

**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.

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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

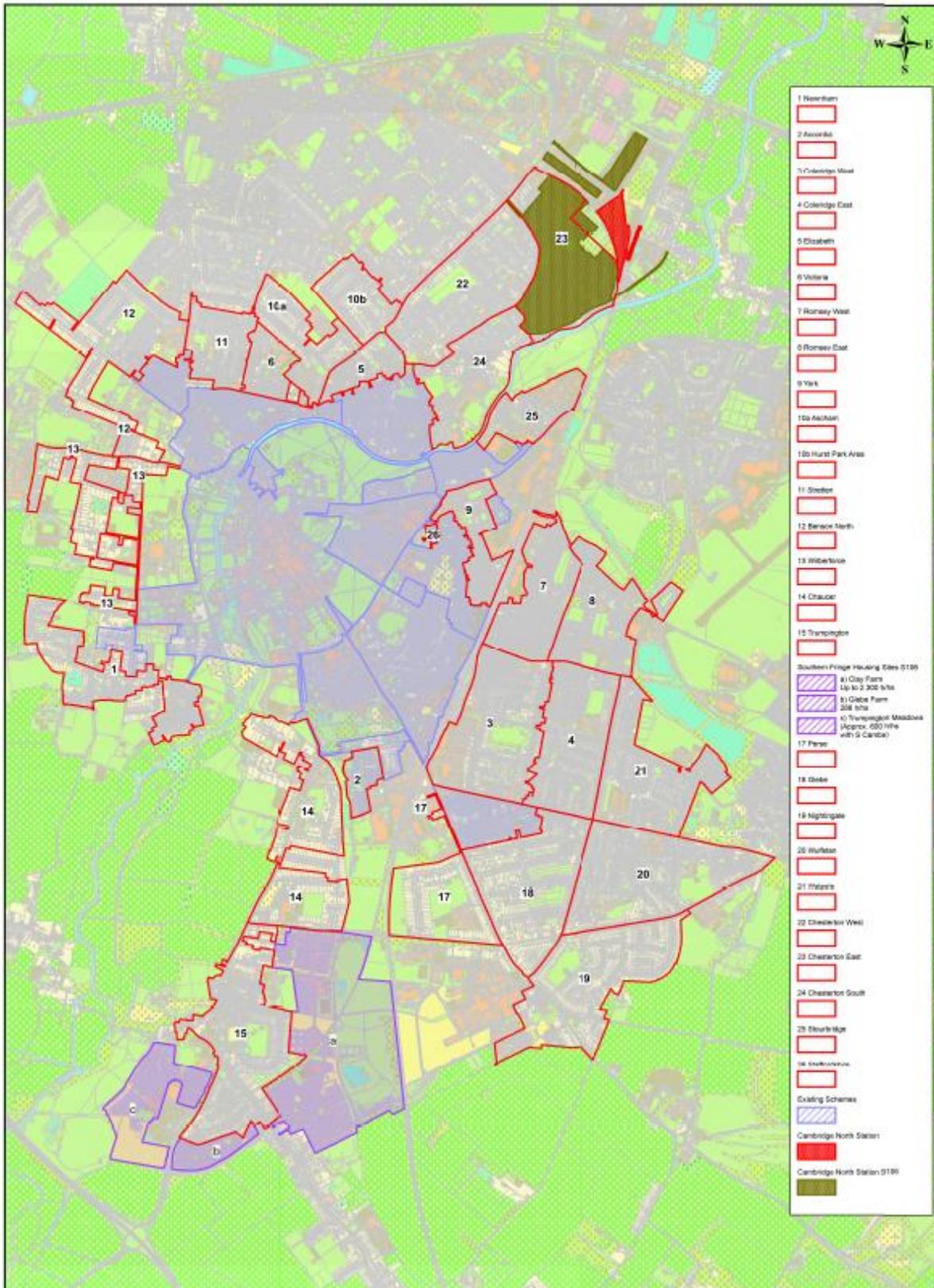
Source Documents	Location
Residents' Parking Scheme Policy	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true
Cambridge City Joint Area Committee – 24 th January 2017	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/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)



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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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.
