

## Report title: Benson North Area, Cambridge – Consider Objections to Proposed Waiting Restrictions

To: Delegated Decision Meeting

Meeting Date: 10<sup>th</sup> March 2022

From: Executive Director, Place and Economy

Electoral division(s): Castle

Key decision: No

Forward Plan ref: n/a

Outcome: To consider objections received in response to the publication of a proposal to introduce waiting restrictions in Wentworth Road, Windsor Road, Sherlock Road, Woodlark Road and Hoadly Road, Cambridge.

Recommendation: a) Introduce the waiting restrictions as published in Wentworth Road, Windsor Road, Sherlock Road and Woodlark Road.  
b) Introduce the amended proposal in Hoadly Road.  
c) Inform the objectors of the outcome.

### Officer contact:

Name: Gary Baldwin  
Post: Policy & Regulation Engineer  
Email: [gary.baldwin@cambridgeshire.gov.uk](mailto:gary.baldwin@cambridgeshire.gov.uk)  
Tel:

### Member contact:

Names: Councillor Catherine Rae  
Post: Elected Member  
Email: [catherine.rae@cambridgeshire.gov.uk](mailto:catherine.rae@cambridgeshire.gov.uk)  
Tel: 01223 706398

## 1. Background

- 1.1 The proposed waiting restrictions are a number of relatively minor amendments to the residents parking scheme that was introduced in the Benson North area in November 2020. These changes have mostly been suggested by local residents and businesses.
- 1.2 The published proposed changes were as follows:-
- Amend the existing pay & display parking in Wentworth Road, so that the maximum length of stay is increased from 2 hours to 3 hours (Mon-Fri 9am-12noon).
  - Remove a 5 metre length of shared use parking (resident permit holders/pay & display parking (Mon-Fri 9am-12noon)) and replace it with double yellow lines in Windsor Road outside property no.33.
  - Extend the length of No Waiting at any time (double yellow lines) by 5 metres on lengths of Sherlock Road, Woodlark Road and Hoadley Road. The Hoadly Road proposal has subsequently been amended as explained below.

## 2. Main Issues

- 2.1 When promoting waiting restrictions there is a statutory requirement for the Council to publish a notice to inform interested parties of the plans. This process invites the public to formally object to or comment on the proposed TRO in writing within a minimum twenty-one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals. All households likely to be directly affected by these proposals were individually consulted by letter. Site notices were also displayed on-street primarily to alert non-residents to the proposal.
- 2.2 The TRO was advertised in the Cambridge News on 15<sup>th</sup> December 2021 and the statutory consultation period ran until 14<sup>th</sup> January 2022.
- 2.3 A total of 12 written representations were received, including 3 objections. The full text of these are shown in the tables in Appendix 5 and the officer responses to the objections are also given in the tables. In brief, the representations received are as follows:-
- a) Wentworth Road (amend pay & display parking to maximum stay of 3 hours).  
No comments received.
  - b) Windsor Road (remove shared (resident permit holder/pay & display) parking space).  
One resident supports it.
  - c) Sherlock Road (extend double yellow lines).  
Two residents support it.
  - d) Woodlark Road (extend double yellow lines).  
Two residents object and one resident supports it.
  - e) Hoadly Road (extend double yellow lines).  
Originally two residents (plus a further three via City Cllr Smith) requested that the double yellow lines be extended around the whole turning circle with a white H bar in

front of the garage forecourt opposite no.51. This was felt to be a reasonable suggestion and led to a re-consultation on that amendment with those directly affected. No further comments were received, so it can be assumed that there are no objections to the amendment. (Please note that it is permitted to modify a published proposal provided that persons affected by the modifications are informed of it and are given an opportunity to make representations.) The amended proposal for Hoadly Road can be found in Appendix 4.

f) General.

One resident of Eachard Road objects to the whole proposal.

### 3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do.

The following bullet points set out details of significant implications identified by officers:

- The suggested waiting restriction amendments have largely been suggested by people within the local community who have raised these issues with their elected Members.

3.2 A good quality of life for everyone.

There are no significant implications for this priority.

3.3 Helping our children learn, develop and live life to the full.

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment.

There are no significant implications for this priority.

3.5 Protecting and caring for those who need us.

There are no significant implications for this priority.

### 4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- Funding for these works has already been identified within GCP funding for residents parking schemes and subsequent reviews.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory process relating to the requirement to publish and consult on the proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

#### 4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory consultees have been engaged, including County and City Councillors, Police and other emergency services.
- Local residents were individually consulted by letter.
- Notices were placed in the local press, on-street and were available to view online or by request.

#### 4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Relevant County and City Councillors were given the opportunity to comment as part of the statutory process.

#### 4.7 Public Health Implications

There are no significant implications for this priority.

#### 4.8 Environment and Climate Change Implications on Priority Areas

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: n/a.

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

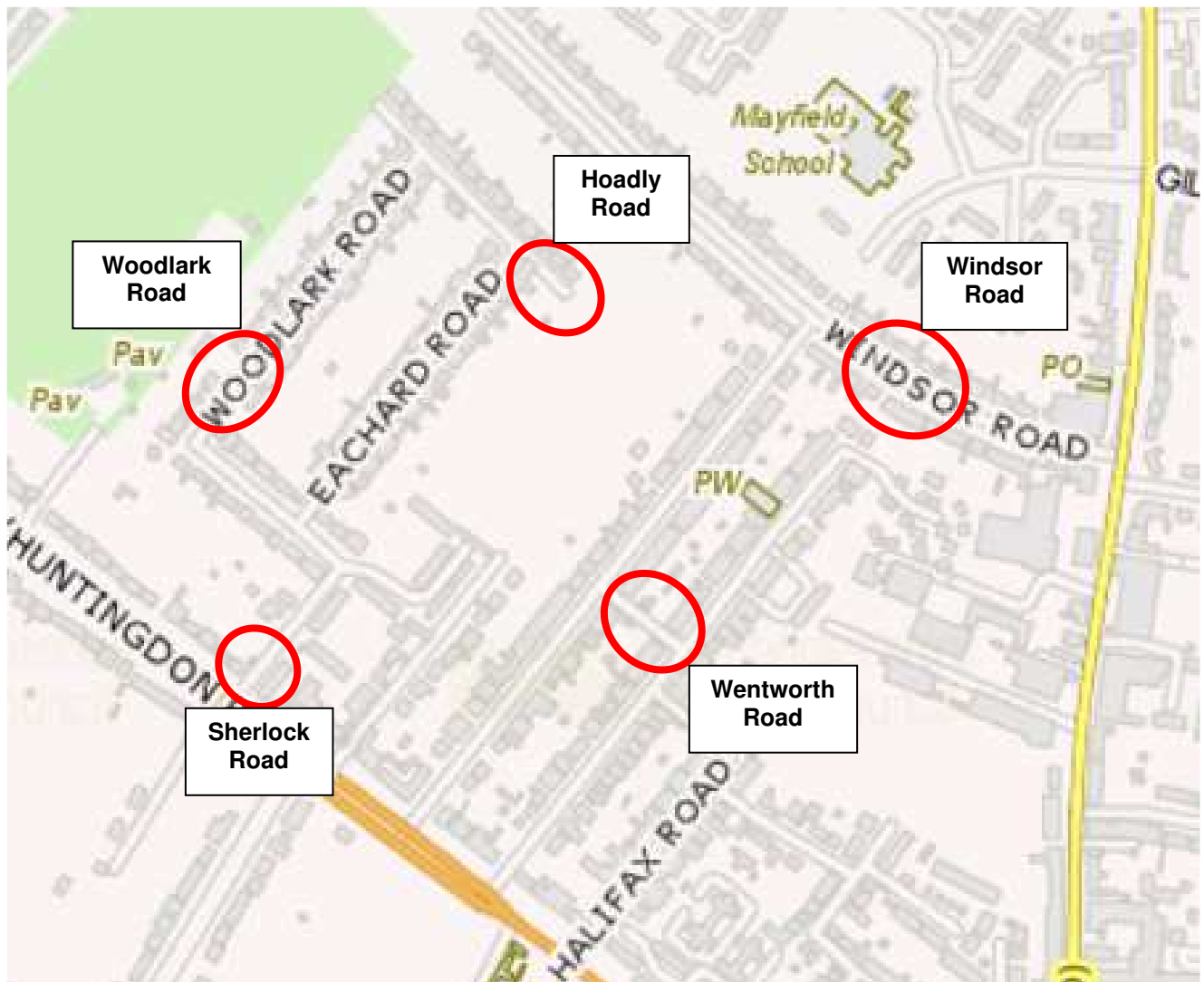
Explanation: n/a

##### 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

Explanation: n/a

## Appendix 1 Location of Individual Sites



## Appendix 2 Proposed Waiting Restrictions Public Notice

### Public Notice

#### The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2020 (Amendment no.--) Order 202-

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 (as amended).

The effect of this Order will be to make the following changes to the on-street parking restrictions in the Benson North area of Cambridge:-

- Amend the existing pay & display parking on two lengths of road on the south-west side of Wentworth Road, so that the maximum length of stay is increased from 2 hours to 3 hours (Mon-Fri 9am-12noon).
- Remove a 5 metre length of shared use parking (resident permit holders/pay & display parking (Mon-Fri 9am-12noon)) and replace it with double yellow lines on the south-west side of Windsor Road outside property no.33.
- Extend the length of No Waiting at any time (double yellow lines) by 5 metres on the south-east side of Sherlock Road outside property nos.8/10/12; on the south-east side of Woodlark Road opposite property no.5; and on the north-east side of Hoadley Road outside property no.51.

For further details of the above proposals please visit our [permanent traffic regulation orders page](#) and select PR0753. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

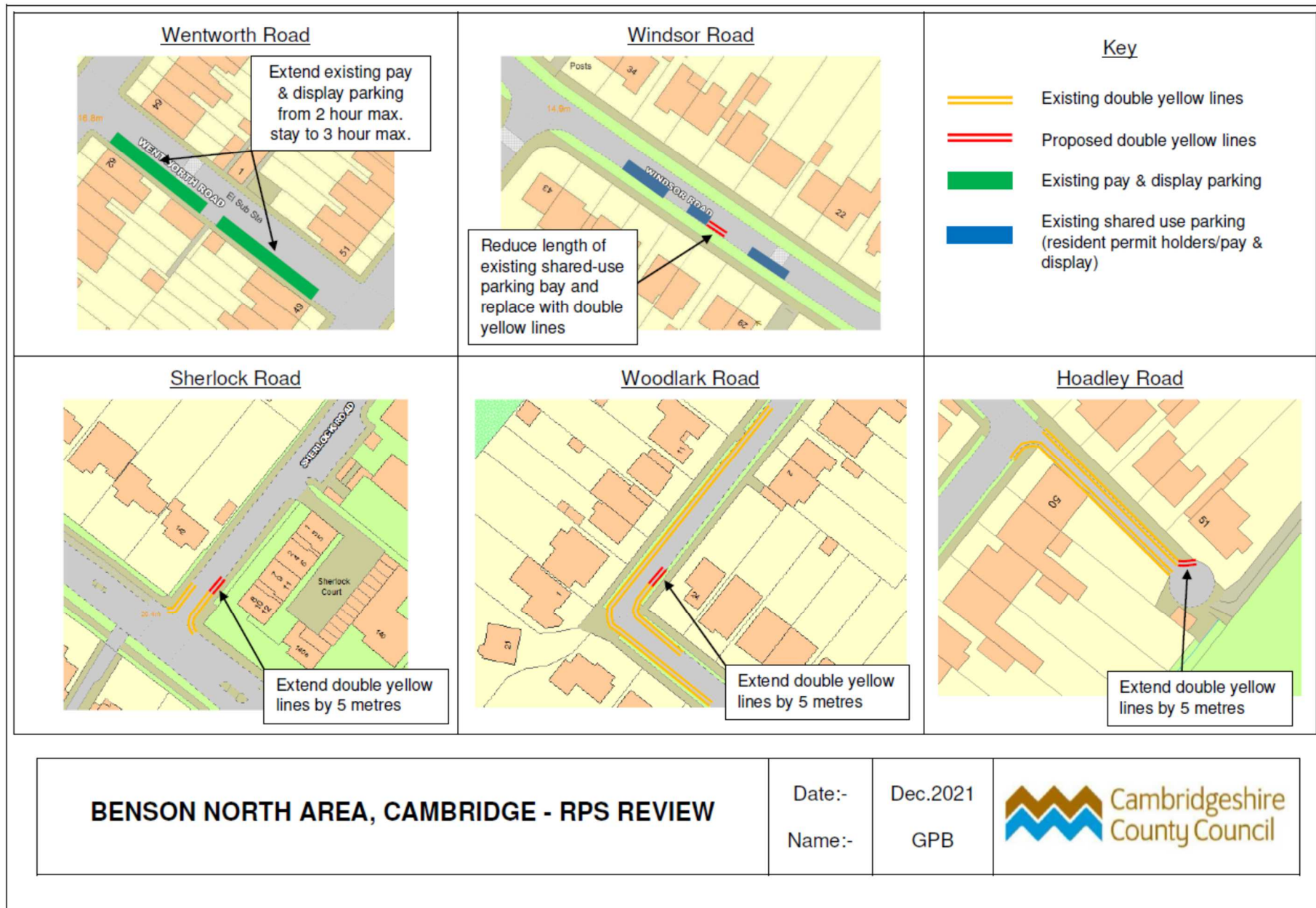
Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by email to [policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk) by 14<sup>th</sup> January 2022 quoting reference PR0753. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

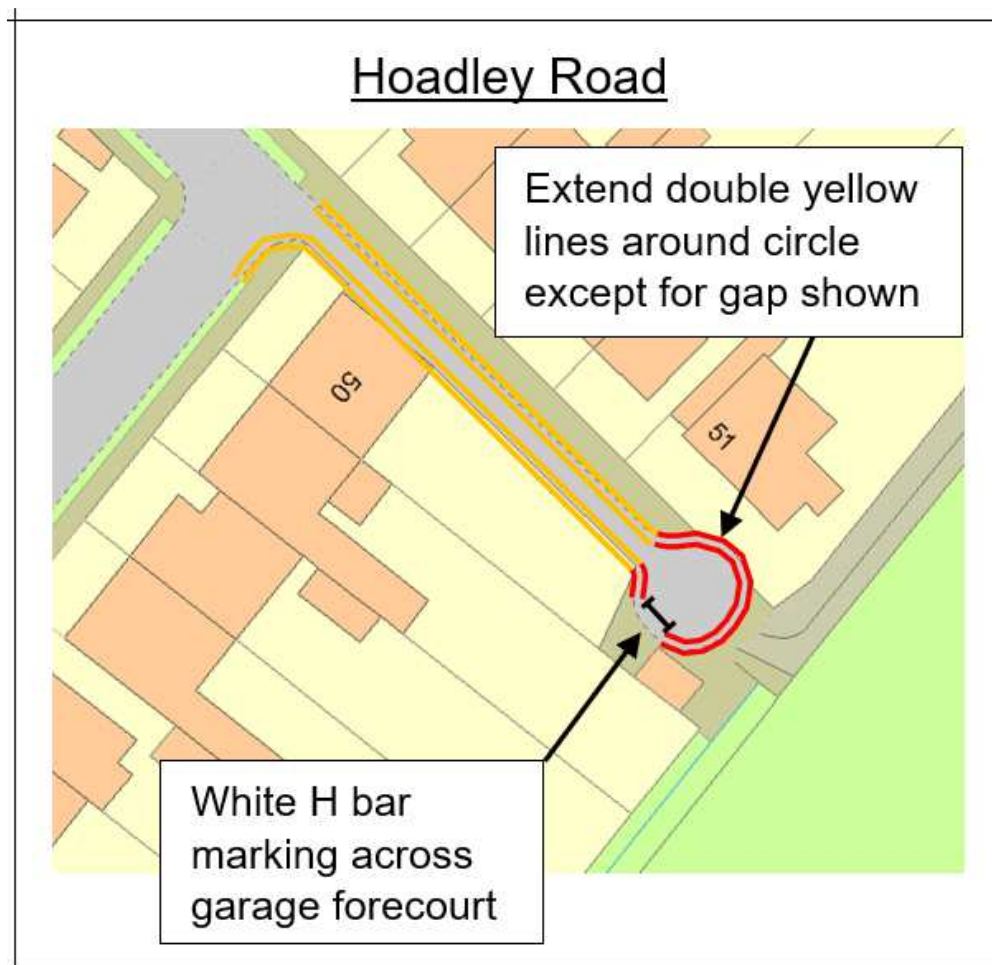
15<sup>th</sup> December 2021



## Appendix 3 Proposed Waiting Restriction Drawings (shows original Hoadly Road proposal)



## Appendix 4 Amended Drawing for Hoadly Road





## Appendix 5 Summary of Representations Received, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
	<u>WINDSOR ROAD</u>	
1	We are in complete support of the proposal to remove the 5 metre length of shared use parking and replace it with double yellow lines on the south-west side of Windsor Road outside property no.33.	Support noted
	<u>SHERLOCK ROAD</u>	
1	I have only recently moved to Sherlock Close and after only a few weeks was amazed at the absurdity of the parking possibility so close to a sometimes busy intersection. Several times in a short period it has proved potentially quite dangerous. The implementation of the above proposal cannot happen soon enough. To balance any objections (which I cannot imagine) I thought I should applaud this necessary change.	Support noted
2	On a positive note I do agree with the extension of yellow lines at the top of Sherlock Road to ease access and entry from Huntingdon Road.	Support noted
	<u>WOODLARK ROAD</u>	
1	I wish to object to the proposed amendment in Woodlark Road, on the basis that it really ought to be possible for the resident of no.x to access their drive without needing the entire width of the roadway in order to do so. The reason this is relevant is that the provision of on-street parking in the area has already been greatly restricted in recent times, leading to considerable pressure on such 'valuable' stretches of road where parking is even physically possible at all without blocking driveways.  Of course I park on my own driveway usually, but sometimes family members visit to assist with house-clearance, or (as now) my driveway has been taken over by builders; and the roadway in front of my own house is invariably occupied by someone else's car.	The proposed double yellow line extension would result in the loss of one parking space.  It is accepted that there are a number of properties that probably experience similar difficulties in accessing/egressing their driveways, which appears to be worse at present due to the large number of work vans being parked in the area. However, this location is close to the sharp bend where Sherlock Road meets Woodlark Road, so vehicles manoeuvring in this area could be unsighted by
2	Having examined the public documents on the Cambridgeshire website, I offer my comments to the proposal:	

	<p>There is no public evidence that there is a problem by drivers entering and exiting adjacent driveways between Sherlock Road and Woodlark Road. Having spoken to the neighbours, none have described any issues with entering and exiting their adjacent driveways.</p> <ul style="list-style-type: none"> <li>• My property is affected by the proposal and can inform you that we have no problems with the current setup. Therefore we feel no change is required</li> <li>• Parking availability has been restricted and by including an additional 5 meters of double yellow lines will effectively remove one car parking space. If this is enforced, there is no added benefit as parking outside the property has not been an issue to enter and exist our driveway.</li> <li>• If the proposal is accepted, I don't feel that the costs of the works will have any additional benefit to the taxpayers in Woodlark and Sherlock roads. It should be rejected as a waste of public funds which the residents strongly feel would be of more benefit if the funds are used elsewhere on more pressing issues on the Highways such as repairing potholes.</li> </ul> <p>I therefore wish the committee to reject the proposal.</p>	<p>approaching drivers. That is not the case for driveways located further north-east on Woodlark Road.</p> <p>The funding for this work is ring-fenced to the review of the residents parking scheme in the Benson North area, so could not be used for other works.</p>
3	<p>I would like to give my support for the proposal to increase length of the double yellow lines on corner of Woodlark Road and Sherlock Road. I live at number xx Woodlark Road and at present cars, and more usually vans, are able to park directly opposite the drive. This makes exiting out of the drive quite difficult and while straightening up our car it is in quite a hazardous position when other cars are coming round the corner from Sherlock Road.</p> <p><u>HOADLY ROAD</u></p>	<p>Support noted</p>
1	<p>The Hoadly Road lane and turning circle have been, are, and continue to be, regularly used for parking by people working on the new HMO 48 Earchard Road, the new car parking spaces behind 50 Earchard Road, and other workmen working in the area. I have no doubt whatsoever that the current difficulties will not only increase should the possible back development of 48/50 materialize, but will also become unmanageable and dangerous if the entire cul-de-sac is not protected by double yellow lines around the entire turning point with a white H in front of the garage forecourt.</p>	<p>The comments received were noted and, after consultation with the local Member, it was decided to amend the proposal to match the requests by local residents. Those directly affected have been re-consulted and no further comments have been received.</p>

2	<p>I strongly support the painting of double yellow lines around the entire turning point with a white H in front of the garage forecourt there.</p> <p>My concerns are with the proposed changes to Hoadly Road, in particular the proposal to put double yellow lines in the turning circle outside Number 51.</p> <p>The proposal to put lines 5 metre in length but on one side only do not go far enough. This is a turning circle and needs to be kept clear at all times.</p> <p>When the scheme was proposed I seem to recall that the turning circles at both ends of Hoadly Road were to have double yellows all the way round.</p> <p>At present, because there are no lines in the circle outside number 51, this has become a cosy little parking spot for builders and others working in the area. The problem with this is that they often block the access to the cycle path and footpath and also access to the separate garage that is owned by the resident at number 51.</p> <p><b>Therefore I urge you to reconsider your proposal, and put double yellows all the way around the circle with a white H in front of the garage.</b></p> <p>My other point is that I understand a request was put in by our local councillor to have the double yellow lines reduced in length along Hoadly Road at the junction with Eachard Road, to give residents one more parking space. This line is longer than others around The Square. I did query this with Nicola Gardner a while back but she could give me no definitive answer as to why.</p> <p>I understand a highways officer recently visited the area and come up with this answer:</p> <p><b>“At a site visit it was concluded that the yellow lines on the original design had been extended over that length to ease access/egress to the driveways of numbers 37 and 39 Hoadly Road. On balance, it was felt that the marginal benefit of providing an extra parking space in Hoadley Road could not be justified if it would create access issues for residents”.</b></p> <p>How does this officer think the rest of the residents manage and in particular those of us that live in the cul-de-sacs? I find this is a very lame excuse!</p>	<p>This was considered at the time of the resident permit parking review, but it was decided that it would not be taken forward. The reasons quoted are correct. Hence, it was not included in the published proposal, so cannot be considered as part of this delegated decision process.</p>
---	---	--

	<p>The residents at both 37 and 39 have been consulted and they would have no objection to the creation of another parking space.</p> <p><b>Therefore I urge you to reconsider this request and remove 5m of lines to accommodate one more vehicle.</b></p> <p>Parking in Hoadly Road is at a premium and is now made even worse due to 48/50 Eachard Road being turned into HMOs, with at least 4-5 residents having cars.</p> <p>Of course the ultimate solution is to remove the whole of this area from the parking restrictions. We never wanted it and there is no evidence that we need it. We only got included in it on the whim of a County Councillor. But I guess this is just wishful thinking.</p> <p>I hope you will consider my comments before making a final decision.</p>	
3	<p>I refer to the 'Permanent Traffic Regulation Orders,' 'Proposed TRO (Reference number PRO753) various roads,' Cambridge.</p> <p>I have consulted the residents of 43, 45, 47, 49 and 51 Hoadly Road whose properties face directly onto the cul-de-sac on the proposal to extend the double yellow line 5m outside 51 Hoadly Road.</p> <p>The residents have given their unanimous support to extending the double yellow line around the entire turning circle with the exception of a white H in front of garage forecourt opposite 51 Hoadly Road.</p> <p>Residents are concerned the pressure for parking spaces arising from the recent conversion of 48 Eachard Road to a six person HMO and the emerging development proposal in the rear gardens of 48/50 Eachard Road will lead to inconsiderate parking in the turning circle.</p> <p>If you wish to discuss any matters arising, then please do not hesitate to contact me.</p> <p>Simon Smith (Cambridge City Council Castle Ward)</p>	See previous response on the Hoadly Road proposal.

1	<p><u>GENERAL</u></p> <p>As a resident for the last 10 years of Eachard road I was very disappointed to hear firstly that the majority of residents in the square were ignored when it came to deciding about the parking restrictions would take place on the square. I am of the understanding that the resident parking review again didn't take note of the concerns that have been raised by those who live on the square.</p> <p>I believe you're the right person and department to email to log my personal concern.</p> <p>Since we've had the parking restrictions were brought in several things have taken place, the first is that cars now speed around the square as the yellow lines are singularly placed on one side of the road. My young children that used to play out cannot do so safely anymore.</p> <p>I did not experience that we had a parking problem on the square and would've wanted our Square to be left out of the proposals in the scheme until we could review it when the restrictions have been brought in in the surrounding roads, however that did not happen.</p> <p>All we have now is tradespeople parking up on verges because they haven't got permits and there are yellow lines everywhere, so we have intense sections of mud and the pavements aren't as safe to walk on.</p> <p>I also object strongly to the fact that I now pay to park on my road even though I have offstreet parking I do so so that I can allow a guest onto my drive when visiting.</p> <p>The cost of the visitor parking permits are high, and yet we are still limited by how many we can have?!</p> <p>in a few weeks time we're going to have works begin to redo our drive to make it more environmentally sound and as such won't be able to park on it, to finance our tradespeople being able to complete the work and park on the square would be phenomenally expensive for the period of 2 to 3 weeks that they will be here. There seems to be no consideration within the trade permit application section to Consider restriction that only for three hours as opposed to the whole day. Why is it considered okay to intend to charge a resident a full days trade permit fee, which is expensive at £8, when</p>	<p>It is acknowledged that a number of residents in the Sherlock Road, Woodlark Road, Eachard Road and Hoadly Road area did not support the original residents parking scheme. However, on balance the Council made the decision to introduce it, primarily due to a concern that if the area was not covered by the scheme there would be a migration of parking from roads that would be within the scheme.</p> <p>The following points raised are noted and understood, but they are not directly related to the recently published proposal, so cannot be considered as part of this delegated decision process.</p>
---	--	--

	<p>they're only in need of three hours worth of permission. The trade permits also restrict to the vehicle registration so make it impossible to have different teams of the same organisation come and work for us. The whole set up just feels like one to extract money from residence and make things difficult. We pay a very high tariff of council tax and feel really let down by this whole department.</p> <p>I want it to be heard that my family <u>do not agree that further extensions to the parking restriction scheme currently being proposed are warranted</u> on the square and want to log an objection to the scheme and it's effects as a whole.</p> <p>Thank you for your time reading this and I hope speaking out as a resident is worth it.</p>	<p>The objector's general opposition to the proposed changes is noted. However, the published waiting restriction proposals are relatively minor and designed to address very localised issues. It is anticipated that the overall impact on residents will be negligible.</p>
--	--	--