

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

To: **Cambridge City Joint Area Committee**

Meeting Date: **22nd October 2019**

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

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

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 Benson North area.

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

- a) Approve the parking controls as advertised in the area shown in Appendix 1 (Benson North plans 1.1, 1.2, 1.3 and 1.4);
- 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); and
- c) Inform the objectors accordingly.

| <i>Officer contact:</i> | | <i>Member contacts:</i> | |
|--------------------------------|--|--------------------------------|---|
| Name: | Nicola Gardner | Names: | Cllr Richard Robertson/Cllr Linda Jones |
| Post: | Parking Policy Manager | Post: | Chair/Vice-Chair |
| Email: | nicola.gardner@cambridgeshire.gov.uk | Email: | Richard.robertson@cambridge.gov.uk / Linda.Jones@cambridgeshire.gov.uk |
| Tel: | 01223 727912 | Tel: | 07746 117791/07975 964203 |

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 prioritises 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 potential 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 Benson North scheme commenced on 1st February 2019 and closed on 15th March 2019. 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 |
|--------------|-------------|-------------|-----------|-------------|
| Benson North | 35% | 55% | 43% | 2% |

- 1.8 All comments and suggestions received during this consultation period were reviewed. This facilitated further development of parking plans which offered:
 - A Permit Parking Area (PPA), which is a less regimented way of signing a RPS, for Woodlark Road, Eachard Road, Hoadly Road, Sherlock Road and Sherlock Close, streets slightly detached from the main scheme with a single point of entry.
 - Increased parking capacity on Windsor Road as the number of chicanes has been reduced and parking bays have been proposed in the 'build out' areas.
 - Increased parking capacity on Halifax Road, Oxford Road and Woodlark Road by reducing the proposed Double Yellow Lines (DYL).

- Proposed cycle parking on Wentworth Road.

1.9 These plans were presented at the next stage of the consultation process, which was the statutory publication and formal consultation phase. This requires the Council 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 21 day notice period. There is also a requirement to consult with certain organisations, including the emergency services. This provides an opportunity for any interested party to submit a written representation on the proposal.

2. MAIN ISSUES

2.1 On 10th July 2019, the proposed parking plans for the Benson North scheme were formally advertised on-street and in the Cambridge News; Plans 1.1, 1.2, 1.3 and 1.4 show the proposed parking controls. Letters were also sent to all households and businesses within the defined scheme along with statutory consultees, including the Police and Fire and Rescue Service. This consultation period closed on 27th August 2019. The consultation period was extended from the statutory 21 days to 35 working days, to accommodate the summer holidays.

2.2 A total of 60 written representations have been received, 54 from residents within the proposed scheme and 6 outside of the area. 35 of residents object or strongly oppose some elements of the scheme, 14 support the scheme and 11 offer comments with no clear yes/no.

2.3 In addition a petition containing 330 Signatures has been received from the Therapy Room situated on Oxford Road. The petition is titled 'Parking charges at The Therapy Room! The council are introducing residents parking around our clinic. We are very concerned that there will not be adequate provision for patients. The Therapy Room will find it difficult to survive if patients are unable to park nearby and a valuable amenity will be lost. Please sign the petition below to ask the council to consider our patients' parking needs.'

2.4 The main points raised in relation to the proposals are summarised in the table in **Appendix 2** and officer responses are also given in the table. Full details of the consultation feedback will be made available on the County Council's website.

2.5 Cambridgeshire Police do not object to the proposals and officers have been working with Cambridgeshire Fire and Rescue Service to ensure access is protected throughout the proposed scheme and, where possible, fire hydrants are kept clear.

2.6 It is acknowledged that there is some local opposition to the proposed scheme. However, the result of the previous consultation and the relatively low number of objections received from the 1021 households in the area, would suggest that there is also local support for the scheme.

- 2.7 The majority of the concerns raised during this consultation surround the restrictions proposed for Woodlark Road, Eachard Road, Hoadly Road, Sherlock Road and the Sherlock Close area (the 'Square') and the parking provision for the Therapy Room. Whilst it is acknowledged that the demand for on-street parking in this area is low, it is recommended the 'Square' be included within this scheme boundary as it is difficult to predict the level of displacement this area may experience as a result of the introduction of a scheme on the adjoining streets.
- 2.8 In relation to the proposed double yellow lines for the 'Square', as the road width throughout the area is typically 5 metres, it is likely that verge/footway parking will take place to facilitate double-sided parking. For that reason it is recommended that Members adhere to the County Councils Residents Scheme Parking Policy regarding maintaining traffic movement and the requirement for a free carriageway width of 3.1 meters. It is important to maintain safe and convenient provision for pedestrians and others, such as wheelchair and pushchair users. As these roads are no-through roads and some on-street parking will remain, any increase in vehicle speeds is expected to be low.
- 2.9 The Therapy Room has raised concerns about the location and availability of the proposed mixed use bays in the scheme. It is acknowledged that these bays are not immediately accessible to the Therapy Room, however as this business is nestled in an almost exclusively residential area, we have proposed short-stay parking in locations that are convenient to those visiting local facilities and places where the loss of residents' parking may be more acceptable. Whilst area-wide parking schemes will never provide a perfect solution to all the parking problems experienced, they aim to balance the needs of the local community as a whole.
- 2.10 All newly installed schemes are (if required) subject to a review post-implementation. This allows officers to evaluate the evolving parking demand across a scheme to ensure the highway is being utilised effectively. Such a review would enable officers to establish if the mixed used bays could be re-classified to short-stay only.
- 2.10 The introduction of a scheme will inevitably offer both advantages and disadvantages. Although this scheme would ensure the free-flow of traffic, improve access for all those using the highway and reduce the competition for limited on-street parking, overall parking capacity will unavoidably be reduced to accommodate these benefits. When formalising a RPS the Highway Authority have to be satisfied that the restrictions introduced do not impede safety or access, particularly for larger vehicles, such as those used by the emergency services.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The main objectives of the Council's programme of RPSs is to give parking priority to residents and to discourage non-resident travel into Cambridge, with the aim of reducing congestion and improving air quality.

3.2 Thriving places for people to live

A residents' parking scheme will reduce the conflicting demands for on-street parking. By removing free, unlimited non-resident parking the aim is to reduce through-traffic and as such, reduce air pollution.

RPSs offer a range of permit types which support residents, including free medical permits for those that need care in their own homes, dispensation for health worker professional providing care and Tradesperson Permits.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The Greater Cambridge Partnership (GCP) have committed to covering the costs associated with the implementation of the Benson North scheme. The subsequent, on-going costs will be covered by permit fees.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implication 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 Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to "secure 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

Equality Impact implications attached, see **Appendix 4**.

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

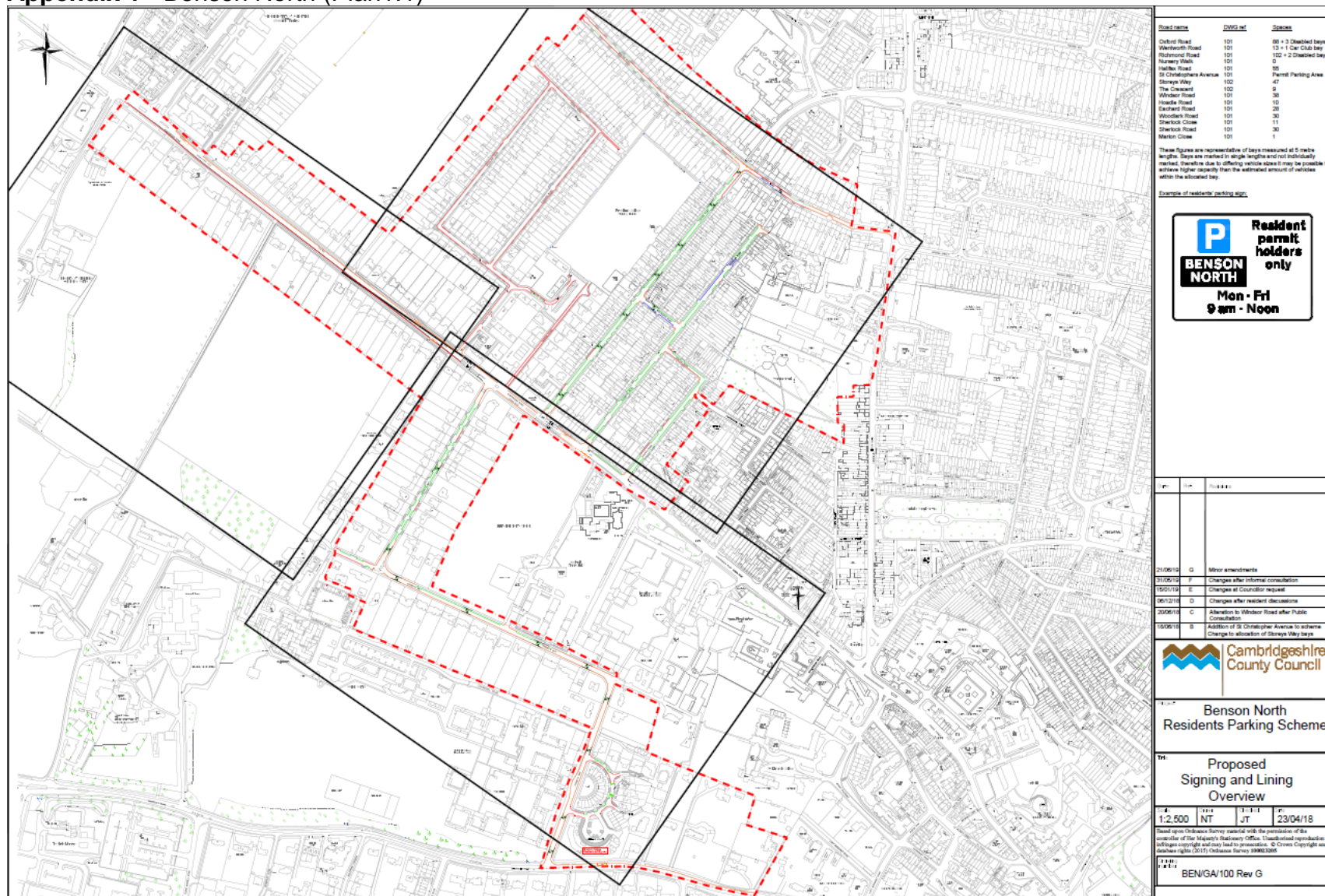
The proposed RPS will reduce congestion and encourage the use of more sustainable travel options for visitors, which will have a positive impact on air quality and therefore an impact on public health.

| Implications | Officer Clearance |
|---|--|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Financial Officer: David Parcell |
| | |
| 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 LGSS Law? | 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: Vanessa Bismuth |
| | |
| 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 |

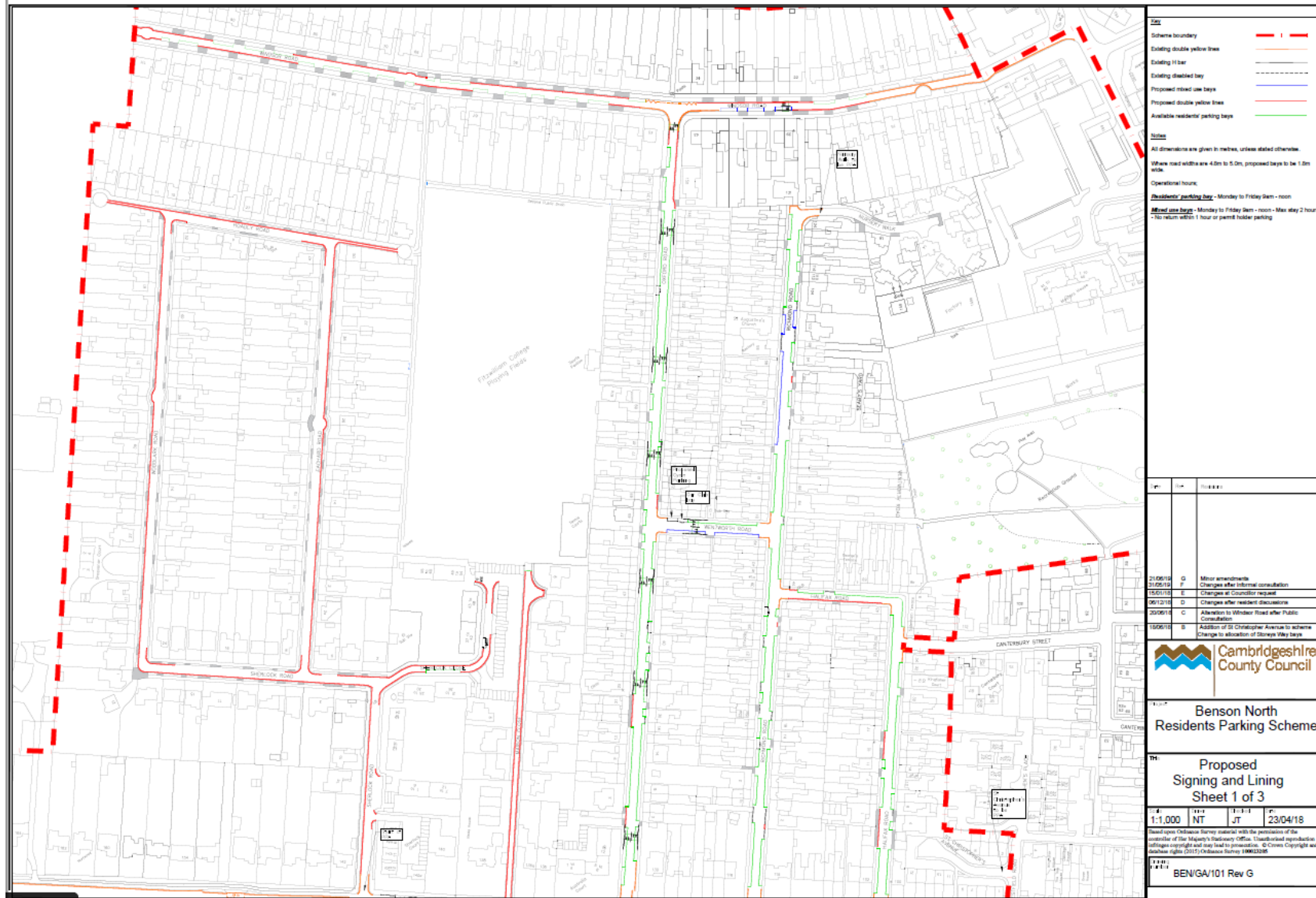
| Source Documents | Location |
|----------------------------------|---|
| Residents' Parking Scheme Policy | https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/trav |

| | |
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| <p>Cambridge Residents' Parking Scheme Extension Delivery Plan</p> | <p>el-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true</p> <p>https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Cambridge%20Residents%27%20Parking%20Schemes%20Extension%20Delivery%20Plan.pdf?inline=true</p> |
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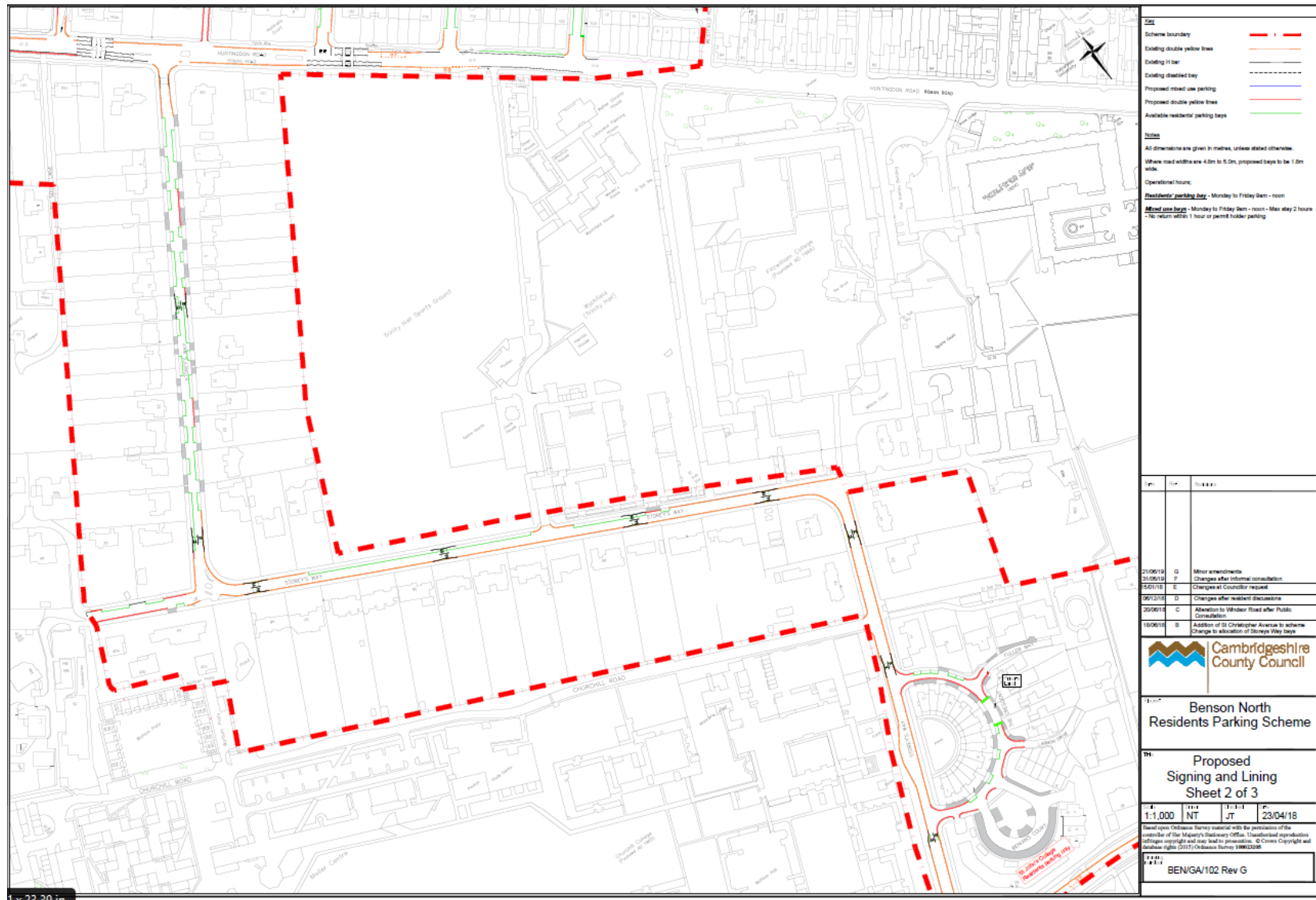
Appendix 1 - Benson North (Plan1.1)



Benson North (Plan 1.2)



Benson North (Plan 1.3)



Benson North (Plan 1.4)



Appendix 2

| No. | Summary of Objections/ Representations ranked by number of times mentioned (includes issues raised in 3 or more representations) | Officer's Response |
|-----|---|---|
| 1 | <p data-bbox="355 533 802 674"><u>Issues relating to the Woodlark Road, Eachard Road, Hoadly Road and Sherlock Road area (raised in 22 representations)</u></p> <p data-bbox="355 712 826 898">The current level of non-resident parking in this area is not sufficiently severe to justify a Residents Parking Scheme (RPS).</p> <p data-bbox="355 1447 834 1776">The Permit Parking Area (PPA) proposed for this area should not include extensive double yellow lines. Residents can manage parking themselves and the double yellow lines would have negative impacts, such as encouraging higher traffic speeds.</p> | <p data-bbox="866 712 1513 1406">It is acknowledged that the volume of on-street parking in these particular streets is lighter than in other parts of the zone. This is due to the fact that most properties have off-street parking and the roads are further away from the city centre, so are less likely to be used by non-residents. If the area was excluded from the RPS, it is difficult to predict with any certainty whether the area might be targeted by those displaced from streets where the RPS was implemented. However, Sherlock Road, in particular, being closest to Huntingdon Road, might well be an attractive place for non-residents to park. As most residents have off-street parking and the proposed operational times are relatively short, the RPS is not likely to have a serious impact on residents' parking practises.</p> <p data-bbox="866 1447 1513 2022">PPAs can be introduced with either no or very few double yellow lines. However, in this area the typical road width is approximately 5 metres and if yellow lines are not used, it is likely that verge and footway parking will take place to facilitate double-sided parking. This is something that the Council is trying to discourage across the city to improve conditions for pedestrians and other vulnerable road users. Information has been obtained from the fire service, which indicates that most hydrants are located in the verge or footway, so any parking there might obstruct access. Extensive lengths of double yellow lines can encourage higher traffic speeds by</p> |

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| | | <p>presenting drivers with a clear road. However, as there will still be some parking and the roads are only used for access purposes, any increase in speeds is expected to be negligible.</p> |
| 2 | <p><u>Concerns about the proposed RPS in Oxford Road and, in particular, its effect on the Therapy Room which is located in that road (raised in 13 representations)</u></p> <p>Customers of the Therapy Room will be unable to park nearby, which is a particular concern to those with limited mobility.</p> <p>Mixed use bays that provide short stay parking are too distant and may not be available to Therapy Room customers as residents will be using them. These spaces should be designated for short stay parking only.</p> <p>An Am/Pm type parking restriction, allowing parking on alternate sides of the road would be better solution than an RPS.</p> | <p>The Therapy Room is located in a part of Oxford Road that is almost exclusively residential, so it would be difficult to allocate short stay parking that would take away spaces from residents. The current high level of parking in this part of Oxford Road by both residents and commuters probably means that parking is frequently unavailable to customers. Hence, it is likely that they already have to walk some distance. The RPS is likely to improve the situation for blue badge holders as they will be able to park without charge or time limit in a resident permit holders bay. Drivers will be able to stop on yellow lines and in parking bays for short duration stops, such as to set down and drop off passengers and to load/unload. At present drivers might struggle to do that due to the very high level of parking.</p> <p>It is acknowledged that these spaces are not immediately accessible to Therapy Room customers. However, overall we have tried to provide short stay parking at locations that are convenient to visitor destinations and/or place them in roads where the loss of some resident parking is more acceptable, such as Wentworth Road. The removal of more permit holder spaces is likely to be opposed by residents. Usage of these mixed bays could be reviewed post-implementation to determine if they could be re-assigned to short stay only.</p> <p>It is not entirely clear what is being requested, but in some circumstances it is</p> |

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| | <p>There is no justification for an RPS in Oxford Road as parking space can usually be found.</p> | <p>possible to implement single yellow lines that prohibit parking on one side of the road in the morning and the other side in the afternoon. This arrangement can remove all-day non-resident parking, but is normally used in roads where most properties have adequate off-street parking. For an area where many homes have no off-street parking, a permit type scheme is the most appropriate to avoid any inconvenience to residents.</p> <p>On-street parking demand varies in different parts of Oxford Road. For example, parking pressures tend to be less at the northern end of the road, so residents of that area are less likely to support an RPS.</p> |
| 3 | <p><u>More general concerns about parking for visitors to local business and community facilities and for tradesmen (raised in 9 representations)</u></p> <p>The scheme will create difficulties for visitors to the area, including those going to community facilities and tradespersons.</p> <p>The proposed mixed use spaces in Wentworth Road and Richmond Road that include short stay parking will be taken up by residents, so will be unavailable to visitors.</p> | <p>Clearly a parking scheme of this kind will create some inconvenience for those wishing to park on-street, but unfortunately that is the trade-off if residents wish to remove all-day non-resident parking. We have attempted to provide parking facilities, such as 2 hour parking to cater for visitors. Residents are able to purchase visitor permits and a range of others are available, such as for medical practitioners, carers and tradespersons. Disabled drivers can park in permit holder bays with their usual badge for unlimited time.</p> <p>The mixed use spaces in Wentworth Road were located there as very few properties have a frontage on that road, so resident demand is lower. The Richmond Road spaces are mostly to cater for church and community centre use. We hope that a sensible balance has been achieved, but this will be reviewed after implementation.</p> |
| 4 | <p><u>The cost, availability and inconvenience of purchasing permits (raised in 9</u></p> | |

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| | <p><u>representations)</u></p> <p>In particular residents have expressed concerned about the general cost of a permit and possible cost increases.</p> <p>The number of visitor permits that residents can apply for should be unlimited.</p> | <p>RPSs directly benefit residents of that particular area, so it is felt that they should meet the costs of permit issue and ongoing enforcement. It is unreasonable to expect other Council taxpayers to fund a scheme that they are unable to use. Residents permit costs are periodically reviewed, but any increases are usually fairly modest.</p> <p>The maximum number of Visitors' Permits that residents can apply for is limited to 20 per annum, which allows for 100 visits. This limit applies to each person, not household, and is ample to satisfy the vast majority of residents' needs.</p> |
| 5 | <p><u>The proposed RPS operational hours (raised in 9 representations)</u></p> <p>Varying suggestions regarding the proposed operational hours. Some feel the hours should be extended to match those of surrounding area and some feel they should be shortened to just one hour as it is felt this will address commuter parking, but have less impact on residents and visitors.</p> | <p>The proposed operational times of Monday to Friday 9 am to 12 noon were chosen after much consideration and debate. They are deemed to offer the best compromise between restricting all-day non-resident parking and at the same time not being overly inconvenient to residents and their visitors. The fact that the times are less than the adjacent Benson scheme (Monday to Saturday 9 am to 5 pm) means that there could be some displacement from that area, but this is unlikely to be significant except possibly on Saturdays. Shorter hours could not be recommended as this would result in a very short enforcement window that would cause practical difficulties. Also, the shorter the operational times, the more scope there is for non-residents to work around them. There was no clear consensus, so it is recommended that the proposed days/hours remain unchanged.</p> |
| 6 | <p><u>There needs to be a greater emphasis on improving public transport link and increase park and ride capacity (raised in 5 representations)</u></p> | |

| | | |
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| | <p>A number of responses suggest that an improvement in public transport would reduce the demand for on-street parking.</p> | <p>There are a number of initiatives planned that will encourage the public to make greater use of alternatives to the private car. While those long-term projects are being developed, local councils have made some progress by installing extensive cycling facilities and an improved car club.</p> |
| 7 | <p><u>Content and timing of the consultation (raised in 4 representations)</u></p> <p>Concerns have been raised about the quality and accessibility of the consultation documents along with concerns surrounding the statutory consultation straddling the summer holiday period.</p> | <p>The proposed scheme has been the subject of an extensive multi-stage consultation process. The statutory stage is designed to formally publish the Council's agreed scheme and provides an opportunity for those affected to lodge an objection to the scheme should they wish to. For this reason the documentation is written in a more formal and legal style, but we provide various ways for people to have their say. Due to the timing of the consultation, i.e. overlapping the summer holiday period, we provided significantly more time for people to respond than the legal minimum of 21 days. Residents were able to submit comments throughout the whole period from 10th July to 27th August 2019.</p> |
| 8 | <p><u>Concerns about the parking layout in Windsor Road (raised in 3 representations)</u></p> <p>Objects to the removal of the chicane effect between Histon Road and Oxford Road.</p> <p>Between Oxford Road and the western end there are too many switches of parking bay from one side to the other, thereby reducing capacity.</p> | <p>Officers reviewed the parking layout on this section and it was felt that the suggested changes would not create more parking spaces or have any significant impact on traffic speeds.</p> <p>In response to local concerns, the original parking layout was adjusted to reduce the number of such changes. It is felt that the published layout offers the best balance of parking capacity and speed reduction.</p> |
| 9 | <p><u>Concerns about parking in that area of Richmond Road near the Church and community centre (raised in 3 representations)</u></p> | |

| | | |
|--|--|---|
| | <p>There will still be problems with parking in this area. The mixed use bays won't help and will take away parking for residents.</p> | <p>It is likely that there is greater pressure on parking in this area with more competition for spaces. The scheme has attempted to strike a balance by allowing some mixed use parking that provides short stay parking bays that would also be available to residents. Permit holders will be exempt from the 2 hour time limit, which will only apply from Monday to Friday between 9 am and 12 noon, thereby resulting in minimal disruption to residents.</p> |
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Equality Impact Assessment For employees and/or communities

Section 1: Proposal details

| | | | |
|---|--|---|------------------------|
| Directorate / Service Area: | | Person undertaking the assessment: | |
| Place & Economy | | Name: | Nicola Gardner |
| Proposal being assessed: | | Job Title: | Parking Policy Manager |
| The installation of a Residents' Parking Scheme in the Benson North Area | | Contact details: | 01223 727912 |
| Business Plan Proposal Number: (if relevant) | | Date commenced: | 02/09/19 |
| | | Date completed: | 27/09/19 |
| Key service delivery objectives: | | | |
| The aims of removing free/unlimited parking within the Benson North via the introduction of a RPS are to reduce congestion, cut air pollution, improve road safety, whilst supporting local business/community facilities and prioritising parking for those that live within the defined scheme area. | | | |
| Key service outcomes: | | | |
| To encourage the use of more sustainable methods of transport and reduce the reliance on vehicles coming into the city, hence reducing congestion and air pollution to improve the quality of life for residents and those that visit the city. | | | |
| What is the proposal? | | | |
| With the ever increasing demand for on-street parking, the proposed introduction of a the Benson North RPS (as detailed in Appendix 1) will prioritise parking for residents' and support local business/facilities by offering alternative and accessible limited parking options. | | | |
| What information did you use to assess who would be affected by this proposal? | | | |
| A comprehensive assessment of the proposed scheme area was undertaken by officers; this assessment identified the properties that would be directly impacted by the proposed change. The public consultation sought feedback on the proposed changes from those residents and the subsequent statutory consultation from both those within and those outside of the area. | | | |
| Are there any gaps in the information you used to assess who would be affected by this proposal? | | | |
| No | | | |

Who will be affected by this proposal?

As this scheme operates between 9 am and 12 noon, the impact of these changes are limited. However during these hours the below groups may be affected:

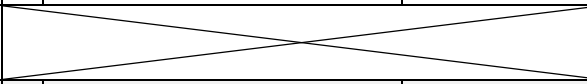
- Residents and their visitors
- Local business and/or their clients
- Non-residents' visiting the area and/or those commuting either into Cambridge or to onward destinations.
- Tradesperson and/or those providing a service to residents

Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment

Check the boxes to show which group(s) is/are considered in this assessment.

Note: * = protected characteristic under the Equality Act 2010.

| | | | | | |
|---|--|--------------------------|--|--------------------------------|--------------------------|
| * | Age | <input type="checkbox"/> | * | Disability | X |
| * | Gender reassignment | <input type="checkbox"/> | * | Marriage and civil partnership | <input type="checkbox"/> |
| * | Pregnancy and maternity | <input type="checkbox"/> | * | Race | <input type="checkbox"/> |
| * | Religion or belief (including no belief) | <input type="checkbox"/> | * | Sex | <input type="checkbox"/> |
| * | Sexual orientation | <input type="checkbox"/> |  | | |
| | Rural isolation | X | | | |
| | | | | Poverty | X |

Section 3: Equality Impact Assessment

Research, data and/or statistical evidence

The project has involved determining the number of properties that fell within the area and establishing the widths of the roads throughout the scheme, a measurement key to determining the appropriate location of parking in-line with the Residents Parking Policy.

Consultation evidence

A public consultation was undertaken from 01/02/19 to 14/03/19. A consultation document, FAQ sheet and A3 colour parking plans were sent to all the properties/business within the defined scheme area. The consultation results showed that the majority of those that responded, supported the proposed restrictions.

Whilst this consultation was predominantly aimed at residents directly affected by the proposed changes, all feedback was considered.

A statutory consultation which sees the proposal advertised in the local press and by on-street site notices was subsequently undertaken from 10/07/19 to 27/08/19. This consultation invited the public to submit written representations on the proposals made. Letters were also sent to all properties/business within the defined area along with statutory consultees such as the Cambridgeshire Police

and Cambridgeshire Fire and Rescue service.

All objections raised during the statutory consultation are considered by the Cambridge City Joint Area Committee (CJAC). The general public can register to speak at this committee.

Based on consultation evidence or similar, what positive impacts are anticipated from this proposal?

During the schemes operational hours, the removal of non-residents/commuter parking will:

- Reduce the competition for limited on-street parking and as such residents should find it easier to park close to their homes, benefiting those with limited mobility.
- The removal of free parking aims to reduce congestion and air pollution thereby encouraging more sustainable modes of transport, benefiting those more vulnerable to poor air quality such as the elderly and young children.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?

The introduction of a RPS will inevitably bring a number of negative implications. These include:

- Cost - as schemes as a whole should be cost neutral to the council, there will be fees associated to the majority of permits types, resulting to potential negative impact to those in poverty.
- Inconvenience - those visiting local business or services will need to a purchase pay and display ticket and non-residents looking for free all day parking including those from rural areas, will have to seek alternative parking options.
- Loss of space - double yellow lines are installed to protect access and would therefore reduce parking capacity within the scheme. Non-residents looking for free all day parking including those from rural areas, will have to seek alternative parking options.

How will the process of change be managed?

If the attached recommendations are approved, implementation of the scheme will be arranged. This will include:

- Residents and business/organisation directly affected by the installation being advised in writing of the installation programme.
- Residents in the defined area will also be advised, in writing, how to apply for permits.
- Information relating to installation and permit application will be available on our website. The website will also reflect any change to the installation programme as on-site works could be affected by unforeseen circumstances, such as poor weather or a car being parked appropriately.
- The Parking Services and Parking Policy teams will be available to answer any questions/queries regarding the processes via email or telephone (during office hours).
- Information regarding alternative parking such as park & ride and pay & display locations can be found on our website, together with other travel

advice, such as car club information.

- Once a scheme is operational, a two week warning period will follow. During this period vehicles that are parked contravening regulations will receive a warning notice.

How will the impacts during the change process be monitored and improvements made (where required)?

During the installation:

- Site visits will be undertaken by officers during the installation period
- Daily reports will be submitted by our contactors.
- Any issues highlighted either via the above or from residents directly will be addressed promptly by officers in consultation with our contractor.
- The project will be co-ordinated by the Parking Policy Team and monitored by the Parking Project Co-ordinator and Parking Policy Manager.

Section 4: Equality Impact Assessment - Action plan

See notes at the end of this form for advice on completing this table.

| Details of disproportionate negative impact (e.g. worse treatment / outcomes) | Group(s) affected | Severity of impact (L/M/H) | Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact | Who by | When by | Date completed |
|---|---|-------------------------------|--|---------------------------|----------------------------------|----------------------|
| Non- residents including those from rural location will need to seek alternative parking option(s). | Non-residents from rural location | M | <ul style="list-style-type: none"> Short stay pay & display parking options have been incorporated into this scheme. There are a number of Park & Ride sites located across Cambridge, including Babraham, Madingley, Milton, Newmarket and Trumpington. There are also 2 further Park and Ride sites on the Guided Busway at Longstanton and St Ives. A number of initiatives are currently being considered by the Greater Cambridge Partnership (GCP). These initiatives will focus on improving transport links into Cambridge. | CCC CCC GCP | Scheme implementation TBC | Completed TBC |
| Removal of free, unlimited parking will impact those with disabilities, at the risk of social isolation and those who provide care. | Disabled and those receiving care in their own home | L | <ul style="list-style-type: none"> Blue badge holders can park free and without time limit within resident permit holders, pay & display and mixed use bays. Blue badge holders can apply for an annual Visitors' Permit which offers unlimited visits. | CCC CCC CCC | Scheme implementation | Completed |

| Details of disproportionate negative impact (e.g. worse treatment / outcomes) | Group(s) affected | Severity of impact (L/M/H) | Action to mitigate impact with reasons / evidence to support this or Justification for retaining negative impact | Who by | When by | Date completed |
|--|-------------------|-------------------------------|---|--------|-----------------------|----------------|
| | | | <ul style="list-style-type: none"> Free Medical Permits are available for non-professional carers (obtained by residents). Health Care Worker Dispensations for professional careers. | CCC | | |
| Associated permit costs | Residents | L | GCP have committed to covering the associated implementation cost of this scheme. Residents will only be required to pay for a permit and not the usual one-off implementation cost. | GCP | Scheme implementation | Completed |

Section 5: Approval

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|---|------------------------|--|---|
| Name of person who completed this EIA: | Nicola Gardner | Name of person who approves this EIA: | Elsa Evans |
| Signature: | <i>Nicola Gardner</i> | Signature: | <i>E Evans</i> |
| Job title: | Parking Policy Manager | Job title: | Authorised signing-off officer for Equality and Diversity Implications, Place and Economy |
| Date: | 04/10/19 | Date: | 04/10/19 |