

**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

Officer contact:

| | |
|--------|--------------------------------------|
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| 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 |

Plan 1.1 (Victoria)



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 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 sent 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. |
|-----------------|