

CAMBRIDGE CITY JOINT AREA COMMITTEE



Date: Tuesday, 27 November 2018

Democratic and Members' Services
Fiona McMilan
Monitoring Officer

16:30hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room
Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

- 1 Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/cc-conduct-code>
- 2 Minutes - 24th July 2018** **3 - 12**
- 3 Petitions and Public Questions**
- 4 Cambridge City Local Highway Improvement Member Panel** **13 - 16**
Membership
- 5 Traffic Regulation Order Objections Associated With the Proposed** **17 - 30**
Implementation of Parking Controls for the Ascham Area of
Cambridge
- 6 Traffic Regulation Order Objections Associated With the Proposed** **31 - 44**
Implementation of Parking Controls for the Victoria Area of
Cambridge

**7 Traffic Regulation Order Objections Associated With the Proposed 45 - 54
Implementation of Parking Controls On Gunhild Close and
Marmora Road**

The Cambridge City Joint Area Committee comprises the following members:

Councillor Linda Jones (Chairwoman) Councillor Kevin Blencowe (Vice-Chairman)

Councillor Gerri Bird Councillor Markus Gehring Councillor Valerie Holt Councillor Richard Robertson and Councillor Mike Sargeant Councillor Noel Kavanagh Councillor Ian Manning Councillor Elisa Meschini Councillor Amanda Taylor and Councillor Joan Whitehead

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

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CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 24th July 2018

Time: 4.30pm – 6:45pm

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: County Councillors Jones, Kavanagh, Manning, A Taylor and Whitehead
City Councillors Bird, Blencowe, Gehring, Holt, Robertson and Sargeant

Apologies: County Councillor Meschini

28. ELECTION OF CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2018/19

It was proposed by Councillor Whitehead and seconded by Councillor Sargeant that Cllr Jones be elected Chairwoman for the municipal year 2018/19. Councillor Holt, proposed, seconded by Councillor Gehring that Councillor Taylor be elected Chairwoman for the municipal year 2018/19. On being put to the vote it was resolved by 7 votes to 3 to elect Councillor Jones as Chairwoman for the municipal year 2018/19.

29. ELECTION OF VICE-CHAIRMAN/WOMAN FOR THE MUNICIPAL YEAR 2018/19

It was proposed by Councillor Roberts and seconded by Councillor Whitehead that Councillor Blencowe be elected Vice-Chairman for the municipal year 2018/19. Councillor Taylor proposed, seconded by Councillor Gehring that Councillor Holt be elected as Vice-Chairwoman for the municipal year. On being put to the vote it was resolved to elect Councillor Blencowe by 7 votes to 3 as Vice-Chairman for the municipal year 2018/19

30. DECLARATIONS OF INTEREST

Councillor Robertson declared an interest in agenda item 7, Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions for Anstey Way, Cambridge and would take no part in the decision.

Councillor M Gehring declared an interest as the Local Member in agenda item 9, Traffic Regulation Order Objections Associated with the Proposed Implementation of Parking Controls for the Newnham and Coleridge West Areas of Cambridge.

31. MINUTES OF THE MEETING HELD 17th APRIL 2018

The minutes of the meeting held on 17th April 2018 were approved as a correct record and signed by the Chairwoman.

The Chairwoman informed the Committee that there had been a number of late requests to speak at the Committee from Members of the public. The Chairwoman

advised that due to the large numbers of people already registered she would not exercise her discretion and allow the late requests.

32. PETITIONS

A petition was received from Mr Greene regarding Heavy Goods Vehicle traffic and noise on Huntingdon Road during the A14 closure periods. In presenting the petition, Mr Greene made five specific requests.

Firstly, to request that multiple Variable Message Signs (VMS) be installed on the eastbound carriageway of the A14, beginning at junction 24 that clearly alerted HGV drivers to the closure and the alternative route to take.

Secondly, to install a speed camera on Huntingdon Road facing the inbound carriageway. Mr Greene highlighted a stretch of the road where HGVs tended to accelerate that contributed to excessive noise and shaking of houses.

Thirdly, that a Temporary Traffic Regulation Order (TTRO) be placed on Huntingdon Road with a clear exception for local deliveries.

Fourthly, that automatic number plate recognition (ANPR) cameras be placed on Huntingdon Road after junction 31 in order that the haulage companies be alerted to the TTRO imposed on Huntingdon Road.

Lastly that a HGV counter be installed on Huntingdon Road.

In conclusion, Mr Greene emphasised that the time difference when following the diversion that avoided Huntingdon Road was negligible and that the designs for major infrastructure projects should carefully consider the amenity of local residents and where possible, diversion for HGVs should be designed to avoid cities and towns.

The Chairwoman thanked Mr Greene for the petition and advised that as there was no relevant agenda item, the petition would be noted and a written response would be issued within 10 working days of the meeting.

The Committee received a second petition regarding agenda item 9, Traffic Regulation Order Objections Associated with the Proposed Implementation of Parking Controls for the Newnham and Coleridge West Areas of Cambridge. The petition requested that if a Traffic Regulation Order was approved for Newnham it should be implemented by making the Newnham Croft Conservation Area and all Newnham cul-de-sacs into Parking Permit Areas with the minimum signage required by the Department of Transport.

Introducing the petition, Mr Terry Macalister noted the benefits of a residents parking scheme for the area but emphasised the unsuitability of the proposed scheme, given the level of signage required for the neighbourhood which was a conservation area. Mr Macalister informed the Committee that a Parking Permit Area (PPA) would provide the solution if implemented correctly. A PPA scheme would be cheaper and the savings could be utilised for electric vehicle charging points which would assist the Greater Cambridge Partnership's aim of achieving a modal shift in travel within the city. PPAs had been successfully implemented in several areas across the country that were similar in nature to the Newnham area and requested that officers consider the proposals further.

33. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS FOR ANSTEY WAY CAMBRIDGE

The Committee received a report inviting it to determine the objections received in response to the publication of waiting restrictions in Anstey Way, Cambridge to support a new housing development during construction and after.

Following the declaration of interest made at the start of the meeting, Councillor Robertson abstained from the item.

In the course of discussing proposals,

- There was discussion need for these for site permission at Anstey Way and preparation for eventual building of houses. Few objections 1 in support. Points have been responded to. Should be supported and
- Queried the objection received from local member Cambridge City Councillor O'Connell. Officers explained that the objection related to concerns for deliveries made to local shops and businesses. There were measures in place for deliveries to take place and there was no loading ban and therefore deliveries could still occur outside business premises.
- Attention was drawn to the final consultation response that welcomed the measures proposed which should improve safety for pedestrians and cyclists.
- A Member urged caution with regard to the scheme and requested members note the objection of the local member.
- It was questioned how the scheme would benefit the residents of the area as some did not have dedicated car parking spaces.

It was resolved by majority to

- a) implement the restriction in Anstey Way as originally published
- b) inform the objectors accordingly

34. CROSS CITY CYCLING – RAISED TABLES, SPEED CUSHIONS AND RAISED ZEBRA

The Committee received a report inviting it to determine an objection to a raised table junction and a raised zebra crossing. Officers informed the Committee that mini roundabouts were being replaced by raised tables that had received considerable support from the public. There had been one objection received from Stagecoach whom appeared to have a policy to object to anything but speed cushions.

During discussion Members

- Clarified the scheme of delegation to the Greater Cambridge Partnership (GCP) from the County Council's Highways and Community Infrastructure Committee, noting that the scheme was not related to a GCP infrastructure project.

- Expressed concern regarding the location of the zebra crossing located on Green End Road, questioning whether it was Scarsdale Close that exited on to it. Officers explained that that the crossing would be located no closer than 5 metres to the entrance to Brownsfield and the drawing was not quite accurate.
- Advised that where the crossing was located was a passage way for pedestrians and cyclists.
- Proposed with the unanimous agreement of the Committee that the recommendation be amended to implement the works subject to confirmation that the crossing was sufficient distance from the entrance to Scarsdale Close.

It was resolved unanimously to implement works subject to confirmation that the crossing was sufficient distance from the entrance to Scarsdale Close, to allow the raised junction and raised zebra crossing on the streets listed below as advertised

- 1) Mere Way – Arbury Road
- 2) Green End Road

35. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF PARKING CONTROLS FOR THE NEWNHAM AND COLERIDGE WEST AREAS OF CAMBRIDGE

The Committee received a report that requested members consider the objections received in response to the formal advertisement of parking controls in Newnham and Coleridge West areas.

The Chairwoman proposed with the agreement of the Committee that in order to manage the meeting effectively, recommendations b, c and e relating to Coleridge would be discussed first.

Speaking in objection to the proposal Lynne Martin, secretary of Coleridge Club and speaking on their behalf and behalf of Romsey Bowling Club addressed the Committee. Mrs Martin informed the Committee that over the course of a season 52 bowling clubs from across the country attended the club to play matches and tournaments. The parking restrictions proposed would have a detrimental impact on the club and could force it to close. Mrs Martin advised that limited time zones would be preferential to address commuter parking. In conclusion Mrs Martin emphasised the health benefits of bowling and drew attention to the investment the City Council had made in the park.

Councillor Kavanagh, local member for Coleridge informed the Committee that following comments and representations made by local residents and non-residents the hours the restrictions would apply had been reduced and there was an increase in limited time waiting bays nearby on Davy Road. Councillor Kavanagh was confident that the proposed scheme would enhance the area and would not impact upon the bowls club.

In the course of discussing the report, members

- Welcomed the scheme and the benefits to residents it would bring, noting the positive comments from residents.

- Noted that mixed use bays should also be 10am – 6pm.
- Sought clarification that the scheme was not defined as a Greater Cambridge Partnership (GCP) infrastructure scheme. It was confirmed that it was not considered such a scheme and that it was a Cambridge City and County Council scheme that the GCP was contributing to the funding of.

It was unanimously resolved to

- b) Approve the parking controls as advertised in the areas shown in Appendix 2 of the report (Coleridge West plans 2.1, 2.2 and 2.3)
- c) Authorise officers, in consultation with the Chairwoman of CJAC local Members and, to make such minor amendments to the published proposals as are necessary prior to the implementation of the Traffic Regulation Orders
- e) Inform the objectors accordingly

The Committee went on to consider the recommendations that related to the proposed scheme for Newnham.

Officers informed Members that 211 written representations had been received with a number of common concerns that had been addressed within the report. In acknowledging the strength of local opinion regarding signage, road marking and the appropriateness of a Parking Permit Area (PPA) officers drew attention to recommendation (d) of the officer report that sought to agree the scheme designs outside of the meeting with local members. Officers informed the Committee that further correspondence had been received immediately prior to the meeting that requested the operational hours of the scheme be amended to apply 7 days a week rather than 5. Operating hours were originally planned to be for 7 days a week but following consultation with the local member they were reduced to 5.

The Chairwoman invited Mr Stefano Pozzi to address the Committee. Mr Pozzi began by welcoming the caveat made by officers regarding the scheme design. Mr Pozzi drew attention to perceived factual inaccuracies within the officer report. The stated suitability of PPA schemes for small isolated cul-de-sacs within the report was in contradiction to government advice which indicated it was suited to conservation areas. The number and size of the proposed signs for the scheme was also in contradiction to guidance.

Mrs Jean Glasberg was invited by the Chairwoman to address the Committee. Mrs Glasberg described the area as a network of small streets and commented that limited road markings was positive for the area, maintaining its character. Commuter parking was a problem for the area but signage for any residents parking must be minimised. Department for Transport guidance stated that officers must work closely with residents and the City Council conservation team to ensure that the scheme implemented was appropriate to the conservation area. A PPA scheme would address concerns regarding signage and would require limited road markings. Mrs Glasberg relayed the shock of residents when the plans were released as part of the consultation and expressed concern that in the absence of cycle parking in the area the sign posts would be used by people to lock their bicycles to. Mrs Glasberg concluded by emphasising that a PPA scheme was better suited to the area.

The Chairwoman invited Mr Boz Kempski to speak to the Committee. Mr Kempski questioned and expressed concern regarding the car parking capacity analysis for the area that ignored motorcycles or vans. He highlighted that the proposed 5 metre parking bay length was too short and drew attention to the analysis he had undertaken of parking space capacity versus demand that showed for 274 spaces would be 99% full overnight which would result in central Newnham Croft being blocked. If capacity for car parking spaces was to be 85% overnight then the number of spaces required would be 320.

Mr John Drew, invited by the Chairwoman addressed the Committee. Mr Drew noted that parking was a city-wide issue and wished to echo his support to neighbours that had addressed the Committee. Mr Drew explained that residents were not opposed to double yellow lines placed in specific areas. In drawing attention to proposed passing places on Newnham Croft he suggested they were not necessary as visibility was good however, he agreed they were necessary in Fulbrooke Road as visibility was poor. In conclusion Mr Drew emphasised that it was time for everyone to work together to solve the problems.

Mr Alan Baldwin, speaking on behalf of Newnham Croft Social and Sports Club at the invitation of the Chairwoman addressed the Committee. Mr Baldwin informed the Committee that he had only become aware of the proposals in March or April 2018 and there had been no consultation from officers regarding the proposals. Mr Baldwin expressed concern regarding the impact the proposals would have upon the Social Club and commented that the consultation process was flawed as it failed to assess impact the scheme would have upon disabled people and those visiting the social club. In conclusion, Mr Baldwin requested that the decision on the scheme be deferred in order for the implications to be discussed more fully.

Mr Hugh Clough addressed the Committee. Mr Clough welcomed the principle of a scheme for the area but criticised the process that had been undertaken with little engagement from officers. Mr Clough criticised the quality of responses to Freedom of Information (FOI) requests. He expressed concern that the views of residents had not been reflected within the report. Mr Clough concluded by requesting that the Committee consider the proposals further and that local residents had little confidence in the process and if the scheme was agreed he would seek publicity for the failings of the process and Committee.

Local member, Cambridge City Councillor Rod Cantrill addressed the Committee. Councillor Cantrill highlighted this had been a controversial subject over 10 years. Pressure had increased on parking driven by commuter parking and young families. A residents parking scheme represented the only step that could be taken that could ensure people could park close to where they live, use local shops and ensure carers could attend clients in the area. Councillor Cantrill supported the scheme in principle but requested that it operated for 7 days a week rather than 5. Councillor Cantrill highlighted the issues surrounding the signage for the scheme, the possibility of a PPA scheme and the need to ensure that the street scene was maintained or enhanced.

County Councillor Lucy Nethsingha, local member for Newnham addressed the Committee. Councillor Nethsingha drew attention to the majority support for a scheme from local residents. Further delays to a scheme would not resolve the issues faced by residents. Councillor Nethsingha informed the Committee that since the publication of the report she had received a large volume of correspondence that requested the scheme be extended to 7 days and supported those requests.

Signage for the scheme was an issue of great concern to residents and challenged residents that said there had been little engagement during the process. Councillor Nethsingha commented that she would welcome the alteration of the recommendation to agree approval of the designs of the scheme with all county and ward Councillors. In conclusion, Councillor Nethsingha supported approval of the scheme that included a delegation for agreement regarding signage to be achieved following the meeting.

The Chairwoman confirmed with officers that as the TRO was originally advertised as applying for 7 days a week then changing it back to 7 days was possible and that the signage could be reviewed in consultation with the Chairwoman and local members.

Prior to moving to the debate officers explained the difference between a PPA and a more traditional residents parking scheme.

During discussion Members

- Noted that correct signage levels were vital to ensure that any scheme was enforceable.
- Confirmed that recommendation (d) would not impact on the TRO and that it would only address the signage for the scheme.
- Noted that no residents parking scheme across the city increased the number of car parking spaces available to residents but a scheme would result in more spaces being made available due to the reduction in non-residents parking.
- Commented that there had been similar concerns raised regarding signage at other schemes across the city and that car parking was a serious issue for communities. There was a balance to be struck between a scheme that was sympathetic to the area but was also enforceable.

It was proposed with the unanimous agreement of the Committee to amend recommendation (a) of the officer report to ensure parking controls applied for 7 days a week. It was also proposed with the unanimous agreement of the Committee that recommendation (d) of the officer report be amended to authorise officers in consultation with the Chairwoman of CJAC and local **ward and County Councillors** to finalise and agree the scheme designs **including signage** prior to implementation.

In continuing discussion of the scheme members

- Requested that officers ensure that the scheme was monitored for its impact upon the social club and that a PPA scheme be considered for Fulbrooke Road. Commenting that, as the statutory powers existed PPA schemes should be used more liberally.
- Welcomed the extension of the scheme to operate 7 days a week and urged the consideration of a PPA scheme for Fulbrooke Road and for signage to be as limited as possible in terms of numbers and size.

- Highlighted that there were lots of schemes that existed within historical conservation areas and residents understood the need to be able to enforce a scheme.

The Chairwoman concluded by emphasising the strong steer to officers provided by the Committee that they should seek a PPA scheme where possible and minimise signage for the scheme when finalising the scheme designs.

It was resolved unanimously to

- a) Approve the parking controls **for 7 days a week** in the areas shown in Appendix 1 of the officer report (Newnham plans 1.1, 1.2 1.3, 1.4 and 1.5)
- b) Approve the parking controls as advertised in the areas shown in appendix 2 of the officer report (Coleridge West plans 2.1, 2.2 and 2.3)
- c) Authorise officers, in consultation with chairman of CJAC, local Members and, to make such minor amendments to the published proposals as are necessary prior to the implementation of the Traffic Regulation Orders (TROs)
- d) Authorise officers, in consultation with Chairman of CJAC and local **ward and County Councillors** to finalise and agree the scheme designs **including signage** prior to implementation
- e) Inform the objectors accordingly

36. **TRUMPINGTON MEADOWS, CAMBRIDGE, CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS**

Members received a report that requested determination of objections received in response to the publication of waiting restrictions in Trumpington, Cambridge.

The Chairwoman invited local resident, Linda Frost to speak to the Committee. Mrs Frost began by drawing attention to the section of the proposals that stated there was no opportunity to increase the number of visitor car parking spaces. Only constructed parking bays could be used for visitors with permits between 8am and 6pm. However, there were two areas marked as restricted parking zones which were currently being used as parking areas and questioned whether those areas would be available for visitor parking during the day or would they form part of the restricted parking zones.

In presenting the report officers explained that the scheme covered both Cambridge City and an area of South Cambridgeshire District Council. Members noted that the Committee could only determine the area that fell within Cambridge City.

Officers informed the Committee that the proposals formed part of the original planning consent for the development that intended to encourage car clubs and dissuade multiple car ownership.

During discussion Members:

- Noted that the signage for the scheme was similar to a PPA. Visitor parking bays would have to be clearly marked and that could be achieved with contrasting block paving.
- Confirmed that there would be no double yellow lines and that the scheme would rely upon entry signs and repeater signs.
- Expressed concern regarding the level of consultation with local residents, highlighting that areas would remain unadopted and a scheme should not be approved unless it was clear if all the area would be adopted.
- Drew attention to the number of objections received, expressed concern regarding the level of public consultation that had taken place and suggested that further consultation work be undertaken in partnership with South Cambridgeshire District Council.
- Noted that the present restrictions applied all day, 7 days per week and that the proposed scheme was for fewer restrictions.
- Commented that if a scheme was not put in place then there would be severe issues at the development and that the scheme could be amended following review of the scheme in the future.
- Noted that when purchasing a property on the estate the developer was required to inform the vendee of the parking restrictions.

Councillor Taylor proposed an amendment to the recommendation to include a public consultation on the restrictions prior to their implementation. On being put to the vote the amendment was lost.

It was resolved to

- a) Implement the restrictions in Trumpington Meadows as published
- b) Inform the objectors of the decision

37. CAVENDISH AVENUE AND BALDOCK WAY, CAMBRIDGE, CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS

The Committee was presented a report that requested members determine the objections received in response to the publication of waiting restrictions in Cavendish Avenue, Lady Jane Court and Baldock Way, Cambridge.

Local Member, County Councillor Taylor provided the Committee with the background to the scheme and emphasised the support for the scheme from local residents.

It was resolved unanimously to:

- a) Implement the restrictions in Cavendish Avenue, Lady Jane Court and Baldock Way (Cavendish Avenue to Blinco Grove section) as published
- b) Implement the restrictions in Baldock Way (Cavendish Avenue to Hills Avenue section as published)

Chairman

CAMBRIDGE CITY LOCAL HIGHWAY IMPROVEMENT MEMBER PANEL MEMBERSHIP

To: **Cambridge City Joint Area Committee**

Meeting Date: **23rd October 2018**

From: **Executive Director, Place & Economy**

Electoral division(s): **All**

Forward Plan ref:

N/A

Key decision:

No

Purpose: **To agree membership of the Local Highway Improvement (LHI) Member Assessment Panel for the 2018/19 Programme.**

Recommendation: **The Committee is recommended to:**

- a) agree membership of the Cambridge City Local Highways Improvement Member Panel, consisting of three City Councillors and three County Councillors.**
- b) agree that a member of the panel who is unable to attend a panel meeting be authorised to nominate another member of the same Council to attend as a substitute or alternate.**

Officer contact:

Name:	Matt Staton
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Tel:	(01223) 699652

1. BACKGROUND

- 1.1 The Committee at its meeting on 14 July 2015 agreed to establish a Local Highway Improvement (LHI) Member Assessment Panel to prioritise LHI applications, to be consistent with the other district areas. The panel was made up of three City Councillors and three County Councillors. At its meeting on 26 January 2016, the Committee further agreed that panel members be authorised to nominate a substitute or alternate member, should they not be available to attend a panel meeting.
- 1.2 Applicants are invited to present their applications to this panel, which is held over a full day in January.
- 1.3 The method of prioritisation follows a standard process applied in all district council areas across the county. This involves individual members assigning a score out of five for each of the four category aims (persistent issue, road safety, community impact and added value) of the initiative for each application. The average score for each application is then used to create a prioritised list. A blank scorecard can be found in Appendix 1.
- 1.4 Funding is allocated according to priority, starting with the application with the highest score and continuing down the priority list until the funding is fully utilised. Any applications with a score less than 1 are not allocated funding.
- 1.5 The prioritised list of applications with funding allocations is then presented to the Highways & Community Infrastructure Committee for approval, alongside the other district council areas in March each year.

2. PROPOSAL

- 2.1. The Committee is asked to nominate and agree membership of the LHI Member Panel to assess applications received for the 2019/20 programme year. This should consist of three City Councillors and three County Councillors.
- 2.2. Should a nominated member of the LHI Panel not be available on the day of the panel meeting, it is proposed that this member be free to nominate their own substitute to attend the meeting in their place.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1. Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2. Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3. Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1. Resource Implications

There are no significant implications for this category.

4.2. Statutory, Risk and Legal Implications

There are no significant implications for this category.

4.3. Equality and Diversity Implications

There are no significant implications within this category.

4.4. Engagement and Consultation Implications

There are no significant implications within this category.

4.5. Localism and Local Member Involvement

It is hoped that the changes will enable full attendance of the panel by Local Members.

4.6. Public Health Implications

There are no significant implications within this category.

Source Documents	Location
14 July 2015 and 26 January 2016 CJAC Committee Papers – Local Highway Improvement Scheme	https://cmis.cambridgeshire.gov.uk/ccc_live/Committees/tabid/62/ctl/ViewCMIS_Committee_Details/mid/381/id/11/Default.aspx

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF PARKING CONTROLS FOR THE ASCHAM
AREA OF CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **27th November 2018**

From: **Executive Director: Place and Economy**

Electoral division(s): **Arbury and Castle (County) and Arbury Ward (City)**

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

Purpose: **To consider:**
The objections received in response to the formal advertisement of parking controls in the Ascham Road area.

Recommendation: **The committee is recommended to:**

- a) Approve the parking controls as advertised in the area shown in Appendix 1 (Ascham plans 1.1 and 1.2)
- b) Authorise officers, in consultation with local Members, to make such minor amendments to the published proposals as are necessary prior to the implementation of the Traffic Regulation Order (TRO)
- c) Inform the objectors accordingly
- d) Not proceed with the advertised proposal to remove the unrestricted/limited parking bays on Milton Road, noting that this measure would be considered as part of the delivery of the GCP Milton Road project.

<i>Officer contact:</i>	
Name:	Nicola Gardner
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Email:	Nicola.gardner@cambridgeshire.gov.uk
Tel:	01223 727912

1. BACKGROUND

- 1.1 Cambridge continues to grow and develop. With this on-going growth comes increasing demands on the limited on-street parking facilities. The ever-evolving demands on parking from those that live, work and visit Cambridge has seen the competition for free parking spaces soar and the level of congestion increase whilst air quality falls.
- 1.2 The removal of free unlimited parking within the city via the introduction of new Residents' Parking Schemes (RPSs), aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritise parking for those that live within Cambridge.
- 1.3 By encouraging the use of more sustainable methods of transport, the number of vehicles coming into the city should reduce and air quality improve, therefore enhancing the quality of life for residents and enriching the experience of those visiting this historic city.
- 1.4 26 new RPSs have been identified. A phased implementation approach is being taken to minimise the impact on both residents and council resources.
- 1.5 The Greater Cambridge Partnership has committed to covering the costs associated with the consultation and implementation of all 26 schemes.
- 1.6 The public consultation for the proposed Ascham scheme commenced on 11th May 2018 and closed on 14th June 2018. Consultation documents (which included detailed plans of the proposed restrictions) were sent to all households and business within the defined area. The consultation included a public 'drop-in' session which gave residents the opportunity to discuss the proposed parking controls with officers. The session was well attended.
- 1.7 The results of the consultation showed that the majority of those that responded, support the introduction of parking controls:

Scheme	% Responded	% Supported	% Opposed	% Undecided
Ascham	25%	65%	32%	3%

- 1.8 All comments and suggestions received during this consultation period were reviewed. This facilitated further development of parking plans which now offer a school 'keep clear' road marking, the reclassification to mixed use bays and an extension to the limited waiting bays operational hours in bays such as those outside of the library.
- 1.9 These plans supported the next stage of the consultation process, which is the statutory publication and formal consultation phase. This sees public notices and Traffic Regulation Order (TRO) being formally advertised on-street and in the local press, inviting the public to formally support or object to the proposals in writing. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.

2. MAIN ISSUES

Statutory Consultation

- 2.1 On 5th September 2018, the proposed parking plans for the Ascham scheme were formally

advertised on-street and in the Cambridge News; Plans 1.1 and 1.2 show the proposed parking controls. Letters were also sent to all households and businesses within the defined schemes. This consultation period closed on 28th September 2018.

- 2.2 A total of 97 written representations have been received, 8 from residents' within the proposed scheme and 89 outside of the area. Full details will be made available on the County Council's website.
- 2.3 The common issues raised by those submitting representations were:
- The introduction of a RPS which covers a wider area would offer parking flexibility to those in neighbouring streets which currently struggle to find parking.
 - Priority for the introduction of RPS should have been given to the proposed Elizabeth scheme as the demand for on-street parking is greater in this area.
 - The removal of pavement parking on Milton Road removes essential parking options for those that live on, and around Milton Road.
 - There was inadequate public consultation.

The introduction and prioritising of RPS

- 2.4 The initial indicative parking plan which highlighted the proposed RPSs across the city, has evolved. The defined area of schemes have changes along with the implementation phasing programme due to both internal and external factors.

The scheme initially drafted for this area of Cambridge incorporated zones 5, 10a and 10b on the attached maps (Appendix 2). It was considered that a scheme of this size would offer residents parking flexibility and sufficient parking availability for the scheme as a whole.

As we were unable to establish a consensus on the best way to progress this scheme, a pragmatic approach was taken in-line with Greater Cambridge Partnership's expectations. As a result, the initial scheme was split into 3 separate schemes: Ascham (10a), Elizabeth (5) and Hurst Park (10b).

A number of schemes, including the Elizabeth scheme, have been deferred, as the local County Councillor considered further informal consultation with residents' was required. These schemes will be re-scheduled once this informal consultation has been completed and the proposed parking plans approved.

Officers will be working with Councillor Manning to mitigate, as far as reasonably possible, the impact the introduction of the proposed Ascham RPS will have on the neighbouring streets.

Pavement Parking

- 2.5 When a RPS is designed, we work with a number of our partners to ensure that we deliver a scheme which not only meets the needs of the local community, but also takes into account the overall objectives for the city as far as reasonably possible. Objectives such as cycle parking and in this case, the removal of pavement parking bays from Milton Road are aligned with the Greater Cambridge Partnership (GCP) development plan to improve public transport links and enhance walking and cycling trips.

To co-ordinate the advertised measures with the GCP proposals for Milton Road, the advertised proposals included the removal of pavement parking on the outbound side of Milton Road between Mitcham's Corner and Ascham Road. Whilst this was supported by a small number of residents at the public and statutory consultation stages due to safety

concerns associated with private access, it was overwhelmingly opposed at the statutory consultation stage.

Given that final decisions are yet to be made by the GCP on the Milton Road scheme, it is recommended that the removal of pavement parking in Milton Road with the exception of the 2 bays located between Mitcham's Corner and Westbrook Drive, not be taken forward at this time.

The 2 parking bays located between Mitcham's Corner and Westbrook Drive need to be removed to address the safety concerns raised at the public/statutory consultation stage. The removal of these bays will greatly improve visibility for those exiting Westbrook Drive.

The removal of the remaining unrestricted/limited parking bays on Milton Road forms an important element of the GCP scheme and, as such, it is considered that this would be better determined as part of the delivery process for the Milton Road scheme. As a result, these pavement bays would remain in use until such time as the GCP scheme is implemented.

Plan 1.1 reflects this change.

Public Consultation

- 2.6 As detailed above (1.6), the public consultation for the proposed Ascham scheme commenced on 11th May 2018 and closed on 14th June 2018. To enable this scheme to progress to a statutory consultation stage, at least 50% of respondents were required to answer 'yes' to the question 'Do you support the introduction of the parking controls as shown'.

Scheme	% Responded	% Supported	% Opposed	% Undecided
Ascham	25%	65%	32%	3%

Consultation documents were hand-delivered to all households and businesses within the defined areas giving residents' the opportunity to express their concerns regarding the proposed parking restrictions. In addition, 'drop-in' session was held on 30th May 2018 giving residents' the opportunity to ask officers questions regarding the proposed scheme or residents' parking in general. This meeting was well attended.

In-line with the Residents Parking Scheme Policy, as the majority of households that responded to the public consultation supported the introduction of a RPS, the scheme progressed to statutory consultation. The Residents' Parking Scheme Policy was ratified by Cambridge City Joint Area Committee (CJAC) on 24th January 2017 and approved by the Highways and Community Infrastructure Committee (H&CI) on 14th March 2017.

The statutory consultation process provided residents and others with a further opportunity to comment providing adequate consultation and opportunity for interested parties to have their say.

Summary

- 2.7 Area wide parking schemes will never provide a perfect solution to parking problems as the introduction of such schemes will inevitably have an impact on the local community. Although schemes will offer advantages in relation to improved road/pedestrian safety, reduced traffic flow and lessen the demand on parking spaces, they will reduce the number of available parking spaces which may affect residents' parking patterns and have a negative impact across the schemes.

Once approved, TROs are usually implemented within 12 months to avoid any potential for legal challenge. TROs have to be implemented within 2 years of publication or they have to be re-published.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

- The proposed scheme has the flexibility to balance needs of both residents and the local community.
- The scheme will prioritise parking for residents.
- The removal of free parking will improve traffic flow and reduce congestion and pollution.

3.2 Helping people live healthy and independent lives

- A balanced parking provision will offer residents and their visitors' prioritised parking.
- A RPS offers a range of permit types which includes free medical permits, a free Blue Badge Holder Permit and health worker dispensation.
- The removal of free parking should reduce congestion and should have a positive impact on air quality levels.
- Improved pedestrian access by removing pavement parking.

3.3 Supporting and protecting vulnerable people

- Careful consideration needs to be given to the requirement for Blue Badge holder bays to accommodate the needs of both residents and visitors to Cambridge that hold valid Blue Badges.
- Any valid Blue Badge holder is permitted to park in both residents' and pay & display bays across the city without time limitation.
- Blue Badge holders can apply for a free Blue Badge Holders Permit.
- Improved pedestrian access by removing pavement parking.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

GCP has committed to covering the costs associated to the implementation of the Ascham RPS. The subsequent on-going costs are covered by permit fees.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The introduction of a RPS carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety.
- Failure to cover the cost associated and ongoing charges will have a negative impact on budgets.

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network.
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

The Council also has a general obligation under s122 of the Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.

4.4 Equality and Diversity Implications

Community Impact implications attached, see appendix 3

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

Interaction with the local County Councillor(s) and residents has been essential to ensuring the proposed scheme best meets the needs of the local community.

4.7 Public Health Implications

The proposed RPS will reduce congestion and encourage the use of more sustainable travel options for visitors, which will have a positive impact on air quality and therefore impact on public health.

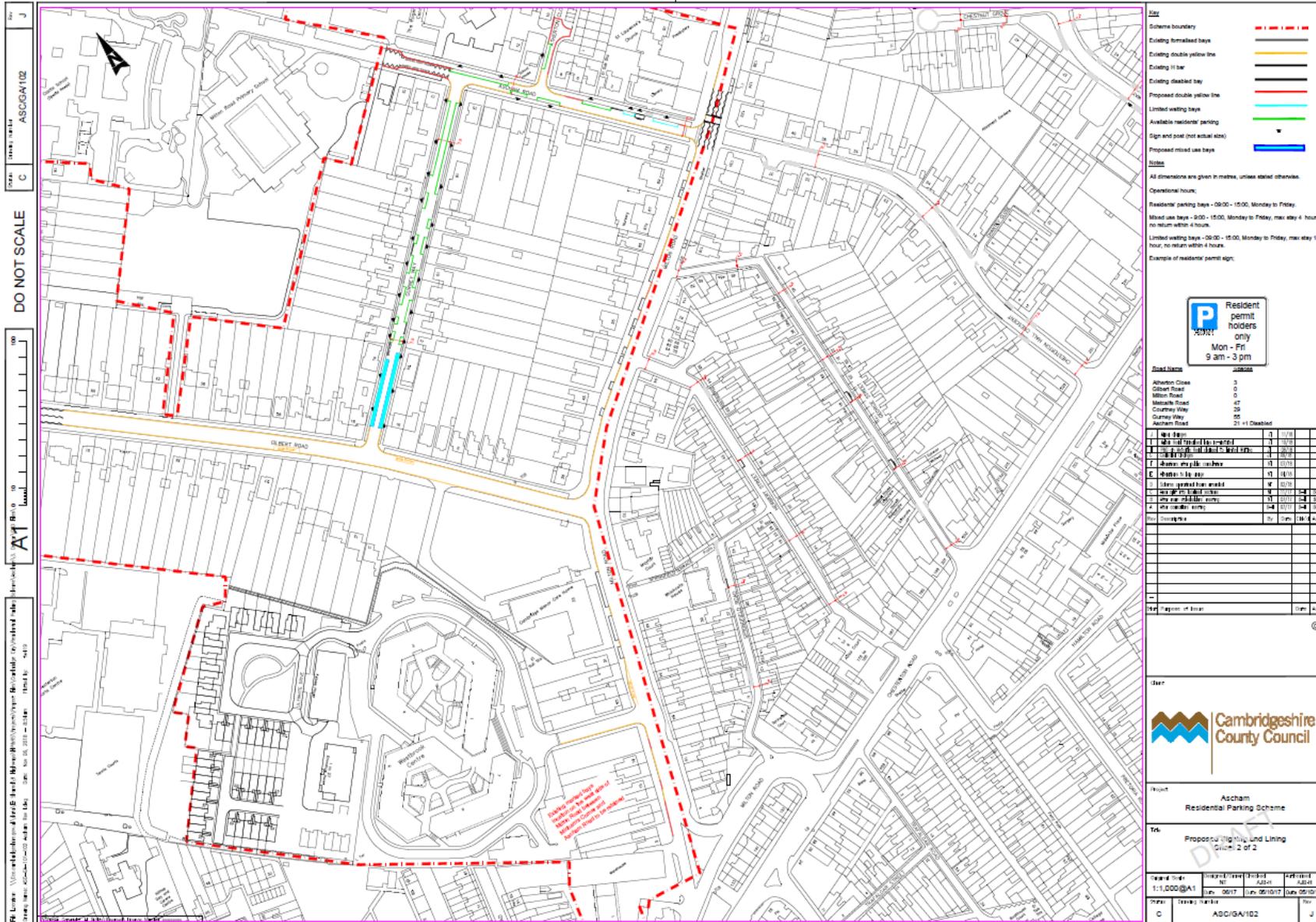
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	YES Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	YES Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	YES Name of Legal Officer: Debbie Carter-Hughes
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: Joanne Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	YES Name of Officer: Elsa Evans
Have any Public Health implications been cleared by Public Health	YES Name of Officer: Stuart Keeble

Source Documents	Location
Residents' Parking Scheme Policy	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true
Cambridge City Joint Area Committee – 24 th January 2017	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/151/Committee/11/Default.aspx
Highways and Community Infrastructure Committee meeting – 14 th March 2017.	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/199/Committee/7/Default.aspx

Appendix 1 - Plan 1.1 (Ascham)

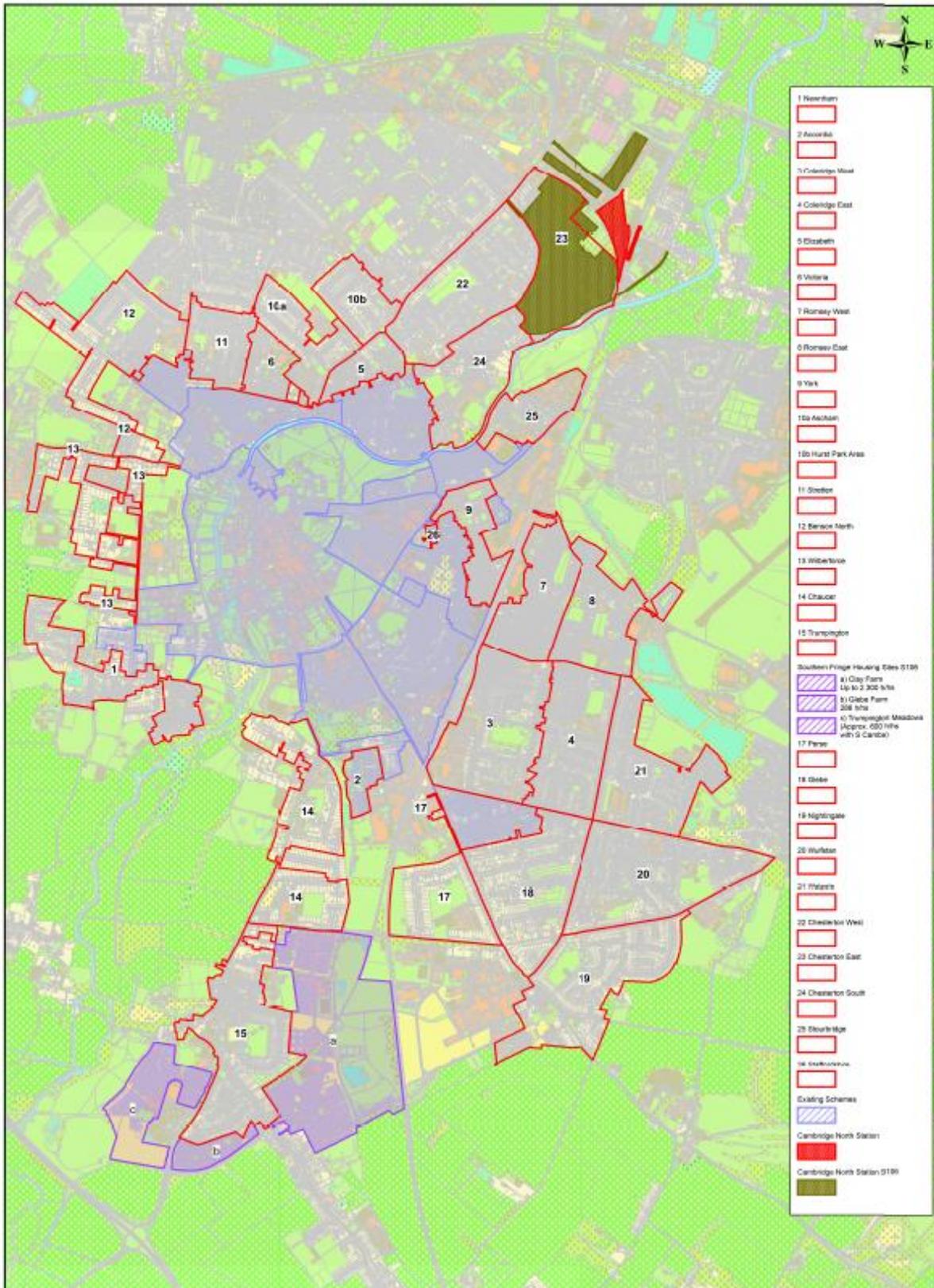


Plan 1.2 (Ascham)



Appendix 2

Cambridge Residents' Parking Schemes



Scale (at A3): 1:25000 Centred at: 546482.257749 Date: 24/10/2018 By: fp586

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<https://www.cambridgeshire.gov.uk/terms-and-disclaimer>

Appendix 3

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Place & Economy		Name: Nicola Gardner Job Title: Parking Policy Manager Contact details: 01223 727912
Service / Document / Function being assessed		
Traffic Managers – Introduction of Residents’ Parking Schemes (RPS)		
Business Plan Proposal Number (if relevant)		
Aims and Objectives of Service / Document / Function		
<p>The removal of free parking within the city via the introduction of new RPSs, aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritise parking for those that live within Cambridge.</p> <p>By encouraging the use of more sustainable methods of transport, the reliance on vehicles coming into the city will reduce and air quality improve, enhancing the quality of life for residents and enriching the experience of those visiting this historic city.</p> <p>The Local Transport Plan (LTP) highlights the importance of managing traffic and the space available both efficiently and effectively, to enable the delivery of the continued growth and development of sustainable communities across the county. This document augments this plan by illustrating the conditions where RPSs may be considered, along with their key operational aspects. It sets out an approach to be applied across Cambridgeshire.</p>		
What is changing?		
<p>These RPSs have been designed to, meet the evolving needs of the local communities in the Ascham area by enabling:</p> <ul style="list-style-type: none"> • Improved parking facilities for city residents and short stay parking for visitors to local shops and businesses. • Reduced availability of free, unrestricted parking within the city. • Prioritisation of parking space to residents and other permit holders. <p>The Greater Cambridge City Deal Executive Board has agreed to fund the consultation and implementation costs.</p>		
Who is involved in this impact assessment?		
<p>e.g. Council officers, partners, service users and community representatives.</p> <p>The Residents’ Parking Scheme Policy which supports the introduction of these schemes was developed to address parking issues and future challenges within Cambridgeshire that affect access and/or residents’ vehicular parking availability. It created a framework for the consideration</p>		

of the introduction/extension of formalised RPSs. A Member Working Group was established to help develop this policy along with stakeholders.

Members Working Group

Cllr Kevin Blencowe (Chair) – Cambridge City Council
Cllr Jocelyne Scutt – Cambridgeshire County Council
Cllr Amanda Taylor - Cambridgeshire County Council
Cllr Noel Kavanagh - Cambridgeshire County Council
Cllr Donald Adey – Cambridge City Council (replaced Cllr Smart)
Cllr Dave Baigent – Cambridge City Council (replaced Cllr Smith)

Stakeholders

Resident Associations
Universities
Trade Associations
Disability Group
FeCra
Smarter Cambridge Transport

Parking Services Team
Policy & Regulation Team
Finance Team
Mott Macdonald (Parking Survey)

The implementation process includes a number of public consultations:

Public Consultation - this included a survey being send to all households/businesses within the defined scheme area. Feedback received from this consultation helps us to develop a parking plan that meets the needs of the local community and forms the basis of the statutory consultations.

Statutory Consultation – this includes formally advertising the Traffic Regulation Order (TRO) that underpins the RPS. Whilst consultation details are sent to all households/businesses within the defined scheme, this consultation is open to the wider public.

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		X	
Disability	X		
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity		X	
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		X	
Deprivation			X

Positive Impact
There will be a positive impact on valid Blue Badge holders as blue badge holders are permitted to parking within any RPS an unlimited time period. A valid blue badge must be displayed correctly at all times. A resident's permit scheme offers a range of permit types which includes free medical permits, free Blue Badge Holder permit and Health worker dispensation.
Negative Impact
Permits are chargeable. The cost of a residents' permit will depend in the complexity on the scheme.
Neutral Impact
The protected characteristics are not relevant as no distinction is made when delivering the service.
Issues or Opportunities that may need to be addressed
None identified.

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

Neutral impact.

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF PARKING CONTROLS FOR THE VICTORIA AREA OF CAMBRIDGE

To: **Cambridge City Joint Area Committee**

Meeting Date: **27th November 2018**

From: **Executive Director: Place and Economy**

Electoral division(s): **Castle (County) and West Chesterton (City)**

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

Purpose: **To consider:**
The objections received in response to the formal advertisement of parking controls in the Victoria area.

Recommendation: **The committee is recommended to:**

- a) Approve the parking controls as advertised in the area shown in Appendix 1 (Victoria plans 1.0, 1.1,1.2 and 1.3)
- b) Approve the revocation of the existing Limited Access Order on Victoria Park, Primrose Street, Green's Road and Corona Road as advertised
- c) Authorise officers, in consultation with local Members, to make such minor amendments to the published proposals as are necessary prior to the implementation of the Traffic Regulation Order (TRO)
- d) Inform the objectors accordingly

<i>Officer contact:</i>	
Name:	Nicola Gardner
Post:	Parking Policy Manager
Email:	Nicola.gardner@cambridgeshire.gov.uk
Tel:	01223 727912

1. BACKGROUND

- 1.1 Cambridge continues to grow and develop. With this on-going growth comes increasing demands on the limited on-street parking facilities. The ever-evolving demands on parking from those that live, work and visit Cambridge has seen the competition for free parking spaces soar and the level of congestion increase whilst air quality falls.
- 1.2 The removal of free unlimited parking within the city via the introduction of new Residents' Parking Schemes (RPSs), aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritise parking for those that live within Cambridge.
- 1.3 By encouraging the use of more sustainable methods of transport, the number of vehicles coming into the city should reduce and air quality improve, therefore enhancing the quality of life for residents and enriching the experience of those visiting this historic city.
- 1.4 26 new RPSs have been identified. A phased implementation approach is being taken to minimise the impact on both residents and council resources.
- 1.5 The Greater Cambridge Partnership has committed to covering the costs associated with the consultation and implementation of all 26 schemes.
- 1.6 The public consultation for the proposed Victoria scheme commenced on 11th May 2018 and closed on 14th June 2018. Consultation documents (which included detailed plans of the proposed restrictions) were sent to all households and business within the defined area. The consultation included a public 'drop-in' session which gave residents the opportunity to discuss the proposed parking controls with officers. The session was well attended.
- 1.7 The results of the consultation showed that the majority of those that responded, support the introduction of parking controls:

Scheme	% Responded	% Supported	% Opposed	% Undecided
Victoria	31%	53%	46%	1%

- 1.8 All comments and suggestions received during this consultation period were reviewed. This facilitated further development of parking plans which now offer a signed Parking Permit Areas (PPAs) for Corona Road, Greens Road, Primrose Street, Victoria Park and the small roads off Bateson Road. In most streets, this will reduce the level of signage/lining and increase residents' parking availability.
- 1.9 These plans supported the next stage of the consultation process, which is the statutory publication and formal consultation phase. This sees public notices and Traffic Regulation Order (TRO) being formally advertised on-street and in the local press, inviting the public to formally support or object to the proposals in writing. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.

2. MAIN ISSUES

Statutory Consultation

- 2.1 On 5th September 2018, the proposed parking plans for the Victoria scheme were formally

advertised on-street and in the Cambridge News; Plans 1.0,1.1,1.2 and 1.3 show the proposed parking controls. Letters were also sent to all households and businesses within the defined schemes. This consultation period closed on 28th September 2018.

2.2 A total of 64 written representations have been received, 54 from residents' within the defined scheme which equates to 11% of the properties within the scheme. Full details will be made available on the County Council's website.

2.3 The common issues raised by those submitting representations were:

- The introduction of additional Double Yellow Lines (DYLs) will reduce parking availability for residents particularly in Green's Road and Primrose Street creating parking problems for those that depend on their vehicles.
- The introduction of a RPS could be avoided if the Limited Access Order restriction was enforced.
- The operational hours proposed are too restrictive and do not address the underlying parking pressure within the scheme.
- The cost of purchasing permits particularly visitors permits.

In response to the issues raised:

The introduction of DYLs

2.4 When considering a new RPS the Highway Authority has a responsibility to ensure the free movement of traffic, protect access and provide a safe environment for other road users DYLs are installed to reflect this. There are set criteria that have to be considered when planning a scheme, which include:

- All marked bays have to be a minimum width of 1.8m as detailed in the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016).
- An unobstructed carriageway width of 3.1m is required to ensure the free flow of traffic including larger vehicles, such as emergency and refuse lorries in one direction.
- To facilitate parking on one side of a road, the road must be 4.9m wide and to facilitate parking on both sides, 6.7m.

As the width of Green's Road ranges from 2.7m to 5m, there is only limited space where parking would be permitted. This space has been maximised. Due to the demand on parking in this area, extensive DYLs have been proposed to ensure the free flow of traffic. The same applies to Primrose Street.

Although the introduction of DYLs, particularly on Green's Road will inevitably impact on households which own vehicles, they are essential to ensure that emergency/refuse vehicles have unrestricted access to all properties. It would be inappropriate for a Highway Authority to formalise parking, knowing it will impede access for these essential services.

Whilst Green's Road has no pavements, parking on pavements would only be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles. The government's report on 'Inclusive Mobility' recommends, 1.5m for the safe passage of a wheelchair user and an ambulant person side-by-side.

One of the reasons RPS are not introduced on a street-by-street basis, is to offer more flexibility for parking options for residents' within a scheme.

Limited Access Order Restrictions

- 2.5 The Limited Access restriction that currently applies to Victoria Park, Primrose Street, Greens Road and Corona Road is an ineffective means of addressing parking issues. This restriction can only be enforced by the police and they would have to observe a driver entering and exiting the road without carrying out any “access” activities. This is not a priority for the police. The proposed Residents Parking Scheme would be enforceable by Civil Enforcement Officers and would be easier to enforce as drivers would be required to display a permit to confirm their right to be parked there.

Operational Hours

- 2.6 The feedback received from the public consultation and subsequent discussions with Cllr Richards formed the basis of the proposed operational hours. The suggestions received through this consultation were inconclusive. Whilst some suggest a specific time period, other were less prescriptive.

After discussing with Cllr Richards, it was considered the proposed operational hours of Monday to Friday, 9am to 5pm best meet the needs of the area as a whole.

Permit Costs

- 2.7 As a RPS benefits a small and localised group of residents, the general principle will apply that the development, set up and ongoing costs should be covered by those directly benefiting from the introduction of a RPS.

The Greater Cambridge Partnership (GCP) has committed to covering the associated implementation cost of this scheme. Ongoing costs should be covered by the purchase of permits.

Due to the ever-growing demand on the County Council’s budget, RPSs as a whole should be cost neutral. Permit prices are set to achieve this equilibrium. If there is a surplus or a deficit in funding, this will be taken into account when permit fees are reviewed.

The current permit pricing structure was agreed by the Highway and Community Infrastructure (H&CI) on 13th February 2018.

Summary

- 2.8 Area wide parking schemes will never provide a perfect solution to parking problems as the introduction of such schemes will inevitably have an impact on the local community. Although schemes will offer advantages in relation to improved road/pedestrian safety, reduced traffic flow and lessen the demand on parking spaces, they will reduce the number of available parking spaces which may affect residents’ parking patterns and have a negative impact across the schemes.

Once approved, TROs are usually implemented within 12 months to avoid any potential for legal challenge. TROs have to be implemented within 2 year of publication or they have to be re-published.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

- The proposed scheme has the flexibility to balance needs of both residents and the local community.
- The scheme will prioritise parking for residents.
- The removal of free parking will improve traffic flow and reduce congestion and pollution.

3.2 Helping people live healthy and independent lives

- A balanced parking provision will offer residents and their visitors' prioritised parking.
- A RPS offers a range of permit types which includes free medical permits, a free Blue Badge Holder Permit and health worker dispensation.
- The removal of free parking should reduce congestion and should have a positive impact on air quality levels.
- Improved pedestrian access by removing pavement parking.

3.3 Supporting and protecting vulnerable people

- Careful consideration needs to be given to the requirement for Blue Badge holder bays to accommodate the needs of both residents and visitors to Cambridge that hold valid Blue Badges.
- Any valid Blue Badge holder is permitted to park in both residents' and pay & display bays across the city without time limitation.
- Blue Badge holders can apply for a free Blue Badge Holders Permit.
- Improved pedestrian access by removing pavement parking.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

GCP has committed to covering the costs associated to the implementation of the Victoria RPS. The subsequent on-going costs are covered by permit fees.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The introduction of a RPS carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety.
- Failure to cover the cost associated and ongoing charges will have a negative impact on budgets.

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network.
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

The Council also has a general obligation under s122 of the Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway".

4.4 Equality and Diversity Implications

Community Impact implications attached, see appendix 2

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

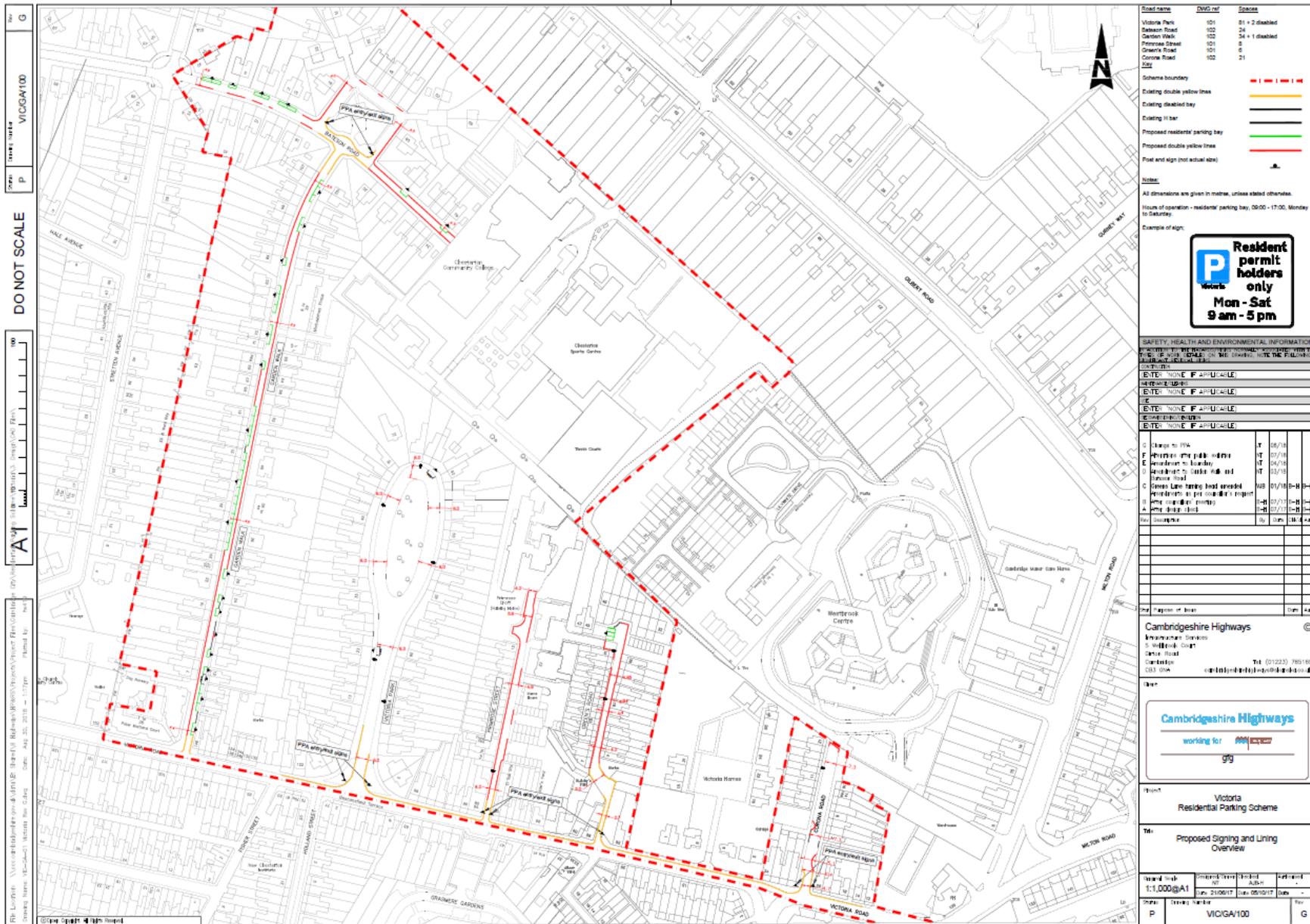
Interaction with the local County Councillor and residents has been essential to ensuring the proposed scheme best meets the needs of the local community.

4.7 Public Health Implications

The proposed RPS will reduce congestion and encourage the use of more sustainable travel options for visitors, which will have a positive impact on air quality and therefore impact on public health.

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: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	YES Name of Legal Officer: Debbie Carter-Hughes
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: Joanne Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	YES Name of Officer: Elsa Evans
Have any Public Health implications been cleared by Public Health	YES Name of Officer: Stuart Keeble

Source Documents	Location
Residents' Parking Scheme Policy	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true
Cambridge City Joint Area Committee – 24 th January 2017	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/151/Committee/11/Default.aspx
Highways and Community Infrastructure Committee meeting – 14 th March 2017.	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/199/Committee/7/Default.aspx
Highways and Community Infrastructure Committee meeting – 13 th February 2018.	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/906/Committee/7/Default.aspx



Road name	DWG ref	Spaces
Victoria Park	101	01 + 2 disabled
Sutton Road	102	24
Clifton Walk	103	04 + 1 disabled
Playhouse Street	101	0
Greenway Road	101	0
Coronet Road	102	21

Notes:
 All dimensions are given in metres, unless stated otherwise.
 Hours of operation - residential parking bay, 09:00 - 17:00, Monday to Saturday.
 Example of sign:

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

WORKERS TO WEAR APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT WITH THE SUITABLE CLOTHING ON THE WORKSITE. NOTE THE FOLLOWING:

1. SITE: NONE F APPLICABLE

2. SITE: NONE F APPLICABLE

3. SITE: NONE F APPLICABLE

4. SITE: NONE F APPLICABLE

5. SITE: NONE F APPLICABLE

Code	Description	Start	End
G	Change to PPA	05/18	05/18
F	Propose the public address	05/18	05/18
E	Development to boundary	05/18	05/18
C	Construction to build 100 and 10000 road	05/18	05/18
D	Access Lane having been awarded	05/18	05/18
A	Apply signage to site	05/18	05/18
B	Apply signage to site	05/18	05/18
W	Work	05/18	05/18

Cambridgeshire Highways

Infrastructure Services
 5, Millbrook Court
 Cambridge
 Tel: (01223) 789160
 033 004

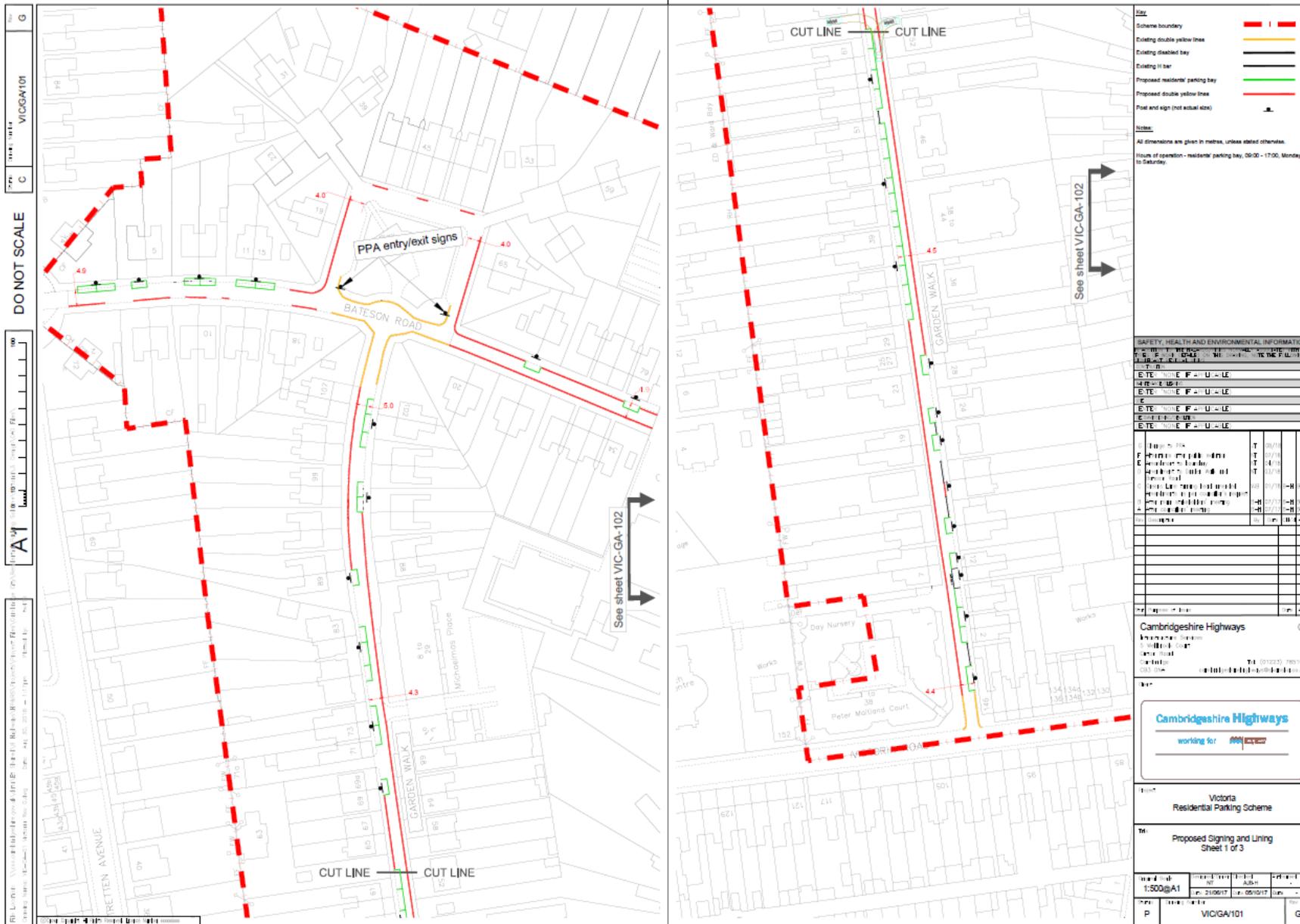
Project: Victoria Residential Parking Scheme

Title: Proposed Signing and Lining Overview

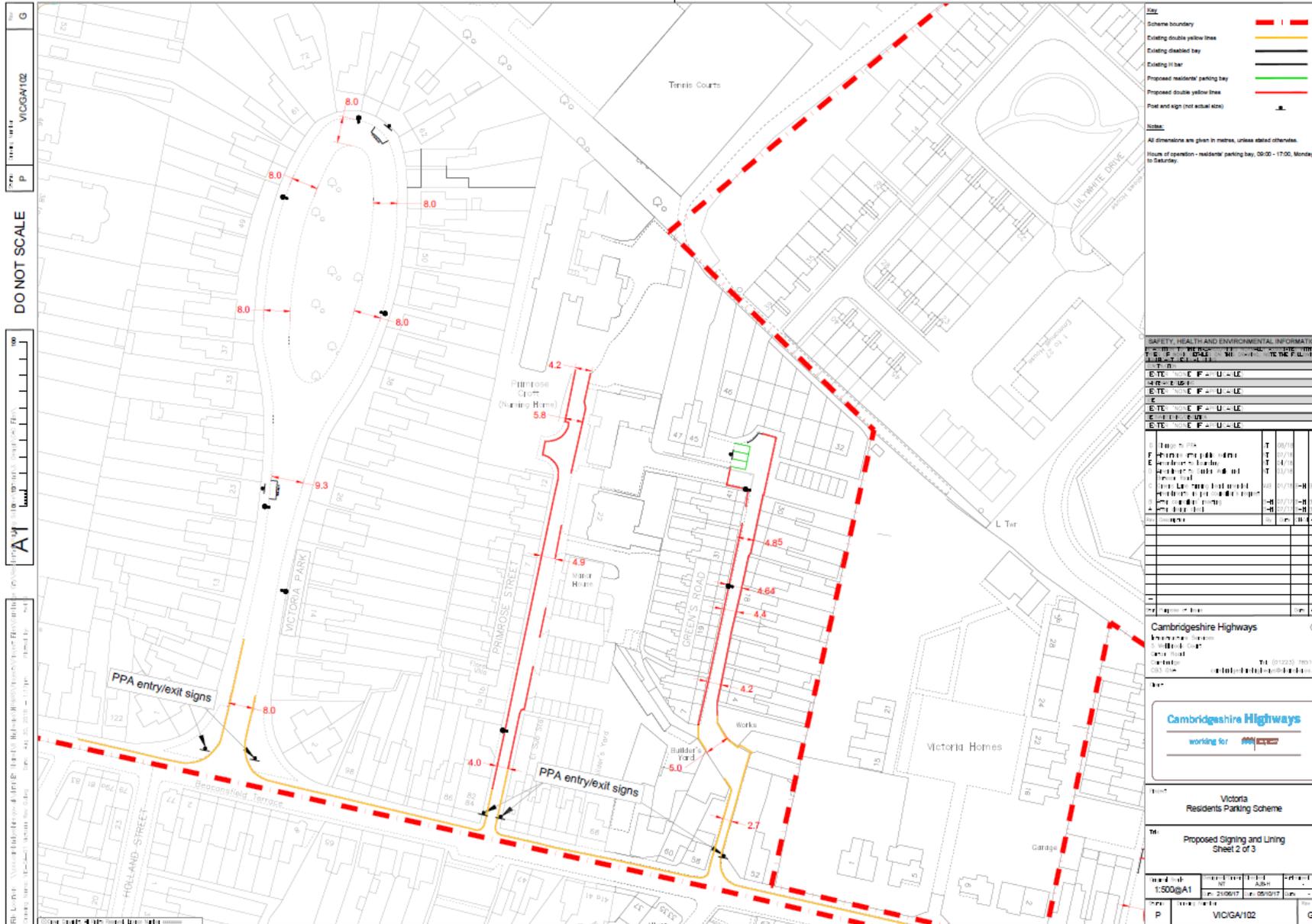
Version	Author	Checked	Approved
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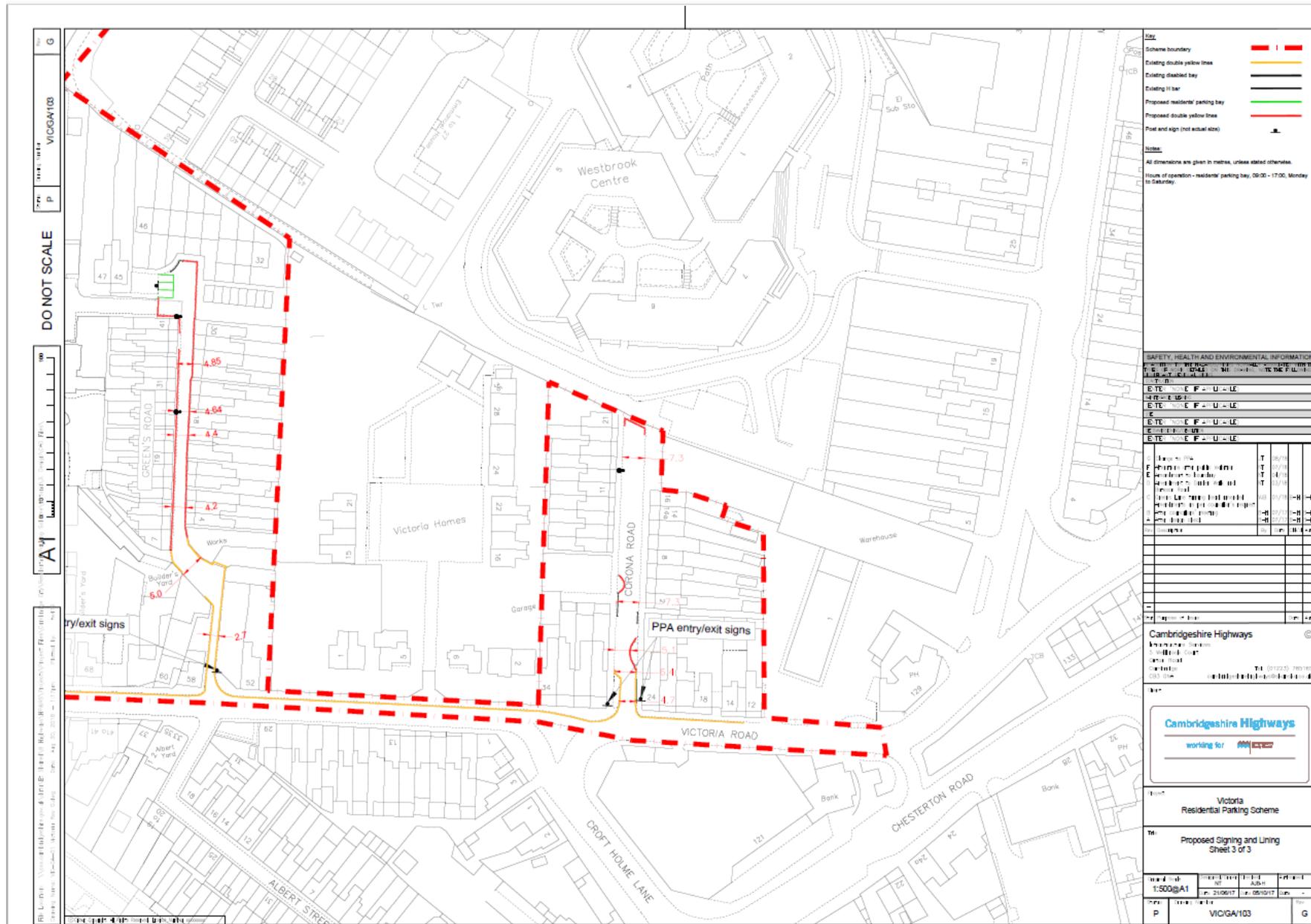
Sheet: P Drawing Name: VICGA100 Rev: G

Rev: G
 Dept: P
 Title: VICGA100
 Scale: DO NOT SCALE
 Drawing Name: VICGA100
 Date: Aug 20, 2018
 Drawn by: [Name]
 Checked by: [Name]
 Approved by: [Name]



Plan 1.2 (Victoria)





COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment	
Place & Economy		Name:	Nicola Gardner
Service / Document / Function being assessed		Job Title:	Parking Policy Manager
Traffic Managers – Introduction of Residents' Parking Schemes (RPS)		Contact details:	01223 727912
Business Plan Proposal Number (if relevant)			
Aims and Objectives of Service / Document / Function			
<p>The removal of free parking within the city via the introduction of new RPSs, aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritise parking for those that live within Cambridge.</p> <p>By encouraging the use of more sustainable methods of transport, the reliance on vehicles coming into the city will reduce and air quality improve, enhancing the quality of life for residents and enriching the experience of those visiting this historic city.</p> <p>The Local Transport Plan (LTP) highlights the importance of managing traffic and the space available both efficiently and effectively, to enable the delivery of the continued growth and development of sustainable communities across the county. This document augments this plan by illustrating the conditions where RPSs may be considered, along with their key operational aspects. It sets out an approach to be applied across Cambridgeshire.</p>			
What is changing?			
<p>These RPSs have been designed to, meet the evolving needs of the local communities in the Victoria area by enabling:</p> <ul style="list-style-type: none"> • Improved parking facilities for city residents and short stay parking for visitors to local shops and businesses. • Reduced availability of free, unrestricted parking within the city. • Prioritisation of parking space to residents and other permit holders. <p>The Greater Cambridge City Deal Executive Board has agreed to fund the consultation and implementation costs.</p>			
Who is involved in this impact assessment?			
e.g. Council officers, partners, service users and community representatives.			

The Residents' Parking Scheme Policy which supports the introduction of these schemes was developed to address parking issues and future challenges within Cambridgeshire that affect access and/or residents' vehicular parking availability. It created a framework for the consideration of the introduction/extension of formalised RPSs. A Member Working Group was established to help develop this policy along with stakeholders.

Members Working Group

Cllr Kevin Blencowe (Chair) – Cambridge City Council
Cllr Jocelyne Scutt – Cambridgeshire County Council
Cllr Amanda Taylor - Cambridgeshire County Council
Cllr Noel Kavanagh - Cambridgeshire County Council
Cllr Donald Adey – Cambridge City Council (replaced Cllr Smart)
Cllr Dave Baigent – Cambridge City Council (replaced Cllr Smith)

Stakeholders

Resident Associations
Universities
Trade Associations
Disability Group
FeCra
Smarter Cambridge Transport

Parking Services Team
Policy & Regulation Team
Finance Team
Mott Macdonald (Parking Survey)

The implementation process includes a number of public consultations:

Public Consultation - this included a survey being send to all households/businesses within the defined scheme area. Feedback received from this consultation helps us to develop a parking plan that meets the needs of the local community and forms the basis of the statutory consultations.

Statutory Consultation – this includes formally advertising the Traffic Regulation Order (TRO) that underpins the RPS. Whilst consultation details are sent to all households/businesses within the defined scheme, this consultation is open to the wider public.

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age		X	
Disability	X		
Gender reassignment		X	
Marriage and civil partnership		X	
Pregnancy and maternity		X	
Race		X	

Impact	Positive	Neutral	Negative
Religion or belief		X	
Sex		X	
Sexual orientation		X	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation		X	
Deprivation			X

Positive Impact
There will be a positive impact on valid Blue Badge holders as blue badge holders are permitted to parking within any RPS an unlimited time period. A valid blue badge must be displayed correctly at all times. A resident's permit scheme offers a range of permit types which includes free medical permits, free Blue Badge Holder permit and Health worker dispensation.
Negative Impact
Permits are chargeable. The cost of a residents' permit will depend in the complexity on the scheme.
Neutral Impact
The protected characteristics are not relevant as no distinction is made when delivering the service.
Issues or Opportunities that may need to be addressed
None identified.

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

Neutral impact.

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON GUNHILD
CLOSE AND MARMORA ROAD, CAMBRIDGE**

To: Cambridge City Joint Area Committee

Meeting Date: 27th November 2018

From: Executive Director: Place & Economy Directorate

Electoral division(s): Queen Edith's
Romsey

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

Purpose: To determine objections regarding the implementation of local highway improvement schemes on Gunhild Close and Marmora Road, Cambridge as set out below.

Recommendation: a) Implement the restrictions as advertised
b) Inform the objectors accordingly

<i>Officer contact:</i>	
Name:	Sonia Hansen
Post:	Traffic Manager
Email:	Sonia.Hansen@cambridgeshire.gov.uk

1. BACKGROUND

- 1.1 The Council has published proposals to introduce waiting restrictions at various locations in Cambridge under the Local Highways Improvement (LHI) scheme. This report relates to proposals in Gunhild Close in Queen Edith's and Marmora Road in Romsey, the locations of which can be viewed in Appendix 1.
- 1.2 In the case of Marmora Road no waiting at any time has been proposed around its junctions with neighbouring streets to reinforce section 243 of Highway-code ('Do Not park opposite or within 10 metres of a junction') and to improve visibility for all road users.
- 1.3 With Gunhild Close, no waiting at any time has been proposed around its junction with Gunhild Way to improve visibility, along its entire eastern side to limit parking to one side of the road to protect the various dropped kerb accesses and around the turning head to allow use as such.
- 1.4 Plans showing the extents of the proposed restrictions on Gunhild Close and Marmora Road can be found in Appendices 2 and 3 respectively.
- 1.5 Waiting restrictions were proposed for a number of other locations, however, these did not attract objections and or the objections received were able to be satisfied without the need to report them to this Committee.

2. MAIN ISSUES

- 2.1 The TRO procedure is a statutory consultation process that requires the Highway Authority 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 formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 19th September 2018. The statutory consultation period ran from the 19th September 2018 to the 12th October 2018.
- 2.3 In respect of the Gunhild Close proposal, the statutory consultation resulted in 2 objections, which have been summarised in the table in Appendix 4. The officer responses to the objections are also given in the table.
- 2.4 In respect of the Marmora Close proposal, the statutory consultation resulted in 1 objection, which have been summarised in the table in Appendix 5. The officer responses to the objection is also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **Developing the local economy for the benefit of all**
There are no significant implications for this priority.
- 3.2 **Helping people live healthy and independent lives**
There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people
There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured through the LHI scheme

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and City Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

The County Councillors, Cllr Amanda Taylor and Cllr Noel Kavanagh, and the City Councillors, Cllr Colin McGerty, Cllr Jennifer Croft, Cllr George Pippas, Cllr Dave Baigent, Cllr Sophie Barnett & Cllr Anna Smith, were consulted.

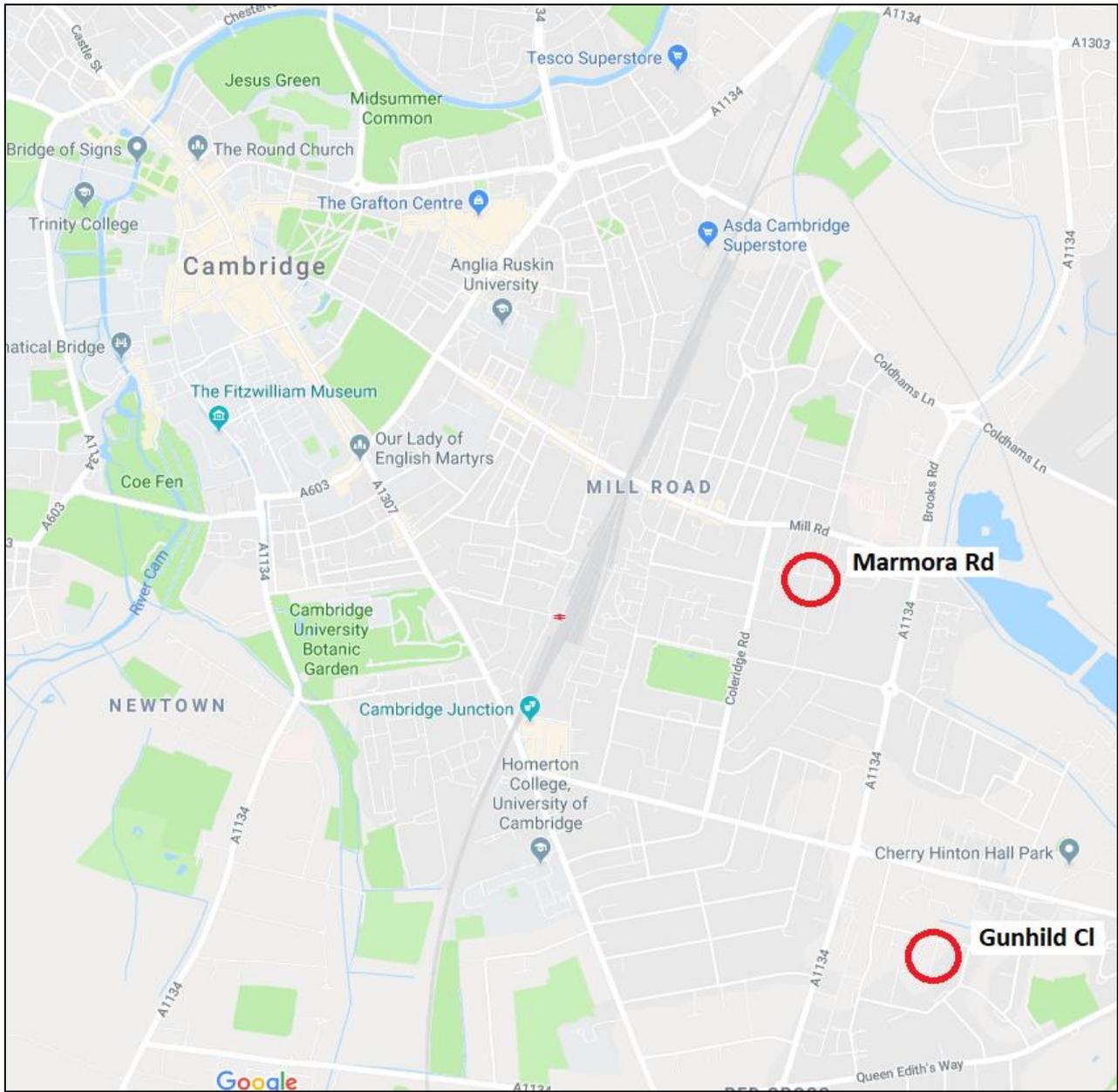
4.7 Public Health Implications

There are no significant implications within this category.

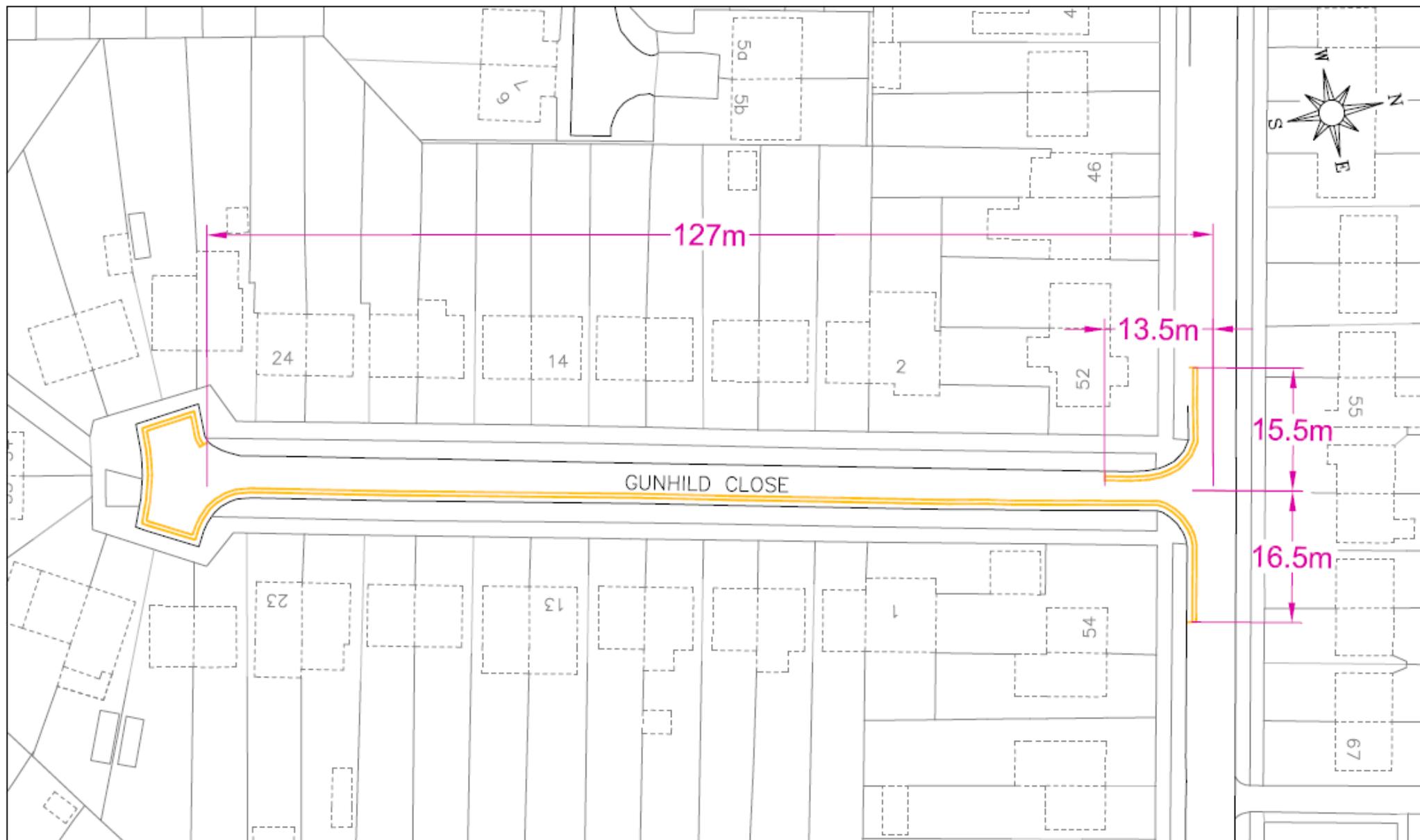
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes
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: Joanna Shilton
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: Stuart Keeble

Source Documents	Location
Scheme Plans Consultation Documents Consultation Responses	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

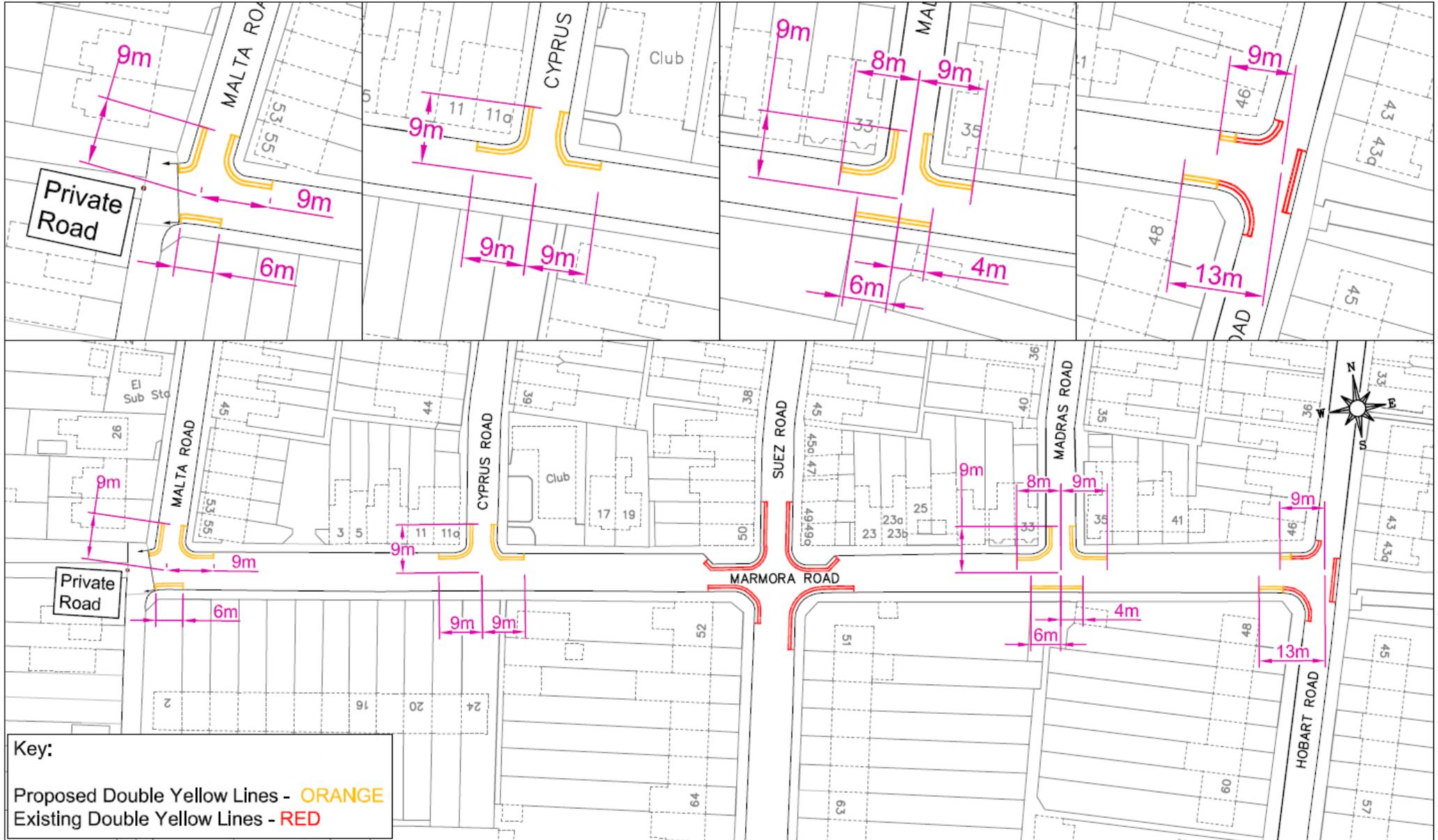
Appendix 1 – Locations of Gunhild Close and Marmora Road



Appendix 2 – Proposed restrictions in Gunhild Close



Appendix 3 – Proposed restrictions in Marmora Road



Appendix 4 – Objections and comments received regarding Gunhild Close

No.	Summary of Objection / Comments	Officer Response
1	<p>I think this proposal is neither welcome nor wanted. We are a family with a driveway and one car – we don't mind people parking along the street as most people are sensible and leave enough room and access for larger vehicles on a daily basis.</p> <p>Many residents along the close are elderly and require visits from carers on a regular basis, they too need to park as and when.</p> <p>The lines being introduced will increase the problems, especially at the end of the close where many cars will be forced to move up the close to park along the western side.</p> <p>People are not just going to sell their cars or park elsewhere, this will just encourage parking on the grass verges and ruin the green surfaces alongside the footpaths.</p> <p>I imagine the future impact will turn more front gardens into driveways, which is both unecological and will prevent the run off of water.</p>	<p>Gunhild Close is not wide enough to accommodate parking on both sides of the road.</p> <p>The restriction will not reduce the number of available parking places rather it will simply reorganise the parking to one side of the street. The aim is that the double yellow lines (DYLs) will maintain more consistent visibility splays at the various dropped kerb accesses and will reduce the risk of vehicles parking on the verge or footway.</p> <p>Vehicles should not park in turning heads as it limits its usability. Moreover, the vehicles that currently park in the turning head are often parked across dropped kerb accesses or on the verge or footway.</p>
2	<p>General support for the double yellow lines, however , they would like double yellow lines installed on the northern side of Gunhild Way opposite the junction (as proposed at the informal consultation stage).</p> <p>“The removal of the lines opposite the Close will make it very dangerous to turn out of our Close with vehicles coming from the left having to veer into the middle of the road in order to avoid parked up cars. Our understanding is that it is against the highway code to park opposite a junction. Parked cars there also make it difficult for large vehicles to enter and exit the Close, resulting in churned up verges on the corners.”</p>	<p>The double yellow lines were removed as result of objections received during the informal consultation.</p> <p>The highway code states “Do Not park opposite or within 10 metres of a junction”.</p> <p>Though vehicles travelling eastbound will have to move into the middle of the road to pass parked vehicles, this is no different than what drivers currently experience.</p> <p>The addition of the DYLs around the junction will improve visibility at the junction and has been deemed sufficient to promote safety without removing too many on-street parking places.</p>

Appendix 5 – Objections and comments received regarding Marmora Road

No.	Summary of Objection / Comments	Officer Response
1	<p>Residents park near the corners of roads because there are not sufficient parking spaces. Further reducing the parking spaces is only going to exacerbate this problem. This area has many building projects, both extensions and large new developments, so parking spaces are set to become more limited in future. It is not in the resident’s best interests for parking spaces to be removed.</p> <p>I understand that bin lorries need access but the length of the yellow lines proposed is excessive. Half the length or less would be sufficient to ensure the bin lorries could pass with ease and would save some parking spaces. Large articulated trucks should not be driving down small residential streets. I suggest a restriction on such vehicles entering streets which cannot accommodate them is a more sensible solution.</p> <p>To summarise, the solution to inappropriate parking due to limited parking spaces on a street is not to remove over twenty parking spaces.</p> <p>Please note that the houses are narrow, the side roads are many, the surrounding area is densely populated and drives separated by just under a cars length mean that Marmora Rd residents already have disproportionately few parking spaces.</p> <p>My suggestion is to halve the lengths of the proposed yellow lines. Residents parking would be a costly and inconvenient solution for council and residents.</p>	<p>The proposals are in place to improve motorist and cycle safety at the junctions of Marmora Road as it is a heavily used cycle route.</p> <p>The DYLS have already been reduced to the absolute minimum effective distance to maintain as many on-street parking places, while still improving visibility at the junctions.</p> <p>On-street parking is managed and tolerated where considered safe. It is not incumbent on the Council to provide parking on the street.</p>

