

**CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS
IN COLERIDGE AREA, CAMBRIDGE**

To: Cambridge Joint Area Committee

Meeting Date: 25 February 2020

From: Executive Director – Place & Economy

Electoral division(s): Romsey and Queen Edith's

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

Purpose: To determine objections and other written representations received to in response to proposed waiting restrictions in Coleridge area.

Recommendation: The Committee is recommended to:

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

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1. BACKGROUND

- 1.1** A residential parking scheme (RPS) was introduced in the Coleridge West area of Cambridge in Autumn 2018. The scheme restricts most on-street parking to resident permit holders only from Monday to Friday between 10am and 6pm. There is also some short-stay parking provision at selective locations. The implementation of the parking scheme followed an extensive public consultation exercise, including the consideration of objections by this Committee on 24th July 2018.

2. MAIN ISSUES

- 2.1** It is usual practice to review RPSs approximately 12 months after implementation to determine how successful they have been and whether any amendments or additions might be required.
- 2.2** In the months following the implementation of the scheme, a number of people expressed concerns about parking issues at several locations within the RPS zone. The main issues were the need to provide more parking for visitors to Coleridge Recreation Ground, concerns about vehicular conflict near Rustat Road/Cherry Hinton Road junction and the need to address displacement of parking at specific locations in streets to the east of Coleridge Road.
- 2.3** As a result, these issues were considered as part of the 12 month review by Councillor Noel Kavanagh, Councillor Amanda Taylor and officers to see what changes might be feasible. A number of possible changes were identified to address the various concerns raised. It was agreed that the following amendments to the RPS would be pursued:-
- a) Rustat Road – Proposed No Waiting at any time on the west side shortening the existing Resident Permit Holder parking to side of no.61 Cherry Hinton Road to allow more space for traffic waiting to turn into Cherry Hinton Road.
 - b) Lichfield Road/Cowper Road – Proposed No Waiting at any time on lengths of both roads to keep the junction clear of parked vehicles.
 - c) Lichfield Road/Neville Road – Proposed No Waiting at any time on lengths of both roads to keep the junction clear of parked vehicles.
 - d) Radegund Road/ Suez Road/ Golding Road – Proposed No Waiting at any time on lengths of these roads to keep the junction clear of parked vehicles.
 - e) Hobart Road/ Suez Road - Proposed No Waiting at any time on lengths of both roads to keep the junction clear of parked vehicles.
 - f) Lichfield Road – Proposed No Waiting Monday to Saturday 9am-4pm on the north side from the rear of no.186 Coleridge Road to no.3 Lichfield Road to keep the road clear of parked cars during the day to ease traffic flow, particularly for buses.
 - g) Davy Road – Proposed 4 hour Limited Waiting (Mon-Sat 10am-6pm) on the south side replacing Resident Permit Holder parking to provide more short-stay parking near the play area of Coleridge Recreation Ground.
 - h) Davy Road – Proposed Car Club parking bay on the north side replacing a Resident Permit Holder parking space near the western access to nos.2 to 28 Davy Road.

Drawings showing the proposals are shown in **Appendix 1**.

- 2.4** These amendments were advertised in the Cambridge News on 15th January 2020 and the statutory consultation period ran until 6th 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 in the immediate area of each of the changes were consulted by letter. This provided an opportunity for any interested party to submit a written representation on the proposal.

2.5 A total of 17 representations were received, including 8 objections and 9 supporting the proposals, albeit some of the supporters have suggested changes. Several of those who responded commented on proposals at several locations and the breakdown is as follows:-

- Rustat Road - Paragraph 2.3 item a) attracted 2 objections and support from 2 residents.
- Lichfield Road/ Cowper Road - Paragraph 2.3 item b) attracted 1 objection and support from 3 residents.
- Lichfield Road/ Neville Road - Paragraph 2.3 item c) attracted support from 3 residents.
- Radebund Road/Suez Road/Golding Road - Paragraph 2.3 item d) attracted support from 3 residents with 1 making comment.
- Hobart Road/ Suez Road - Paragraph 2.3 item e) attracted 3 objections.
- Lichfield Road - Paragraph 2.3 and item f) attracted 2 objections, support from 6 residents and comment by 1 resident.
- Davy Road - Paragraph 2.3 items g) and h) attracted support from 1 resident.

2.6 The main points raised by those submitting representations are summarised in the table in **Appendix 2** and officer responses are also given in the table.

2.7 In addition, City Councillor Lewis Herbert submitted the following in relation to the proposed single yellow line restrictions in Lichfield Road, paragraph 2.3 item f) *"We would ask that your team review if the blind bend on Lichfield Road can be added to the double yellows? Displaced parking now stretches from Coleridge Road for 400 metres and has grown over the months incl making that bend dangerous, including with it being a bus route"*.

Councillor Lewis' suggestion echoes comments made by several residents of Lichfield Road. Additional parking restrictions could be proposed, but they would need to be published and consulted on as a separate scheme. Officers would not recommend tackling parking pressures in a piecemeal and reactive way. If this Committee approves the current proposals, then the parking situation would be reviewed in the period after implementation to determine the extent of any further migration and consider what additional restrictions might justified.

2.8 Cambridgeshire Police do not object to the proposals.

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 programme of RPSs is to give parking priority to residents and to reduce traffic coming into Cambridge, with the aim of reducing congestion and improving air quality. The proposed amendments are intended to provide additional parking for visitors to the area, specifically to Coleridge Recreation Ground, and address local concerns about obstructive parking.

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 RPSs, including modifications to them, are being funded through the Greater Cambridge Partnership (GCP).

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 Age and Disability. The proposal would have a positive impact on younger people by providing additional parking near to the recreational ground, thereby encouraging more people to use it. 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 areas of limited waiting. Blue badge holders would be able to park on the proposed 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.

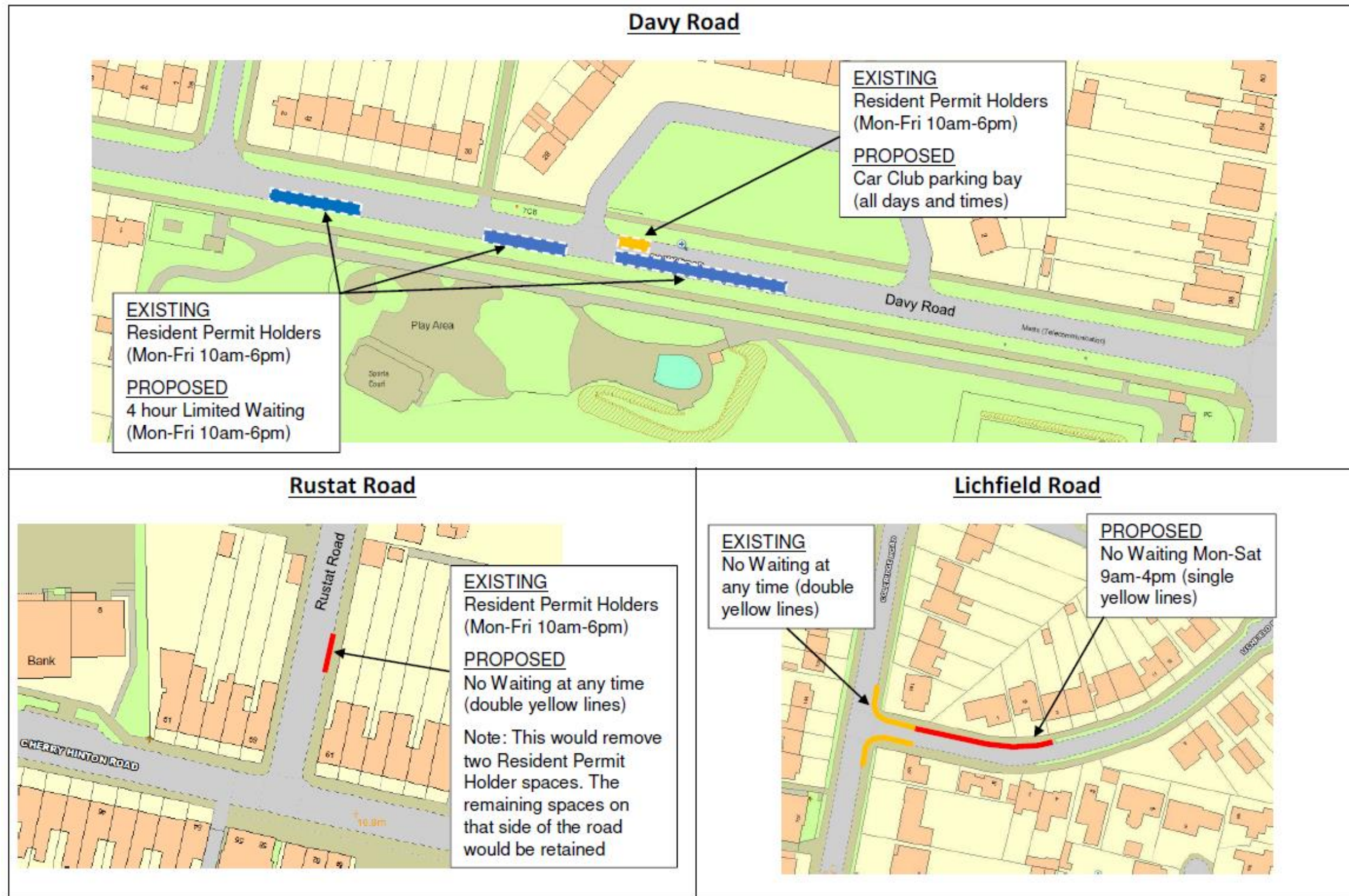
4.7 Public Health Implications

There are no significant implications for this priority.

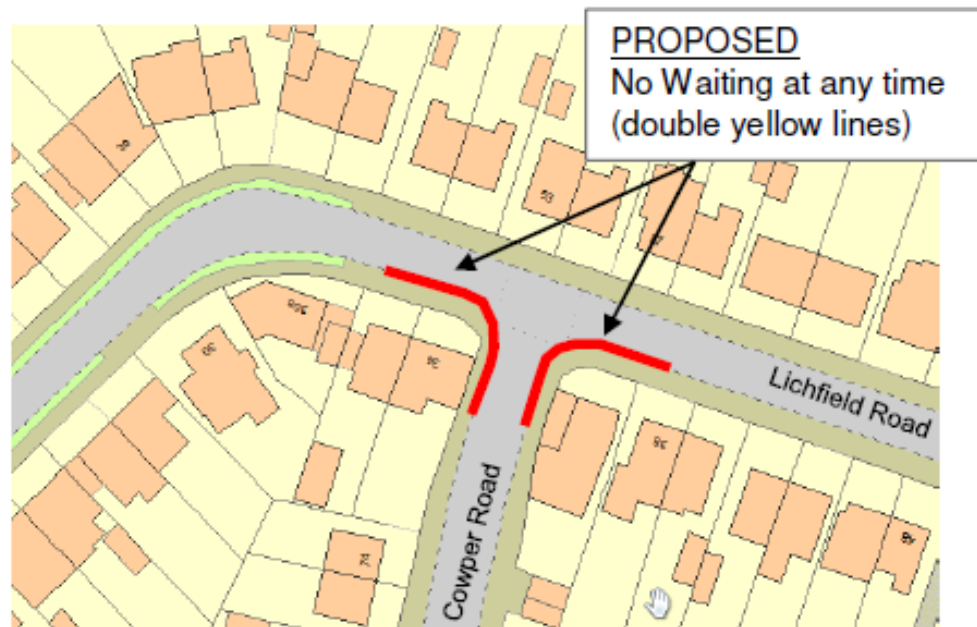
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact 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/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1093/Committee/11/Default.aspx
RPS Policy	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-permits-and-fines/parking
Cambridge RPS Extension Delivery Plan	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-permits-and-fines/parking

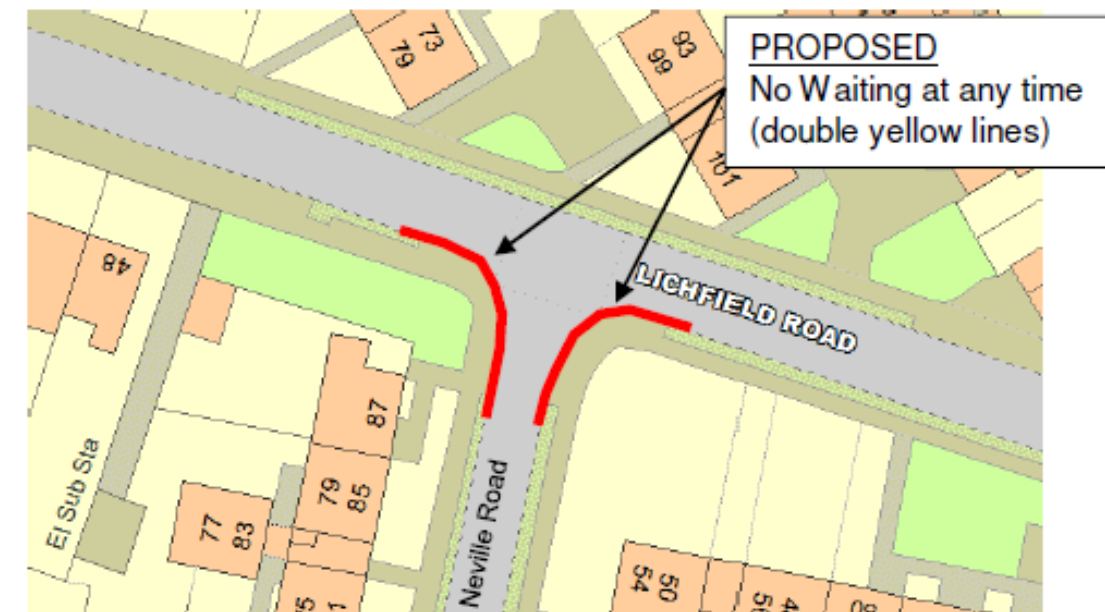
Appendix 1



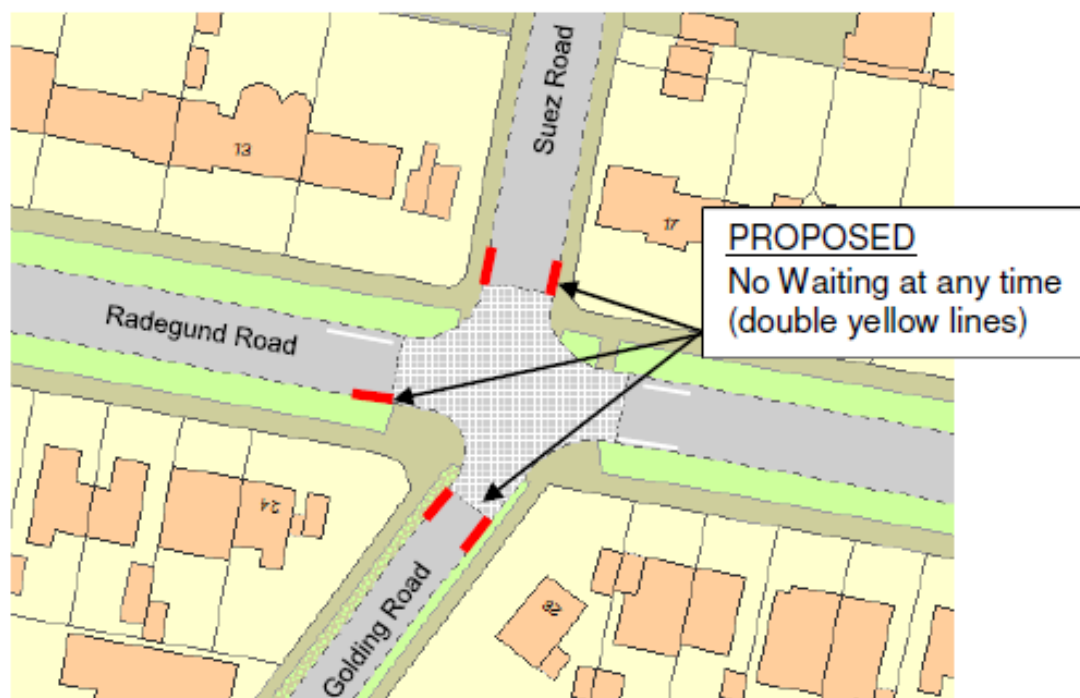
Lichfield Road/Cowper Road



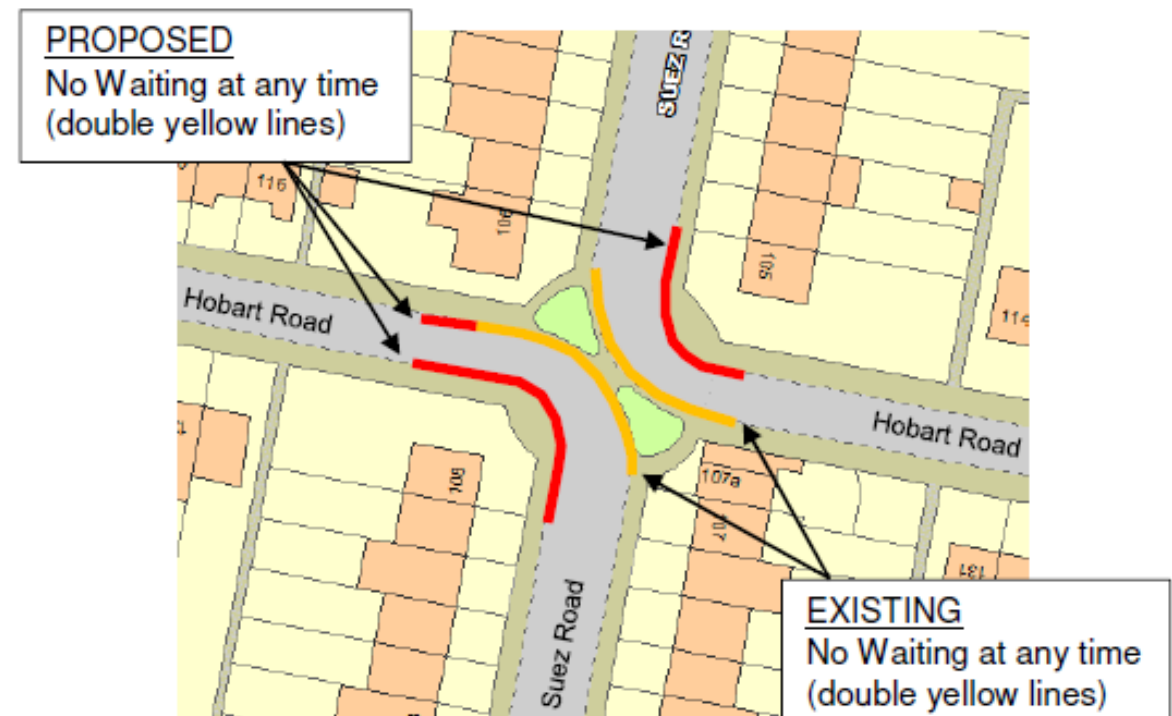
Lichfield Road/Neville Road



Radegund Road/Suez Road/Golding Road



Hobart Road/Suez Road



Appendix 2

No.	Summary of Objections/ Representations received (no. of responses mentioning this issue)	Officer's Response
1.	<p><u>Rustat Road (para. 2.3 a))</u></p> <p>The proposed conversion of the resident permit holder space to double yellow lines will not help as there is already ample space for queuing cars. Problems only arise when Cherry Hinton Road is grid-locked and drivers are rat-running (2 responses)</p> <p>By effectively facilitating the rat-running this will increase hazards for vulnerable road users, such as cyclists (2 responses)</p> <p>The proposal will result in a loss of resident parking and a knock-on reduction in spaces for visitors to nearby businesses. This is disappointing as the resident parking scheme has led to a significant improvement for residents with little or no parking (2 responses)</p>	<p>The Council has received reports that, particularly during peak periods, vehicles waiting to turn into Cherry Hinton Road queue back into Rustat Road. Those queuing vehicles are positioned in the middle of the road due to the parked cars, which obstructs vehicles who have turned into Rustat Road from Cherry Hinton Road. It is accepted that the proposal will not offer a comprehensive solution, but will help at certain times.</p> <p>It is not anticipated that this relatively modest change will bring about any significant impact on drivers' choice of route or speed. This is unlikely to have a significant effect on traffic speeds and associated hazards to other road users.</p> <p>It is acknowledged that the proposal will remove probably two residents permit holder parking spaces. However, observations would suggest that there is spare capacity for resident holders slightly further along Rustat Road. The parking bay on the opposite side of Rustat Road is mixed use, so available for resident permit holders and pay & display. There is the potential for displaced residents to park in that bay, thereby reducing pay & display availability. However, the number of parking spaces involved is small, i.e. two spaces.</p>
2.	<p><u>Lichfield Road/Cowper Road (para. 2.3 b))</u></p> <p>Double yellow lines extend further than is necessary to clear junction and meet Highway Code rules (1 response)</p>	<p>The Highway Code advises the lengths of road that drivers should not park on near junctions and these proposals do go further than that. However, the distances given in that document are really the minimum required and individual circumstances, such as location of dropped kerbs and driver visibility, need to be considered.</p>

	Will lead to displacement of parking to adjacent length of road (1 response)	This is always a consideration when proposing parking restrictions. In this case the restrictions are to improve visibility for drivers and reduce vehicular conflict. Parked cars will be displaced to lengths of road where parking is not so problematic. The situation will be monitored after implementation and, if necessary, further parking restrictions could be considered.
3.	<u>Radegund Road/Suez Road/ Golding Road (para. 2.3 d))</u> The double yellow lines should cover the corners of the junction as well as the immediate approaches (1 response)	The surface of the junction is blocked paved and this appears to deter drivers from parking on it. Due to the movement of individual blocks, road marking material cracks and eventually breaks away from the surface. Hence, they require regular re-marking, so present a significant maintenance burden.
4.	<u>Hobart Road/Suez Road (para. 2.3 e))</u> Parking is already in short supply and additional double yellow lines will reduce parking for residents (3 responses) The parking pressures are as a result of displacement of parking following the introduction of a residents parking scheme in the nearby Coleridge West area (3 responses) The proposed yellow lines and resultant removal of parked vehicles will result in an increase in traffic speeds (2 responses) A residents' permit parking scheme is needed in this area (1 response)	It is accepted that there are significant parking pressures in this area. However, the proposed yellow lines would only cover the minimum lengths of road to keep the very tight corners clear of parked vehicles to ensure that traffic, including emergency vehicles, refuse truck and delivery lorries can get through. The yellow lines would also secure visibility splays for drivers. The proposed restrictions would remove an estimated four legitimate parking spaces. Observations would suggest that there has been some displacement of parking as a result of the introduction of the Coleridge West RPS. This is an inevitable consequence of implementing parking controls. The implementation of longer lengths of yellow lines, which present drivers with a clear road, are likely to encourage higher speeds. However, these proposals would cover only short lengths of road and a driver's choice of speed is likely to be more heavily influenced by tight bends, rather than the removal of a small number of parked cars. A RPS for this area is on the agreed delivery plan (link in main body of this report). However, an early engagement exercise indicated a lack of residents support for it. However, it is accepted that displacement

		from Coleridge West, which was introduced over a year ago, could mean that there would be greater support for a scheme now.
5.	<p><u>Lichfield Road (para. 2.3 f))</u></p> <p>The restrictions will just mean that parking is displaced to other lengths of road (3 responses)</p> <p>Yellow lines should be applied to longer lengths of road, including the bend near no.30, to ease traffic (3 responses)</p> <p>Parking in residential streets should be freely available to all (1 response)</p> <p>The bus that serves Lichfield Road is used by very few people, so there is little justification to introduce restrictions to help buses get through (1 response)</p> <p>Simple signs imposing a 4 hour time limit would be sufficient. That would allow time for visitor, but would deter others from parking there (1 response)</p>	<p>It is agreed that the imposition of parking restrictions is likely to lead to displacement of parking to adjacent lengths of road. However, the published proposals cover fairly short lengths of road, so any migration is likely to be negligible.</p> <p>It is difficult to decide what length of road parking restrictions should cover, taking into account the resultant displacement to adjacent roads and disruption to residents. In all cases a balance has to be struck and it is felt that in this case the proposals address the immediate problem. As always parking would be monitored after implementation to determine whether further yellow lines are needed.</p> <p>Highways exist to allow for the passage of vehicles and there is no right to park there. However, it has become accepted practise that drivers can park on the highway, provided they do not cause an obstruction. It is felt that the published proposals to the east of Coleridge Road are required to address concerns about obstructive parking that at some locations could have road safety implications.</p> <p>It is for the bus companies to decide if they wish to maintain a regular service on this bus route and it is not for the County Council, as highway authority, to undertake studies to determine whether such a service is justified. There are also procedures for determining which routes are suitable and it is assumed that this route has been approved by the relevant bodies. Ultimately, there have been complaints that buses are being obstructed and the County Council, as highway authority, has decided that there are grounds for proposing parking restrictions.</p> <p>If we wish to install signs that place a legal restriction of any kind on parking on the highway we must follow the relevant Regulations, which is what is currently being undertaken. Time limited parking, such as is being suggested, would not address the local</p>

	<p>The single yellow lines extend too far and would prevent residents parking outside their own home, so should be shortened to allow them to park outside their home as they have no off-street parking available (1 response)</p> <p>Resident permit parking would be a better option (1 response)</p>	<p>concerns about obstructive parking. The operational times of the proposed restrictions in Lichfield Road have be deliberately chosen to match the times when buses use it.</p> <p>The extents of the proposed yellow lines have been chosen to strike a reasonable balance to address the immediate problem on the bend closest to Coleridge Road, whilst not being overly disruptive to residents. Most households on this stretch of Lichfield Road have off-road parking.</p> <p>A resident permit parking scheme for this area is on the agreed delivery plan (link in main body of this report). However, an early engagement exercise indicated a lack of residents support for it. However, it is accepted that displacement from Coleridge West which was introduced over a year ago, could mean that there would be greater support for a scheme now.</p>
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