

**CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTION CHANGES
IN NEWTOWN AREA, CAMBRIDGE**

To: Cambridge Joint Area Committee

Meeting Date: 9th June 2020

From: Executive Director – Place & Economy

Electoral division(s): Petersfield (County and City)

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

Outcome: To determine objections, written representations a petition received in response to proposed waiting restriction changes in the Newtown area of Cambridge.

The proposals are intended to result in better management of on-street parking in the area and will provide cycle parking and a dedicated car club space.

Recommendation: The Committee is recommended to:

- a) Introduce the proposed waiting restrictions as shown on the public notice and drawing shown in Appendices 1 and 2 as published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Gary Baldwin Post: Engineer (Policy & Regulation) Email: gary.baldwin@cambridgeshire.gov.uk Tel: 01480 372362	Names: Councillor Richard Robertson Post: Chairman Email: richard.robertson@cambridge.gov.uk Tel: 01223 249787
	Names: Councillor Linda Jones Post: Divisional Councillor Email: linda.jones@cambridgeshire.gov.uk Tel: 0345 0455200

1. BACKGROUND

1.1 The Newtown area of Cambridge has a residential permit parking scheme (RPS), which was introduced in 1992. The zone covers an area bounded by Trumpington Road, Lensfield Road, Hills Road and the University Botanic Gardens. Most on-street parking is for resident permit holders only from 9am to 8pm on all days of the week, but there is also some short-stay pay & display parking at selective locations. The fact that the RPS was introduced in 1992 and is operational on all days of the week over relatively long hours demonstrates that the zone is subject to extreme parking pressures.

2. MAIN ISSUES

2.1 In recent years, residents have expressed a desire to increase the number of resident permit holder spaces and to re-locate those spaces so that they are closer to residential premises. At present there is a view that the locations of the permit holder spaces and pay & display bays are not ideally located to serve their respective purposes. In essence, more resident permit holder spaces will be provided in Pemberton Terrace and some removed from Brookside. Pay & display spaces will be removed from Pemberton Terrace and moved to Brookside.

2.2 The Greater Cambridge Partnership (GCP) currently provides funding for RPSs in Cambridge which can be used to make changes to existing schemes provided the changes encourage more sustainable travel choices, such as providing car club spaces and increased cycle parking which is the case in Newtown.

2.3 As a result, these issues have been discussed over many months by Councillor Linda Jones, with the local Residents Association and residents' Traffic Review Group. Some preliminary consultations have taken place to obtain agreement in principle to promote changes to the existing RPS. It was agreed that the following amendments would be pursued:-

- a) Brookside (Lensfield Road to Pemberton Terrace) – on the west side it is proposed to shorten the existing pay & display parking bay by 10 metres at the southern end to provide a car club parking space and cycle stands.
- b) Brookside (Pemberton Terrace to Bateman Street) – on the east side it is proposed to convert the northern and southern sections of existing resident permit holder parking spaces to pay & display parking (Mon-Sat 8.30am-6.30pm & Sun 9am-5pm) with the southern section being extended southwards by 20 metres to provide an additional length of pay & display parking. The central section of resident permit spaces to remain. There are more educational and business premises on this length of road, so less demand for resident holder parking.
- c) Pemberton Terrace – on the north side it is proposed to convert all of the existing pay & display parking spaces to resident permit holder parking. The existing doctor and disabled blue badge parking spaces to remain. There is more demand for permit holder spaces on this road, hence the re-allocate of parking bays.

The Public Notice and Drawing showing the proposals are shown in **Appendices 1 and 2**.

- 2.4** These amendments were advertised in the Cambridge News on 5th February 2020 and the statutory consultation period ran until 28th February 2020. The Council is required to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, including the emergency services and others likely to be affected. Residents and businesses in the area where the proposed RPS changes are proposed were individually consulted by letter. This provided an opportunity for any interested party to submit a written representation on the proposal.
- 2.5** A total of 23 representations were received, including 14 objections and 9 supporting the proposals, albeit some of the supporters have suggested changes. The main points raised by those submitting representations are summarised in the table in **Appendix 3** and officer responses are also given in the table.
- 2.6** Cambridgeshire Police have no comment to make as the proposals are within the Cambridge Civil Enforcement Area.
- 2.7** In addition, an online petition has been submitted via the Council's online system and this attracted 189 signatures. This was opened on 21st February 2020 and closed on 1st May 2020.

Title: Object to Installing Pay & Display on Brookside CB2

Statement: We the undersigned petition the council to reject Cambridgeshire County Council's PR0551 Proposed Amendments to Parking Restrictions – Newtown area, Cambridge issued the 5th February 2020. We, the unsigned, object to the removal of Resident Permit parking and replacing it with Pay & Display parking on Brookside (Bateman Street to Pemberton Terrace section), where it is proposed to convert the northern and southern sections of existing Resident Permit parking to Pay & Display parking, in addition the southern section being extended southwards by 20 metres to provide an additional length of Pay & Display parking.

The full wording of the petition is included in **Appendix 4** and can be viewed online here - https://cambridgeshire.cmis.uk.com/ccc_live/ePetitions/tabid/115/ID/44/Object-to-Installing-Pay-Display-on-Brookside-CB2.aspx

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

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

- The main objectives of the Council's RPS initiative is to give parking priority to residents and to reduce traffic coming into Cambridge, with the aim of lowering congestion and improving air quality. The proposed amendments are intended to re-locate parking spaces to better serve their intended purpose, i.e. to move resident permit holder spaces to lengths of road where they will be more convenient for residents and move pay & display spaces to roads more suited to visitors to the area. The car club space

and cycle stands will also help residents and visitors. In combination, these changes should benefit everyone.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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:-

- The RPS modifications are being funded from the GCP budget.

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 required statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

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

- The only protected characteristic groups affected would be Disability. The overall effect on disabled people, with a blue badge, is likely to be neutral as they are able to park freely and without time limit in resident holder bays or in pay & display spaces. Blue badge holders would be able to park on most yellow lines for up to 3 hours, which might be helpful at some locations.

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 the Police, other emergency services and residents directly affected. Notices were placed in the local press and were also displayed on the road affected by the proposal. The documents associated with the proposal were available to view in the reception area of Shire Hall and online.

4.6 Localism and Local Member Involvement

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

- The Divisional Councillors were closely involved in the development of these proposals and all relevant County and City Councillors were formally consulted. Residents directly affected by the proposals were consulted by letter and notices were displayed on site.

4.7 Public Health Implications

There are no significant implications for this priority.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by the Monitoring Officer?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Redacted copies of all representations received	https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1094/Committee/11/Default.aspx

PUBLIC NOTICE

**THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA)
(WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017
(AMENDMENT NO. 39) ORDER 2017**

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 create and re-allocate parking bays in the Newtown area of Cambridge as follows:-

- Brookside (Lensfield Road to Pemberton Terrace) – on the west side it is proposed to shorten the existing pay & display parking bay by 10 metres at the southern end to provide a car club parking space and cycle stands.
- Brookside (Pemberton Terrace to Bateman Street) – on the east side it is proposed to convert the northern and southern sections of existing resident permit holder parking spaces to pay & display parking (Mon-Sat 8.30am-6.30pm & Sun 9am-5pm) with the southern section being extended southwards by 20 metres to provide an additional length of pay & display parking. The central section of resident permit spaces to remain.
- Pemberton Terrace – on the north side it is proposed to convert all of the existing pay & display parking spaces to resident permit holder parking. The existing doctor and disabled blue badge parking spaces to remain.

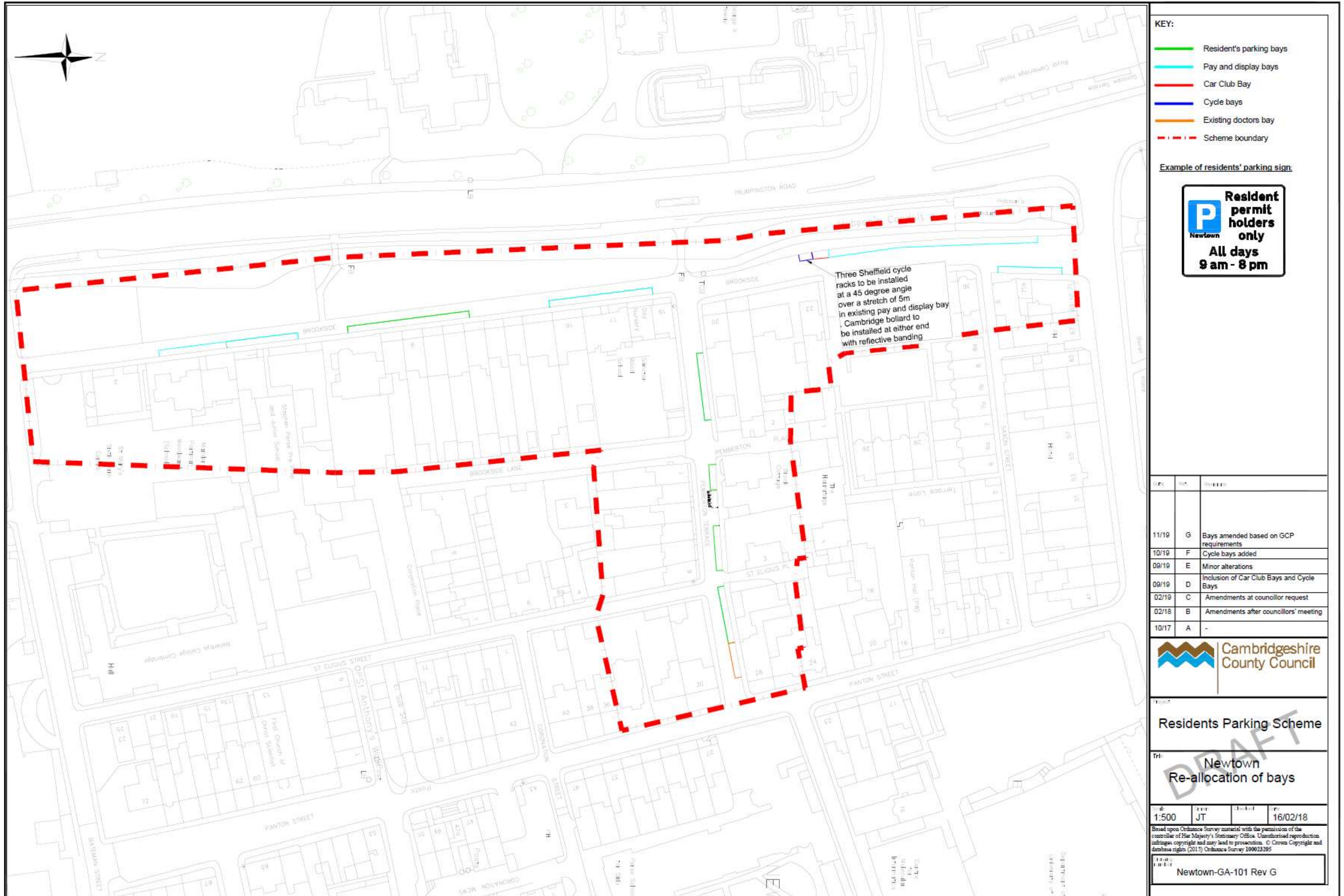
Further details relating to the proposed Order may be examined free of charge at Reception, Shire Hall, Castle Hill, Cambridge CB3 0AP during normal office hours or online by using this link: <http://bit.ly/cambridgeshiretro>.

All representations relating to this Order must be made in writing and all objections must specify the grounds on which they are made. They should be sent to the undersigned or submitted by e-mail to policyandregulation@cambridgeshire.gov.uk to reach us by not later than 28th February 2020 quoting reference PR0551. Comments received will be used as part of our consultation process, but will be anonymised in any published reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Vantage House, Washingley Road, Huntingdon PE29 6SR

5th February 2020

Appendix 2



- KEY:**
- Resident's parking bays
 - Pay and display bays
 - Car Club Bay
 - Cycle bays
 - Existing doctors bay
 - - - Scheme boundary

Example of residents' parking sign:



Date	Ref	Revisions
11/19	G	Bays amended based on GCP requirements
10/19	F	Cycle bays added
09/19	E	Minor alterations
09/19	D	Inclusion of Car Club Bays and Cycle Bays
02/19	C	Amendments at councillor request
02/18	B	Amendments after councillors' meeting
10/17	A	-



Residents Parking Scheme

Tri- Newtown Re-allocation of bays

Scale:	1:500	Drawn:	JT	Checked:	16/02/18
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Appendix 3

No.	Summary of main objections received (no. of responses mentioning this issue)	Officer's Response
1.	The provision of pay & display parking in the one-way section Brookside will result in more non-local traffic using that road. There are road safety concerns related to school children, cyclists and other road users, plus the extra traffic will increase noise and air pollution (12 responses).	The provision of pay & display could result in more non-residents driving into Brookside in search of parking. However, as it is a one-way street, access is already controlled and would make the pay & display parking unattractive for some drivers. The change is unlikely to encourage more school traffic to use Brookside as the short duration nature of school-related parking probably means that some parents already drive into Brookside and park on yellow lines or in resident bays. It is a narrow road with a 20mph speed limit and significant on-street parking, so it is expected that speeds are relatively low and will remain so. Hence, these changes do not raise any significant additional safety concerns.
2.	The reduction in resident permit holder parking in Brookside will affect residents who live there as there is already insufficient spaces for their needs (10 responses).	It is acknowledged that there are residential premises in Brookside and that parking is in short supply due to the nature of the road, lack of off-street parking and close proximity to the city centre. However, a section of resident holder parking in Brookside will remain and residents are able to use parking in adjacent roads, such as Pemberton Terrace. The proposed pay & display parking would be in operation Mon-Sat 8.30am-6.30pm and Sun 9am-5pm, so would be freely available at other times.
3.	There has been insufficient consultation on these changes and too little time to respond (5 responses)	There has been significant local engagement over a number of years and efforts have been made to arrive at a scheme that would be supported by a majority of residents. The recent statutory publication/consultation exercise has provided a further opportunity for residents and businesses to have their say on the proposals.
4.	The proposed cycle stands are not ideally or conveniently located in that they are away from businesses and the botanical gardens (3 responses).	On site observations would suggest that there is demand for cycle parkin in that area. We have placed the cycle stands next to the proposed car club bay to create a "green hub" as car club users often a cycle to travel from home to the car club location.

No.	Main points raised by those in support of proposals (no. of responses mentioning this issue)	Officer's Response
1.	The proposals will better match demands for respective parking controls (6 responses).	Noted.
2.	An informal consultation carried out in 2018 indicated a majority of residents were in favour of amending the RPS (4 responses).	Noted.

Appendix 4

Petition Overview:

Title:

Object to Installing Pay & Display on Brookside CB2

Statement:

We the undersigned petition the council to Reject Cambridgeshire County Council's PR0551 Proposed Amendments to Parking Restrictions – Newtown area, Cambridge issued the 5th February 2020. We, the unsigned, object to the removal of Resident Permit parking and replacing it with Pay & Display parking on Brookside (Bateman Street to Pemberton Terrace section), where it is proposed to convert the northern and southern sections of existing Resident Permit parking to Pay & Display parking, in addition the southern section being extended southwards by 20 metres to provide an additional length of Pay & Display parking.

Justification:

The section of Brookside between Bateman Street and Pemberton Terrace is a narrow, one-way street with the front gardens of schools and residents across the road, and with schools at the beginning and end of the road. This section of road is currently only Resident Permit parking, which is always occupied, and the section at the southern Bateman Street end (outside MPW and the Stephen Perse Foundation) has double yellow lines or zigzag SCHOOL KEEP CLEAR lines.

Removing the Resident Permit parking and installing Pay & Display parking will increase risk of serious injury to:

? School children (Heritage School, Stephen Perse Foundation, and MPW) arriving to school, leaving school during the day for activities, or when crossing the road to front gardens. This risk is particularly acute outside of Heritage School, which has over 200 pupils, half of which are aged 4-10 years old, where the line of sight is most compromised by parked cars,

? Resident children crossing the road to their gardens,

? Resident senior citizens walking in the area or to their gardens,

? Cyclists going the wrong way down Brookside,

? Visitors to the Botanical Gardens who walk down Brookside, often entering resident gardens.

Installing Pay & Display will create additional foreign traffic turning off Trumpington road, into Bateman street and then left into Brookside to try and find parking. These drivers will not be local people with local knowledge of risks to children or residents or of others who cycle or walk the wrong way down the road. The turning into Brookside is almost blind as the railings and plantings obscure the view of the driver. Front garden gates often swing into the road. Local residents and business users are aware of these factors and drive slowly.

A particular concern is line of sight down Brookside for residents, school children and other users wishing to cross Brookside. This problem is particularly acute at the northern end of Brookside outside Heritage School. There is a serious risk of injury to school children crossing Brookside, as they are unable clearly to see a car approaching up Brookside due to parked cars. This same risk applies to all cyclists and pedestrians crossing from Pemberton Terrace to the pedestrian bridge across Hobson's Conduit to Trumpington Road. Heritage School reports numerous 'near misses'; poor line of sight at the northern end of Brookside is a serious accident waiting to happen. Installing Pay and Display parking on Brookside will make matters worse.

There was a proposal to install two-way cycling on this section of Brookside. However, after a

report it was concluded that this was a safety concern. See paragraph 4.4 of Cambridge Traffic

Management area joint committee report dated 24th April 2006.

Additionally, removing residents parking from this section will cause residents to drive around the local one-way system creating a greater environmental impact.

It is proposed to remove the Pay & Display from Pemberton Terrace and replace it with Residents Permit parking. Pemberton Terrace is a two-way street on what is effectively a single lane road, given the current parking on the north side of Pemberton Terrace. This parking is not much used for much during the day. With all spaces potentially full of Resident Permit parking throughout the day there will be no space for drivers to pull in to let others pass, leading to more frequent bottlenecks, including when lorries or delivery trucks drive down Pemberton Terrace from Brookside. Regardless of how parking bays are distributed on Pemberton Terrace, consideration should be given to making Pemberton Terrace one way from west to east.

Residents, schools and other business users of Brookside have not been consulted on this proposed scheme. We, the undersigned, given the objections stated above, demand that this scheme be sent back to consultation. This will allow residents, schools and other business users to have their say so that a more appropriate scheme can be created, one which balances various needs and serious safety concerns more effectively. Under the current proposal, the safety of residents and school children will be compromised further by encouraging more foreign traffic on Brookside.