



Cambridgeshire County Council
Policy and Regulation Team
Vantage House
Washingly Road
Huntingdon
PE29 6SR

11th July 2019

Dear Gary Baldwin,

I write in response to your letter received this week: **Proposed Residents' Parking Scheme – Benson North Area, Cambridge. Ref PR0549**

It took eight years until someone was honest enough to agree that the Canterbury St stretch that intersects with Halifax Road was infact always empty. This meant that whilst enormous difficulties were faced by residents trying to park on Halifax, Richmond etc, one road was always empty. This is because each house on that street has its own driveway. It seems that this was too obvious to factor in when parking restrictions came in, and apparently the proposed parking for Halifax Road will remain with us looking out at an empty road as we are not allowed to park there. This is apparently because you don't want to hold another consultation in Benson.

My opposition to the proposed new parking arrangements is this:

It is not fair for one road to continue to sit empty because someone years ago didn't realise that if a house had a drive – they wouldn't want a permit for parking on their street.

Canterbury Street must be available for Halifax residents to use their permits on.

We feel round here as if we are taken as fools.

Best regards,



Ref: PRO 549

9.8.2019

Dear Mr Baldwin,

I confess to being 'confused' by your letter of 8th July, 2019 regarding Proposed Residents' Permit Parking Scheme - Benson North Area, Cambridge.

As far as I understand there are two issues at stake:-

1. Permit Parking Scheme
2. Traffic Calming measures.

These are presumably 'separate' issues, although from your letter they have been somehow 'intertwined'.

I am responding to issue No.1. - the proposed Parking Permit Scheme which I do not support.

Could you please record that I am not in favour of the Proposed Residents' Permit Parking Scheme.

Thank-you for your attention in this matter.

Ref: PR0549

August 12, 2019

Dear Sir/Madam,

With reference to your letter of July 8th, 2019, I write to add more comments to the 'Proposed Residents Permit Parking in the Benson North Area in Cambridge. We need a 'Residents Permit Parking scheme' very badly

in Halifax Road particularly

Often when lorries or vans come to deliver very big and heavy equipment to residents, they end up double-parking because of there being no parking spaces left.

There also needs to be a space for disabled parking.

Yours faithfully



RICHMOND ROAD RESIDENTS' ASSOCIATION

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26 August 2019

Dear Sir/Madam

PROPOSED RESIDENTS' PARKING SCHEME – BENSON NORTH AREA

We are responding on behalf of Richmond Road Residents' Association to your letter of 8 July 2019 outlining the proposed residents' parking scheme for the Benson North Area.

We are grateful to councillors and officers for listening to our concerns, and for incorporating a number of the suggestions that we put forward in our very full response last year, particularly in respect of mixed use parking bays which will go some way to addressing the difficulties likely to be faced by users of St Augustine's Community Centre and Histon Road Recreation Ground. We also appreciate the compromise reached over the timing of the proposed restrictions, bearing in mind that these need to apply across the Area as a whole.

We are, however, very conscious that although support for the proposals was higher in Richmond Rd than it is in many other streets locally, this support quite probably represents the views of a minority of RRd residents as a whole. A similar outcome is reflected elsewhere across the Benson North Area. Accepting that the County Council can only react to the views of those residents who responded, it is nevertheless clear that support for residents' parking is far from universal. This can be interpreted as the majority of residents being unconcerned about the parking situation locally, or that they are unclear as to the impact and effectiveness of the restrictions proposed and for which they will need to pay directly. No doubt both interpretations apply to an extent.

But from discussions held with residents in RRd, it is clear that there is widespread uncertainty about how the proposed restrictions will work out in practice. For example, some “commuter” parking will no doubt be deterred but will the spaces so released be taken up by contractors working locally or by residents from other streets in the Area or by those shopping in the city centre after 12pm? Will some “commuters” simply change their working hours and choose to park after the restrictions finish? Will there be sufficient mixed bays for users of the community facilities, particularly as there is very limited provision of this sort outside RRd and Wentworth Road - and nothing to stop any visitors to the Area using them whether or not they are using facilities in RRd? Will the proposed time restrictions simply encourage community users to move their activities to after 12pm, and thereby increase the pressures on parking near the community facilities in the early evenings when residents are returning home from work?

These questions are difficult to answer definitively and reinforce our view that there should be an element of experimentation in the way that the provisions of the scheme are designed and applied, allowing some adjustments to be made in the light of practical experience. Had this been done when the earlier Benson St scheme was introduced some years ago, it might have enabled changes to have been made which would have reduced the pressures placed on Halifax and Richmond Roads over recent years, whose residents have noted extensive areas of Canterbury St virtually empty of cars for most of the day whilst their streets were heavily parked.

Building some flexibility into the new scheme wherever practicable could be key. We recognise that there may be cost implications in the short term and beyond, but these may be easier to accommodate over time than having to make more substantial changes later when these become unavoidable. We would urge the County to identify those elements of the scheme that could be modified relatively easily, including the times the restrictions apply and the provision of mixed bays, and make clear from the outset that changes will be made where it is evident that the intentions of the scheme are not being realised. We note that in a PPA, such as that proposed for Nursery Walk, there are a reduced number of “repeated” signs and no bays marked as such, as is considered appropriate for a cul-de-sac or no through road. RRd is in effect a no through road, and from its junction with Wentworth Rd is clearly a cul-de-sac, and perhaps this could be reflected in the way in which signs and markings are introduced, including the proposed mixed use bays. We understand that signage and markings need to be clear to drivers and others. At the same time, there is

a need to keep street furniture to a minimum, especially within a Conservation Area. We would appreciate the opportunity to consider these issues in more detail before decisions are finalised.

On a specific point of detail, we understand that representations have been made in the past about the double yellow lines in place at the junction of RRd and Nursery Walk. The view locally is that these are too extensive and have the effect of enabling vehicles accessing NW to increase their speed beyond that which is safe for others. Given that this is a sensitive junction where pedestrians and cyclists enter and exit the cutting through to Windsor Rd and the local primary school, we would like this point to be considered at the same time as those mentioned in the previous paragraph.

Finally – but not least – we should like to press the County Council to consider urgently the need for a Park and Ride scheme for Huntingdon Rd. This would reduce some of the pressures on parking in the Benson North Area - irrespective of the proposed residents' parking scheme - not only from commuters and occasional visitors but also from users of the community facilities in RRd.

We hope that these comments are helpful and that a way can be found to apply a degree of necessary flexibility to the scheme as it applies to RRd and its immediate neighbours. We are happy to discuss any of the issues raised.

Yours sincerely

