monitoring

- 5.1 Monitoring of parking behaviour in the area, including in blue-badge and loading bays, and use of the street by cyclists recommenced during summer 2020 and has continued since as resources and further restrictions on movement allow. The new blue-badge bays in Trumpington Street have provided an increase overall (since the existing King's Parade bays are still able to be used before 9:30am and after 7pm), with no incidents of demand exceeding capacity being observed.
- 5.2 Prior to the pandemic, deliveries to local premises once the barrier was closed in the morning were often from double yellow lines at the northern end of Trumpington Street, Bene't Street and Peas Hill. On the basis of behaviour observed from officer monitoring, the balance in provision between blue-badge and loading bays may not be quite right and would warrant further review in any longer-term scheme.
- 5.3 In recent months movement has again become restricted as the virus has evolved and spread more easily. It is hoped that the roll-out of vaccines during 2021 will enable city-centres to return to some degree of pre-2020 normality through the year, where the effects of this scheme, and further interventions implemented more recently or still under development, might be better appraised.
- 5.4 Cambridge BID have a pedestrian footfall camera located at the northern end of King's Parade near Great St. Mary's Church, providing information of the number of people present for each hour of every day over recent years. This has captured and quantified the significant drop in visitors during 2020, but peak levels are still around two thirds of those experienced during 2019. The data provided further suggests that the largest numbers of people present through the year still occur during the current barrier apparatus' daily operational period (9:30am to 7pm); re-affirming the importance of controls extending between these times. A summary of the data available can be viewed in **Appendix A**.

6. Consultation

- 6.1 In order to address the safety and security risks identified by the Police as speedily as possible experimental, and temporary, TRO powers were utilised. Whilst these required less initial consultation than permanent orders, and whilst seeking to avoid creating un-necessary alarm, the Council engaged as best it could with local stakeholders to understand their needs and keep them updated as plans were

developed. A commitment was also made that a public consultation would be undertaken at a later date once the effects of the scheme had had opportunity to be experienced and properly tested.

- 6.2 Unfortunately, though, this opportunity has been impacted by Covid-19. Nevertheless, and irrespective of the pandemic, the existing traffic orders need to become permanent if controls are going to continue beyond 13 July 2021. In order to help inform a decision on future arrangements, the Council undertook a public and stakeholder consultation from December 2020 to January 2021. Since face to face meetings were not practicable this was primarily digitally based, hosted on the Council's website and signposted through Council communications, with paper copies available if respondents wished.
- 6.3 The consultation closed on 11 January 2021. The questions asked and a summary of responses received can be viewed via the link below, with further information available in **Appendix B**:

<https://forms.office.com/Pages/AnalysisPage.aspx?id=Yr5uzntVNkShnHZ-yizUUUHmbvt-n4NJgyt4hHKF--FUN1VLQjNDWEFITjZUUFCSTYzQ1ZBVldYNC4u&AnalyzerToken=wLP2QC3JMW56JVCj3WBMq7EBZsGyF8wS>

Outcomes from consultation

- 6.4 The views of the Police Counter Terrorism Unit were paramount and therefore sought both as part of this most recent consultation and prior to recommencing barrier operations as people returned to the city-centre from the end of June 2020. The Police remain firmly of the view that the safety and security risk is as high now as it was when the need for controls was first identified (the national threat level rose again from Substantial to Severe in November 2020). Whilst they consider local authorities best placed to determine the operational details, their advice is that the need for controls is expected to extend beyond July 2021 and they remain supportive of them.
- 6.5 The recent public consultation was very helpful in identifying views on the scheme approaching 12 months after its implementation. Clearly Covid-19 has had an enormous impact, but many people and businesses needed to adapt their regular activities and behaviours following implementation of the scheme and prior to the pandemic's arrival in the city. There have inevitably been effects on cyclists,

deliveries to and from local businesses, and blue-badge holders, particularly, that will require review in any future alternative scheme.

6.6 Some 499 responses to the online questionnaire were received. The main findings are:

- Responses were predominantly from individuals (95%) rather than groups, organisations, and businesses (4%), or elected representatives
- Responses from groups, organisations and businesses were evenly split between those having very localised, and broader, interests
- Only a very small proportion of respondents live outside of the CB postcode area
- 5% of respondents consider they have a long-term illness or impairment that affects their mobility
- More people disagree (53%) that the scheme has improved safety than agree (38%), with 8% expressing no opinion
- Significantly more people disagree (69%) that the scheme has improved the environment than agree (29%)
- Slightly less respondents support a continuation of the scheme (45%) than not (55%)
- The majority of respondents (68%) visited the area more than once per week before Covid-19, though less so since (37%)
- Most respondents feel impacted by the scheme (87%) but less than half of those feel this is to a significant degree (42%). These impacts were viewed by respondents both positively and negatively
- More respondents felt that the barrier gate operational timings (9:30am to 7pm) were unsuited to their needs (38%) than otherwise (20%), but the majority expressed no opinion (42%)
- When asked if they would like to see these timings amended, the majority of suggestions were either not to operate the barrier at all, or for a shortened period. There were however also suggestions for longer operating hours
- Respondents were asked to identify their primary interest in the scheme, with cyclists, shoppers or hospitality customers, and city centre residents being the largest groups
- Responses were received from 17 local businesses along King's Parade

- Just over half (59%) of businesses responding have been able to schedule deliveries around the scheme's operational hours. Deliveries are primarily before 2pm
- Twelve businesses responding would like to see the operating hours amended, with a reduction most popular. Some however supported keeping the barrier closed later into the evenings.
- Of the blue-badge holder respondents (5%), most visit to shop or access other local services both in King's Parade and close by elsewhere (32%), with all saying the scheme has created difficulty for them and citing a general lack of suitable city-centre facilities
- Over half (58%) of blue-badge respondents feel less safe accessing the city-centre in a wheelchair or with walking aids than previously, but with two thirds (65%) feeling it is no more difficult. Most now feel dissuaded from visiting the city-centre
- 90% of respondents are customers of King's Parade shopping and/ or hospitality businesses
- Slightly more shoppers and hospitality customers feel that King's Parade isn't a nicer place now (40%) than feel that it is (34%), with a lesser but still significant number believing there is no difference (26%). Most are still able to access the facilities they seek, either very locally (77%) or elsewhere in the city-centre (17%)
- More respondents feel the changes have not improved their overall visitor experience (57%), than have (43%). Some feel that the benefits in King's Parade have caused difficulties elsewhere
- Most visitors to the area either arrive either by bicycle or on foot, with less numbers by car, bus or taxi. Most travel no differently as a consequence of the scheme
- Of those cycling in the area, most (70%) feel that the changes have made matters worse for them, with similar numbers feeling that it is either better (14%) or that there has been no change (16%). Safety was cited as the primary factor (52%), and making the barrier more permeable a request from most
- Just over half of cycling respondents (55%) feel the changes have not made them less likely to use King's Parade, with around one in ten suggesting they are more likely to cycle there. Of those indicating they would be less likely (44%), most would continue cycling but use alternative routes instead (78%).

6.7 The findings of this recent exercise were largely as anticipated and reinforce the experiences of the first year of the scheme's operation. Views are split between those who see the need for the scheme and

support its introduction and continuation (45%), and those who do not (55%). Of those that are unsupportive, most appear to have concerns about particular elements of the scheme that affect them, rather than the primary objective of enhancing public safety and security. Some respondents favour an extension of the closure operating period, and further controls on traffic movement elsewhere across the city-centre.

- 6.8 Views are broadly consistent across the differing groups of respondent, with people both strongly agreeing, and strongly disagreeing, that there has been an improvement in safety, and environment. It is disappointing though that the majority of respondents feel that there has been no overall improvement (safety 53%, and environment 69%). The temporary barrier equipment utilised so far is of a standardised format, and whilst the location and specification have been optimised to provide a 'best fit' solution there are inevitably some compromises. There have however been benefits in the protected length of King's Parade arising from the removal of most motorised traffic. It may be that changes arising from Covid-19 have restricted the full appreciation of these.
- 6.9 Of concern are the views of blue-badge holding respondents, most of whom feel that the changes have caused them increased difficulty and are now dissuaded from visiting the city-centre. Disappointing too are the views of most cycling respondents, who believe that the changes are not only more inconvenient for them but have made the area less safe. A full Road Safety Audit was undertaken prior to and following the scheme's introduction, with recommendations acted upon, and there has been little change in the level of personal injury accidents reported.
- 6.10 More positively Cambridge BID, the organisation representing businesses in the city-centre, see the benefits of the scheme to their members and wish to see controls continued. It is hoped that this will enable more of the streetscape protected from motorised traffic to be utilised for other activities, such as outside seating for local eateries. Encouraging responses were also received from Cambridge University and officers of King's College, both of whom are supportive of the scheme principles and are keen to work with the Council and partners on a more suited longer-term holistic solution that addresses both new and previously experienced difficulties in the area. It is suggested that this be the focus for forward work.

7. Longer term scheme development

- 7.1 The Council remains committed to the development of a more suited longer-term solution that better reflects the sensitive historic setting and essential user needs. Officers continue to research and investigate what options may be available and how these might interface with other initiatives including the pandemic recovery, city-centre access management, and spaces and movement, workstreams.
- 7.2 Inevitably, the city has experienced significant change during 2020; both in terms of what hasn't been possible but also the new opportunities that have arisen from additional Government grant funding secured by the Council and its partners. This includes more funding for active transport measures, £59,000 from the Ministry of Housing, Communities and Local Government, £110,000 from the European Regional Development Fund, and £710,000 via the Cambridgeshire and Peterborough Combined Authority – all aimed at promoting recovery and future growth following the principle of 'build-back better'. Work is progressing and it is hoped that by the end of 2021 a much clearer picture of the best ways forward will be apparent.
- 7.3 The iconic King's Parade environment is likely to continue to be of significant interest to visitors as travel becomes more practicable once again. As a consequence, some form of control on traffic access in the immediate area is expected to continue to be necessary. However, additional changes may be introduced elsewhere that could reduce the need for such a robust solution in King's Parade to something more suited, and attractive. These might help promote greater use of street space for other purposes, such as outside seating for local businesses and seasonal activities and events through the year – whilst traffic access is restricted. **Plan 1** identifies those areas included during 2020, and **Plan 2** the wider city-centre area under consideration.
- 7.4 Officers will continue to explore with partners what arrangement might be best suited for the longer term, and how this might be developed. Costs are likely to be considerable, and a partnership funding approach therefore likely to be necessary. If a suitable solution is identified the Council will aim to seek funding from 2022 to play its part in keeping the area safe, accessible for essential needs, and welcoming to visit in the years ahead.

8. Conclusions and Next Steps

- 8.1 This interim scheme has met its objectives in ensuring that King's Parade has remained safe and secure since January 2020 and, despite

the impact of Covid-19, valuable learning has been gained about the potential longer term effects that can be used to inform future city-centre security and access management considerations.

- 8.2 On the basis of the work undertaken thus far and the lessons taken from it, the views received from key stakeholders and members of the public, and the limitation posed by Covid-19 on a thorough and meaningful appraisal of the full effects of the scheme, officers consider that controls should remain in place in King's Parade from July 2021 onwards. 2020 pedestrian footfall data has remained highest between the existing 9:30am to 7pm operational timings, at around two-thirds of 2019 peak levels. Whilst there is considerable public support for a shorter operational period some respondents too favour an extension. Over half of local businesses suggest they have been able to schedule deliveries around the existing restrictions. It is therefore suggested that the existing timings remain best suited year-round and should continue for the time being. However, this and several other potential areas for review and improvement have already been identified for further consideration in the development of a longer-term plan.
- 8.3 The existing Temporary and Experimental Traffic Regulation Orders cannot be extended beyond their 13 July 2021 conclusion, and will need replacing with permanent equivalents. Permanent Traffic Regulation Orders however can be reviewed, rescinded and replaced if circumstances change – so the potential for further future amendment or modification is not lost.
- 8.4 The existing barrier equipment introduced has limitations but also offers significant benefits in terms of security, portability, and flexibility. It has effectively served its purpose as an interim solution and should remain in place providing protection for the area, enabling the full effects to be more meaningfully assessed, and until such time as a suitable solution can be brought forward, or the need for controls in King's Parade is no longer considered needed.
- 8.5 If the Council is supportive of this approach the next steps will be to request Cambridgeshire County Council as Highway Authority for Local Roads to progress with permanent Traffic Regulation Orders. The formal advertisement of proposals as needed would likely be undertaken from late February/ early March in order that any objections received might be considered, and determined, at the meeting of the County Council Highways and Transport Committee on 8 June 2021. If

supported, Orders would then be finalised, and sealed, to come into effect upon the expiry of those currently in place from 13 July 2021.

- 8.6 Officers will work with local and relevant Executive Councillors, and other key stakeholders, to advance plans for a more suited long-term solution for this iconic location, which meets the area's safety and security needs whilst being more sympathetic to the sensitive historic environment. It is hoped that it will be possible to introduce this from 2022, depending on progress with partners wider plans and the availability of funding. Potential options will be shared further when available, prior to full and thorough public engagement before any changes are implemented.

9. Implications

a) Financial Implications

The Council has sourced funding to ensure that the existing barrier equipment can remain in place, and design work can progress on a more suited longer-term replacement. It will seek to secure further finance necessary to play its part in introducing a more permanent solution if a viable option can be identified and agreed with key partners and other stakeholders. Operational support is shared with Cambridgeshire County Council whereby the majority of costs are met through existing contractual arrangements.

b) Staffing Implications

Staffing resource to continue operating the existing barrier, and to progress with design work on a more suited replacement arrangement, is available within existing City Council and County Council teams, with support from the Police, specialist agencies and contractors/ suppliers as necessary.

c) Equality and Poverty Implications

An Equalities Impact Assessment for this interim scheme is attached as **Appendix C**. This will be updated as circumstances change. Whilst few impacts have been identified for most protected characteristic groups, the recent public consultation undertaken identifies that blue-badge holder respondents feel that the scheme has made it less convenient for them to access this area of the city centre.

d) Environmental Implications

The scheme is considered, at this stage, to have a Net Nil overall impact upon carbon emissions and climate change. Two criteria (energy use and waste generation) were identified as having Low Negative impacts, associated with the manufacture and installation of the equipment involved. However, these were balanced by two further criteria identified as having Low Positive impacts.

In terms of broader environmental considerations, the scheme's contribution to a safer city-centre largely free from non-essential traffic aligns well with ongoing work by the Council and partners to better manage public spaces and access to them. Although hard to attribute to very localised changes such work should, collectively and in time, help reduce noise levels, improve air quality, increase footfall and benefit the local economy.

e) Procurement Implications

Procurement of services needed will either be in house or via partners, through existing term service contract arrangements, from specialist named suppliers, or subject to individual competition as appropriate.

f) Community Safety Implications

The primary objective of this scheme was to enhance public safety and security. The area has remained safe through 2020, and the changes have enabled pedestrians and several local businesses to make greater use of the outside space through the Covid-19 pandemic. Access for essential needs (for instances funeral services) has been maintained throughout. During the first lockdown period between March and June 2020 barrier operations were suspended in order that those living locally whom may have been vulnerable and/ or shielding were able to better access essential services needed. More sustainable modes of travel such as walking, cycling and use of public transport promote engagement and reduce social exclusion and are thus considered to have a positive impact on community safety.

10. Consultation and communication considerations

The need for and detail of the scheme was identified through close working with partners including the Police, Greater Cambridge Partnership and Cambridgeshire County Council. An urgent interim solution was needed that utilised Experimental, and Anti-Terrorism Temporary, Traffic Regulation Order (TRO) powers.

The proposal was considered, and supported, by Cambridge Joint Area Committee on 5 March 2019. TROs were formally advertised by the County Council, with opportunity for representations and objections to be raised. Key

stakeholders and local businesses were identified and kept informed during the scheme development, implementation and subsequent operation. The Covid-19 pandemic through 2020 has significantly impacted upon people's experience of the changes introduced. Nevertheless, a public consultation, sign posted via media releases and accessible either in paper form or through the Council's website, has recently been undertaken. The findings are summarised in section 6 of this report and also in **Appendix B**. If it is decided to continue with controls beyond July 2021 the County Council will be requested to advertise Permanent TROs as needed, with further opportunity for representations and objections which will be considered, and determined, at a future meeting of the County Council Highways and Transport Committee.

11. Background papers

Background papers used in the preparation of this report:

Cambridge Joint Area Committee, 5 March 2019 - Agenda and minutes Equalities Impact Assessment.

12. Appendices

Appendix A – Summary of King's Parade pedestrian footfall 2019 - 2020

Appendix B (1) – Summary of Consultation Responses

Appendix B (2) - [Document 8.2.21 - Agenda Item 6 - Kings Parade consultation - Cambridge Council](#)

Appendix C – Equalities Impact Assessment

13. Inspection of papers

To inspect the background papers or if you have a query on the report please contact John Richards, Public Realm Engineering & Project Delivery Team Leader, tel: 01223 - 458525, email: john.richards@cambridge.gov.uk.