

CAMBRIDGE CITY JOINT AREA COMMITTEE



Cambridgeshire
County Council

Tuesday, 25 February 2020

Democratic and Members' Services

Fiona McMilan
Monitoring Officer

16:30

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/ccc-conduct-code>
- 2 Minutes - 22nd October 2019** **3 - 18**
- 3 Traffic Regulation Order Objections Associated with the Proposed** **19 - 34**
Waiting Restrictions on Victoria Street, Cambridge
- 4 Consider Objections to Proposed Waiting Restrictions in** **35 - 46**
Coleridge Area, Cambridge

The Cambridge City Joint Area Committee comprises the following members:

Councillor Richard Robertson (Chairman) Councillor Linda Jones (Vice-Chairwoman)

Councillor Anthony Martinelli Councillor Nicky Massey Councillor Cheney Payne Councillor
Mike Sargeant and Councillor Martin Smart Councillor Nichola Harrison Councillor Noel
Kavanagh Councillor Ian Manning Councillor Elisa Meschini and Councillor Amanda Taylor

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

Clerk Name: Daniel Snowdon

Clerk Telephone: 01223 699177

Clerk Email: Daniel.Snowdon@cambridgeshire.gov.uk

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CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 22nd October 2019

Time: 4:30pm – 6:50pm

Venue: Kreis Viersen Room, Shire Hall, Cambridge

Present: City Councillors: R Robertson (Chairman), A Martinelli, C Payne, M Sargeant and M Smart

County Councillors: L Jones (Vice-Chairwoman), N Harrison, N Kavanagh, I Manning, A Taylor and J Whitehead

Apologies: City Councillor N Massey and County Councillor E Meschini

54. APOLOGIES FOR ABSENCE & DECLARATIONS OF INTEREST

Apologies were received from Councillor Meschini (substituted by Councillor Whitehead) and Councillor Massey.

There were no declarations of interest.

55. MINUTES OF THE MEETING HELD ON 4TH JUNE 2019

The minutes of the meeting held on 4th June 2019 were approved as a correct record and signed by the Chairman.

56. CAMBRIDGE CITY LOCAL HIGHWAY IMPROVEMENT PANEL MEMBERSHIP

The Committee received a report asking it to agree membership of the Local Highway Improvement (LHI) Member Assessment Panel for the 2020/21 Programme.

It was resolved unanimously to:

- a) Agree membership of the Cambridge City Local Highways Improvement Member Panel, consisting of County Councillors L Jones, N Kavanagh and I Manning and City Councillors A Martinelli, R Robertson and M Sargeant; and
- 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.

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

The Committee received a report which contained the objections received in response to the formal advertisement of parking controls in the Benson North area. Members were informed that 60 written responses had been received throughout the statutory consultation, 35 of which objected or strongly opposed some elements of the scheme, 14 of which supported the scheme and 11 of which presented no clear preference. It was noted that the majority of concerns revolved around the installation of double yellow lines and the parking provisions around the Therapy Rooms on Oxford Road and officers' considerations of these objections were also included in the report. It was suggested that the introduction of a Resident Parking Scheme (RPS) would ease parking demand, while the mixed bays would continue to provide flexibility for the local community. Members were reminded that as the Highway authority, the Council was required to ensure the safety of all those that used the highway, including pedestrians. The Parking Policy Manager noted that free, unlimited parking encouraged people to drive in to the city and the scheme was part of a wider approach to promote alternative and more sustainable forms of transport while reducing congestion and improving air pollution.

Dr Fiona Head, a resident of Woodlark Road, was invited by the Chairman to speak on her concerns related to the parking controls. Dr Head suggested that air pollution was negligible in the area and that the scheme would not make any difference in that regard. She noted that if implemented, the parking controls would leave over 60 houses with only 10 parking spaces available for visitors, which would have an inevitable impact on their social life and the vital support needed by some residents. Dr Head argued that the current parking layout created a natural chicane that forced cars to travel below the speed limit, but without parking on both sides, as proposed in the scheme, the road would be clear and cars would travel at a greater speed, thus endangering cyclists, pedestrians, children and other road users. Dr Head also expressed concerns over the consultation, which she suggested had only received such a high level of support because the inclusion of double yellow lines had not been made clear in the documents.

The Chairman invited Mr David Parry, a resident of Eachard Road, to address the Committee. Mr Parry argued that the parking problem in the Benson North area was restricted to commuter parking during working hours and that the scheme did not address that fundamental problem, suggesting that there was no need to negatively impact on residents outside of the peak hours. He also noted that clearing parked cars from one side would open the road up and allow cars to travel at an increased speed, thus provoking a further problem that the scheme had failed to address.

Ms Angela Lattimore was invited by the Chairman to address the Committee on behalf of the Therapy Room, an Integrated Health Clinic based on Oxford Road. Ms Lattimore informed Members that one of the original reasons for selecting the location for the clinic had been the ample parking facilities, given that patients, who were visiting for medical attention and assistance, generally were not Blue Badge holders. Doctors attending at the clinic would also suffer from being unable to park at their place of work. She suggested that journeys by public transport could take up to five times as long as by car and that the bus services were unreliable. Noting the community resource that the clinic also fulfilled by providing meeting room space and having a license to host training programmes, Ms Lattimore advised Members that the parking controls might force the clinic to close.

The committee received written statements from Teddy Brookes, Gail Stevens and the Committee of Windsor Road Residents' Association (WIRE), the contents of which are attached as **Appendix 1** to these minutes.

Councillor Richards spoke as the local County Council Member for Castle, noting that the scheme also affected Newnham and Arbury. She paid tribute to the work carried out by the County Council and the Greater Cambridge Partnership, as well as to members of the public for their participation in the consultation process. In expressing her support for the scheme, Councillor Richards emphasised the need to ensure sufficient parking facilities for local residents and organisations in the area, noting that the placement of mixed bays had emerged as a result of consultations with those in the affected area. She also suggested that a review should be carried out one year after any implementation.

While discussing the report and objections to the TRO, Members:

- Considered whether it would be preferable for a review to commence after six months, rather than one year, although the Parking Policy Manager noted that reviews usually occurred after twelve months to allow for the changes in parking behaviour throughout the calendar year to be observed. Some Members suggested that the review should consider the removal of some streets from the scheme. Officers clarified that a review could include the reclassification of bays, but indicated that removing double yellow lines would be problematic.
- Suggested that the streets included in the scheme were too varied in their layout and that they suffered from different issues to one another, with an example given that some of the streets afforded driveways to residents. Some Members suggested that the same situation applied across the city, while others argued that the scheme should have been split into various smaller, more targeted schemes.
- Acknowledged concerns raised by the public speakers about the lack of clarity regarding double yellow lines in the consultation stage, with one Member noting that 12 of the 34 residents that had responded to an informal consultation had agreed that they had been unaware of their inclusion. It was also observed that residents were asked to vote on the basis of an unrevised map that did not reflect the final layout of the scheme. Officers were requested to ensure that future consultations were clearer and easier to read.
- Expressed concern that a resident had encountered difficulties when visiting Shire Hall to view plans of the scheme.
- Observed that certain streets had objected in greater numbers to other streets from the beginning of the consultation, such as Sherlock Road, where 91% of residents opposed. It was noted that all the streets in the "square" (comprised of Sherlock Road, Sherlock Close, Woodlark Road, Hoadly Road and Eachard Road) had opposed at levels exceeding 50% and therefore that area should have been removed from the scheme. Officers suggested that leaving an area such as the "square" outside the scheme would lead to displaced people parking there, thus creating a problem that it would be too late to resolve through the scheme, as any additions to the implemented scheme would require a reconsideration of the whole scheme. It was proposed that the "square" could be removed from the scheme and then added back in after the review if considered necessary. Officers clarified to Members that those currently in the scheme would have to vote on whether to allow new streets to join,

although it was acknowledged that the scheme could be implemented in stages throughout a two-year period.

- Established that replacing double yellow lines with single yellow lines would represent a significant change to the proposals and therefore could not be considered at such a late stage in the process without repeating consultations.
- Considered implementing the scheme without signage at first and then adding signs after a review, but officers noted that the signage would need to be installed when the scheme was implemented.
- Acknowledged the concerns raised by the Therapy Room and suggested that more effort should be made to support the clinic. Some Members considered that it had sufficient private parking facilities and access to mixed use bays, noting that the scheme was designed as a resident parking scheme and not a business parking scheme. Other Members argued that the clinic was not a business, as it was providing a health service to patients who required medical assistance.
- Clarified that there were mixed use parking bays on Wentworth Road and Richmond Road. When asked whether it would be possible to include additional pay and display bays on Oxford Road close to the Therapy Room, officers informed Members that they had been placed on Wentworth Road due to the lack of frontage, which reduced the demand for parking by residents and therefore the levels of objection. Councillor Richards informed the Committee that she had informally consulted residents of Oxford Road and the preference had been for the bays to remain as indicated on the plans.
- Considered the inclusion of St Christopher's Avenue in the scheme, during which discussion Members:
 - Identified the road as an unnecessary inclusion of the scheme given that the whole street consisted of dropped curbs, which meant that parking was already illegal.
 - Noted that it had been included despite 80% of the road's residents asking to be excluded from the scheme. The Chairman observed that the report did not include any objections related to St Christopher's Avenue but it was suggested that the residents had considered their initial strong objections to be sufficient.
 - Recalled that when the 26 resident parking scheme zones had been initially decided by a mixed group of Councillors, it had been agreed to require a 50% approval threshold across the whole of the scheme. Therefore, it was argued that calling for the removal of certain streets from the scheme based on their high objection rates was contrary to the over-riding and original spirit of the process. It was noted that such changes had not been permitted in previously implemented schemes and that it would set a precedent that could jeopardise current and future schemes, although some Members considered such a precedent reasonable in order to act on the concerns of residents.
- Discussed the role of the Committee, with some Members suggesting it was only required to make strategic decisions and not micromanage, while others considered it the Committee's duty and responsibility to discuss the detail of each scheme.
- Noted that all parking schemes provoked support and opposition, although experience in other areas that had already implemented schemes demonstrated that they were

effective and popular with local residents, including with some of those who originally objected. However, it was acknowledged that neighbouring streets that were not included in schemes were likely to suffer from increased levels of parking as a direct result of the displacement of vehicles due to parking controls.

The following amendment to the recommendations was proposed by Councillor Payne and seconded by Councillor Manning (addition in bold).

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) Hold a review of the parking controls after six months;**
- 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); and
- d) Inform the objectors accordingly.

Following discussion, the amendment on being put to the vote was carried unanimously.

Subsequently, the following amendment to the recommendations was proposed by Councillor Payne and seconded by Councillor Manning (addition in bold):

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) Hold a review of the parking controls after six months;
- c) Publish the Traffic Regulation Order for the whole area but to not implement it in Sherlock Road, Sherlock Close, Woodlark Road, Hoadly Road, Eachard Road or St Christopher's Avenue until an evaluation had been carried out after the six-month review;**
- d) 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
- e) Inform the objectors accordingly.

Following discussion, the amendment on being put to the vote was lost.

It was resolved 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) Hold a review of the parking controls after six months;
- 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); and
- d) Inform the objectors accordingly.

58. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED RESIDENTS PARKING SCHEME AMENDMENTS IN QUEEN EDITH'S (MORLEY) AREA

The Committee received a report which contained objections and other written representations to proposed amendments to the residential parking scheme in various roads in the Queen Edith's (Morley) area. A review of the scheme had been carried out following the completion of twelve months after its implementation in Autumn 2017, with the major issue identified as a need for further car and bicycle parking spaces. Members were informed that of the four proposed amendments to the scheme, only two had received objections and they focused mainly on the loss of resident parking.

The Chairman invited Mr Liam McKay, a resident of Blinco Grove, to address the Committee. Mr McKay expressed support for the overall scheme, noting that it had helped local residents. However, he considered that losing 8 resident parking bays, as indicated in the proposals, was unnecessary and would be problematic for residents who would have to either move their vehicle at 10am or struggle to find space when returning from work in the afternoon. Mr McKay suggested to the Committee that a survey carried out by residents indicated that residents' vehicles occupied an average of 3.8 of the 8 spaces (48%) during the hours of the scheme. He noted that Morley Memorial Primary School would be closed for 27% of the time, while Rock Road Library would be closed for 56% of the time. Mr McKay proposed changing the bays to mixed use bays, which would receive the support both of residents and the School. He also observed that the proposed cost for using the pay & display bays was listed as £0.60 per hour on page 50 of the report, whereas the bays already on Blinco Grove charged £1.20 per hour.

Addressing the Committee as the local County Member for Queen Edith's, Councillor Taylor thanked officers for their response to the review, which had raised issues over enforcement of the parking controls and a need for short stay parking facilities. She noted that visitors to Morley Memorial Primary School and Rock Road Library did not qualify for a permit and needed provisions for parking, while residents considered the proposed eight pay and display bays to be excessive. Councillor Taylor proposed amending the proposals, with the pay and display bays on Blinco Grove being changed to mixed use bays.

While discussing the proposed changes, Members:

- Queried why the bays had not been suggested as mixed use at the start of the review, given that it was the clear preference for residents. Officers observed that if they were

mixed use bays, it was possible that they would all be occupied by residents and therefore visitors would still be unable to find parking spaces. It was noted that the survey conducted by residents suggested that the bays had never been fully occupied by residents but Members expressed concern over relying on data collected informally by local residents, arguing that it did not show whether there were spaces elsewhere within the scheme and was therefore incomplete.

- Suggested that the scheme could run from 10am-5pm instead of 10am-7pm, thus alleviating unnecessary problems for residents when returning from work. Officers acknowledged that such a change to the scheme would be possible as it would be making the published proposals less restrictive.
- Considered amending the proposals to include four mixed use bays and four pay and display bays, although it was acknowledged that residents and the local Member preferred changing to eight mixed use bays
- Established that three music teachers from Morley Memorial Primary School had reported arriving late to classes due to lack of parking facilities.
- Clarified that the disabled parking bay outside Rock Road Library would not be impeded by the proposed cycle parking stand which would be installed alongside.
- Noted that the proposed cycle parking stand would not serve as a replacement to the library's current cycle parking facilities, which had been moved to a different location within the library's grounds.

Councillor Taylor proposed changing the pay and display parking bay on Blinco Grove, as indicated on the drawing shown in Appendix 1 of the report, to a mixed use bay. Following discussion, the proposal was agreed unanimously.

It was resolved unanimously to:

- a) Introduce the proposed amendments as shown on the drawing shown in Appendix 1 as published, except for the proposed pay & display parking bay in Blinco Grove, which was changed to a mixed use parking bay; and
- b) Inform the objectors accordingly.

59. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED WAITING RESTRICTIONS ON CHURCH END, CHERRY HINTON

The Committee received a report which included objections received in response to the publication of proposed waiting restrictions on Church End in Cherry Hinton.

Councillor Crawford spoke as the local County Council Member for Cherry Hinton and she strongly endorsed the scheme, noting the high number of accidents and dangerous incidents that had occurred at the location. Suggesting that parked cars had been a cause of accidents, she considered that the safety concerns greatly outweighed the objections, noting that a young boy had been knocked off his bicycle. Councillor Crawford clarified that the scheme was not intended to improve traffic flow but was rather intended to slow the traffic flow down, noting that double yellow lines were mandatory alongside the

proposed gate to ensure the safety of the feature. She also noted that one objection suggested enforcement would have been sufficient, but she informed Members that the police had confirmed that it was not possible to provide sufficient enforcement and that they had recommended traffic calming measures.

The committee received written statements from Penny and David Nicholas, and Matthew Polaine (and family), the contents of which are attached as **Appendix 2** to these minutes

While discussing the report, Members expressed their agreement for the proposals, noting the importance of improving safety in the area.

It was resolved unanimously to:

- a) Implement the proposals in Church End as originally published; and
- b) Inform the objectors accordingly.

60. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO INSTALL DOUBLE YELLOW LINES IN THE HURST PARK AVENUE AREA

The Committee received a report which included objections received in response to the publication of proposals to install double yellow lines at junctions in the Hurst Park Avenue area.

Addressing the Committee as the local City Council Member for West Chesterton, Councillor Sargeant informed Members that he had originally put forward the LHI initiative to prevent vehicles parking on junctions and blocking the crossing points for pedestrians. He noted that double yellow lines on a junction should be unnecessary, given that the Highway Code prohibited parking within 10 metres of a junction, but he acknowledged the unorthodox shape of the junctions, which perhaps made such restrictions less clear. Councillor Sargeant also informed Members that having considered calls from residents to remove the proposed double yellow lines from the Highfield Avenue / Hurst Park Avenue junction, he was inclined to accede to their request.

While discussing the proposals and objections in the report, Members:

- Noted that the planned Hurst Park Area residents parking scheme would be considered in the future and that it would include the area included in the report.
- Requested that future maps marked distances from the centre of the junction marker, in order to allow Members to ensure that markings extended for 10 metres, as required by the Highway Code.
- Considered the suggestion of remodelling the layout of the junctions, but it was noted that residents appreciated the current design and that the cost of carrying out such work would be extensive.
- Acknowledged that resident parking schemes sometimes served to bring neighbours together and develop a sense of community in the area.

- Discussed the objection raised regarding the double yellow lines proposed for Leys Road facing the junction with Leys Avenue, which it had been suggested would lead to reduced visibility for drivers at the junction due to cars parking alongside the junction instead. It was noted that the advice from officers had been to install the double yellow lines on both sides of the road, as would be the case in a residents parking scheme, in order to allow for the safe manoeuvring of vehicles.
- Observed that the County Council's Protocol on Member/Officer Relations required the local County Councillor to be invited to any meeting with a councillor from another council within their division.

Councillor Sargeant proposed removing the yellow lines on the Highfield Avenue / Hurst Park Avenue junction. Following discussion, the proposal was agreed unanimously.

It was resolved unanimously to:

- a) Implement the proposals as advertised, except for the proposed double yellow lines on the Highfield Avenue / Hurst Park Avenue junction; and
- b) Inform the objectors accordingly.

61. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO INSTALL DOUBLE YELLOW LINES ON WADLOES ROAD

The Committee received a report on the objections received in response to the publication of proposals to install double yellow lines on Wadloes Road in front of the entrance to McDonalds in order to reduce congestion at peak times.

Mrs Sharon Secker, a resident of Wadloes Road, was invited by the Chairman to address the Committee. Mrs Secker noted the tendency of visitors to McDonalds to park on the double yellow lines currently installed on Wadloes Road without being subject to enforcement and suggested that such a practice would continue regardless, thus rendering the proposed extension ineffective. She drew attention to the multiple reasons that drew non-residents to park on the road and the problems subsequently faced by residents. Mrs Secker suggested that a yellow box junction in front of the entrance to McDonalds would be a more effective solution to the problem, while also noting that extra parking bays could be provided by removing the zig-zag lines on either side of the pedestrian crossing further up Wadloes Road. She expressed frustration at being unable to establish communication with the local County Councillor to discuss the issue.

Addressing the Committee as the local County Council Member for Abbey, Councillor Whitehead acknowledged the concerns raised by residents but argued that it was a relatively small measure that would help alleviate heavy traffic congestion. She noted that it was perfectly reasonable and legal for cars to queue to enter McDonalds and therefore it was necessary to extend the double yellow lines by the equivalent length of two cars in order to allow the passage of vehicles that were not in the queue.

While discussing the proposal and objections raised, Members:

- Noted that the LHI had been given support by the panel and also support from residents through the consultation phase. Members were informed that the original proposal for parking controls had been made by residents.

- Clarified that it was a requirement to include 8 lines of zig-zag parking restrictions on either side of a pedestrian crossing to ensure safety for those crossing the road.

It was resolved unanimously to:

- a) Implement the proposals as advertised; and
- b) Inform the objectors accordingly.

62. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSTO INSTALL DOUBLE YELLOW LINES ON CARISBROOKE ROAD, WARWICK ROAD AND TO INSTALL A NO STOPPING ORDER OUTSIDE MAYFIELD PRIMARY SCHOOL

The Committee received a report which contained objections received in response to the publication of proposals to install double yellow lines on Carisbrooke Road, Warwick Road, along with a no stopping order outside Mayfield Primary School.

Addressing the Committee as the local City Council Member for Castle, Councillor Payne informed Members that the proposals had received overwhelming support from local residents. She expressed concern over where teachers at the Mayfield Primary would be able to park, noting that 22 of the 76 members of staff drove to work 4 days a week, but acknowledged that the scheme would not be able to ensure such provisions.

While discussing the report, Members:

- Noted that there were usually parking spaces available in the vicinity, including during peak hours.
- Expressed concern over how the controls would be enforced.

It was resolved unanimously to:

- a) Implement the proposals as advertised; and
- b) Inform the objectors accordingly.

63. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSAL TO INSTALL DOUBLE YELLOW LINES NEAR THE JUNCTION OF MARMORA ROAD AND HOBART ROAD

The Committee received a report containing objections received in response to the proposal to install double yellow lines near the Marmora Road / Hobart Road junction.

While discussing the report, Members noted that the scheme had not been proposed to improve safety for users of the Chisholm Trail, as had been suggested in an objection.

It was resolved unanimously to:

- a) Implement the proposals as advertised; and
- b) Inform the objectors accordingly.

Chairman
25th February 2020

Item 4 – Traffic Regulation Order Objections Associated with the Proposed Implementation of Parking Controls for the Benson North Area

Written Submission (1 of 3) from Teddy Brookes

I would like to outline the proposal of a scheme on Oxford Road whereby one side of the road is 9-10 residents only and then the other side is 1-2 residents only which would prevent commuters from taking up parking spaces but would allow enough fluidity in parking to allow the clinic to be minimally affected and for residents to be able to park liberally. This scheme has proved to be successful in Colchester where residents parking was consumed by overflow from the train station.

Item 4 – Traffic Regulation Order Objections Associated with the Proposed Implementation of Parking Controls for the Benson North Area

Written Submission (2 of 3) from Gail Stevens

Dear Council

The Therapy Room in Oxford Road has

- Over 20 therapists
- 2 full time administrative staff
- Over 10,000 patient visits per annum.

It supports people in the local community with a wide range of conditions from low back pain to anxiety and depression.

As parking restrictions increase in Cambridge these facilities for the community are being squeezed out of the city making them less and less accessible to residents.

I joined the Therapy Room in 2015 having left the Cambridge Chiropractic Centre on Hamilton Road which closed after 30 years of business following the impact of resident parking restrictions.

Based on my previous experience of the drastic effect of residents parking schemes on patient visits I would urge you to ensure that there is adequate parking provision for the Therapy Room patients. If not I fear the clinic cannot survive.

Item 4 – Traffic Regulation Order Objections Associated with the Proposed Implementation of Parking Controls for the Benson North Area

Written Submission (3 of 3) from Windsor Road Residents Association (WIRE)

To: Steve Cox and members of the CJAC committee

From: The Committee of Windsor Road Residents' Association WIRE)

Re: CJAC Committee meeting on 22 October 2019: Item 4 Benson North Residents' Parking

Appendix: Copy of our Comments, submitted on 22 August 2019 in connection with the Statutory Consultation.

Comments for members of the CJAC committee

1. Position of parking areas in Windsor Road

We agree that there should be double yellow lines on at least one side of Windsor Road, for the whole its length, and on both sides in a few places. However, we are concerned about the proposed number of changes of the side of road for the double yellow lines, and consequently the locations where parking is permitted.

We are aware that a number of different views have been advanced, some with a more solid evidence-base than others. We still maintain that the major considerations should be:

- (i) safety pedestrians and cyclists ; and
- (ii) access to all properties by large motor vehicles, particularly those dealing with emergencies and rubbish collection.

In order to satisfy these considerations, we still maintain that the proposed plan needs to be changed in the manner outlined in our previous comments (see below). We therefore ask the committee to re-consider the location of parking areas in Windsor Road.

If the committee is not minded to do that, we request that the plans should be reviewed after a year, and that any necessary changes should be implemented without charge to residents, since they would be part of the implementation charges of the whole scheme for Benson North, which the Council has agreed to meet.

2. Parking permit area

We request consideration of the possibility of a parking permit area in the cul-de-sac region of Windsor Road.

We would appreciate confirmation of receipt of this mail. Thank you.

20 October 2019

Appendix on next page:

Appendix

Copy of our comments submitted on 22 August 2019 for the Statutory Consultation

These comments replace ours of 20th August, which contained a typographical error. Please destroy the previous version.

The committee of Windsor Road Residents' Association (WIRE) welcomes the introduction of Residents' parking in Benson North.

We have the following concerns:

1. Windsor Road between Oxford Rd and Histon Road

The committee objects to the reduction in the chicane effect of the proposed parking layout compared with the present arrangements. Traffic is relatively heavy in this part of the road and there can be inappropriately fast driving.

2. Windsor Road between Oxford Rd and the boundary with Darwin Green

The committee objects to the multiple changes of the side of the road where parking will be allowed in this cul-de-sac part of the road. We are aware of various views about the best layout. Some are backed by more evidence than others. We place highest priority on access for large vehicles (eg. emergency vehicles and refuse lorries), and safety for cyclists. We also note that there is less traffic in this part of the road, and that the possibility of speeding is reduced the closer one gets to the dead end of the cul-de-sac. Some large vehicles are unable to turn at the end of the road and have to reverse in one direction. Repeated changes of side of the parking therefore create difficulties for large vehicles, and may also be less safe for cyclists. The committee proposes that the number of changes of the side of the road on which parking is allowed should be minimised. This applies more strongly the closer one is to the cul-de-sac end of the road.

3. The committee requests discussion of permit parking in the cul-de-sac.

Please acknowledge receipt of this email.

The Committee of Windsor Road Residents' Association (WIRE)

22.08.2019

(Letter separate – scanned)

Item 4 – Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions on Church End, Cherry Hinton

Written Submission (1 of 2) from Penny and David Nicholas

We have been advised by Sandra Crawford to write to you regarding the one objection to the scheme that can apparently scupper the whole scheme. My self and several of my close neighbours have been in conversation and they all agree the scheme to install the gate & provide the yellow lines proposed in the scheme should go ahead. We think this would work, but if it proves otherwise, nothing is irreversible. Having witnessed the aftermath of the accidents that have occurred at the junction of Neath Farm Court and the private junction opposite, it is only a matter of time before there is a fatality. How would the objector feel if (when) this happens? Surely saving a life is a small price to pay for a little inconvenience.

Written Submission (2 of 2) from Matthew Polaine (and family)

We have been informed by our local councillor that you have received objections to the proposed highway works on Church End, and only one agreement.

I find this astonishing given at least 12 households who have expressed their support to the councillors we have been in contact with for many years, over this very problem; excessive speed and volume of drivers on Church End, resulting in many damaged vehicles and pedestrians/cyclists forced into impact avoidance.

Please take this email as confirmation that four local constituents APPROVE of this highway works that include contra flow restrictions with an island, and extension of double yellows in the vicinity.

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED WAITING RESTRICTIONS ON VICTORIA STREET, CAMBRIDGE**

To: Cambridge Joint Area Committee

Meeting Date: 25 February 2020

From: Executive Director Place & Economy Directorate

Electoral division(s): Market (County and City)

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

Purpose: To determine objections received in response to the publication of proposed waiting restrictions on Victoria Street, Cambridge.

Recommendation: The Committee is recommended to:

- a) Implement the proposals on Victoria Street as originally published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Nichola Harrison
Post:	Traffic Manager	Post:	
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	222harrison@gmail.com
Tel:	0345 045 5212	Tel:	

1. BACKGROUND

- 1.1 Victoria Street is an unclassified road comprising of mainly residential properties. Victoria Street is located in central Cambridge running north-west to south-east from its junction with Emmanuel Road to its junction with Clarendon Street. It is located in the Electoral Division of Market. A plan showing the location of Victoria Street can be found at **Appendix 1**.
- 1.2 It has been proposed to install no waiting at any time on Victoria Street on its north east side from a point 23.5 metres south east of its junction with Emmanuel Road in a south easterly direction for 1.9 metres. The existing section of residents parking bay (9am – 8pm) will be revoked (1.9m in total). A plan showing the extent of the proposed restrictions can be found at **Appendix 2**.
- 1.3 These proposals are being made following the submission of a third party Traffic Regulation Order application by the owner of 1a Victoria Street, Cambridge. The request for the TRO has been submitted to enable access and egress to the garage at 1a Victoria Street.
- 1.4 The residents parking bay on northern side of Victoria Street previously terminated at the south eastern boundary wall of 1a Victoria Street. The resident parking bay was extended by 1.9 metres to its existing position outside of 1a Victoria Street by The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions And Street Parking Places) Order 2013 (Amendment No. 2) Order 2013 which reviewed the Kite Area Residents Parking Scheme introducing new restrictions to increase both the number and type of residents parking bays within the Kite Area. The previous north western boundary of the resident parking bay outside of 1a Victoria Street and its existing boundary can be seen on the 2012 and 2015 Google Street View images shown in **Appendix 3**. A photo of the garage in use by the applicants' vehicle can be found at **Appendix 4**.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 11th December 2019. The statutory consultation period ran from the 11th December 2019 to the 10th January 2020.
- 2.3 The statutory consultation resulted in 3 objections. These have been summarised in the table in **Appendix 5**. The officer responses to the objections and statements of support are also given in the table. The applicants response to the objections raised can be found at **Appendix 6**.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured via a third party funded TRO application.

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 District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other 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

County Councillor Nichola Harrison and City Councillors Tim Bick, Anthony Martinelli and Katie Porrer were consulted. County Councillor Nichola Harrison objects to the proposal.

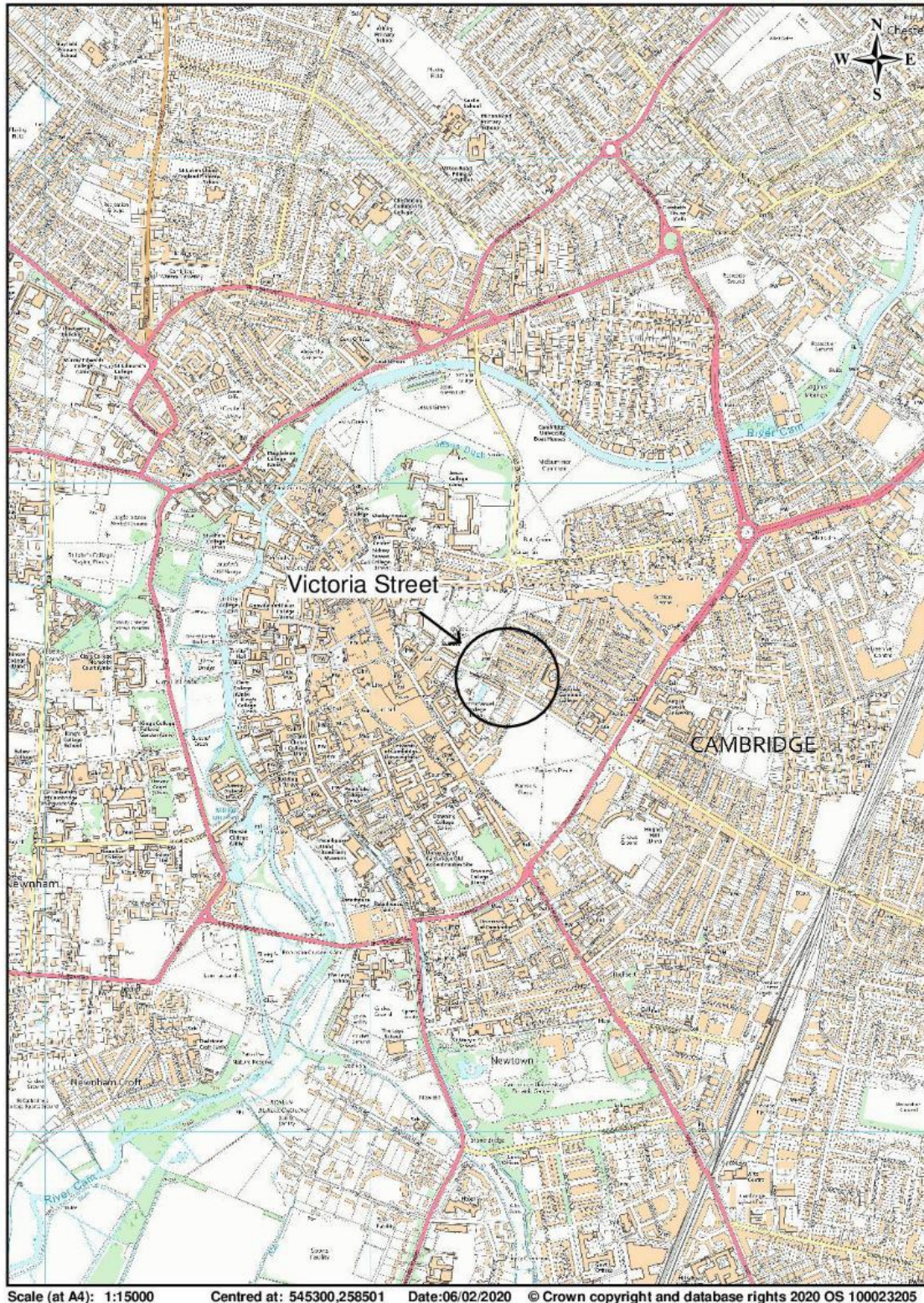
4.7 Public Health Implications

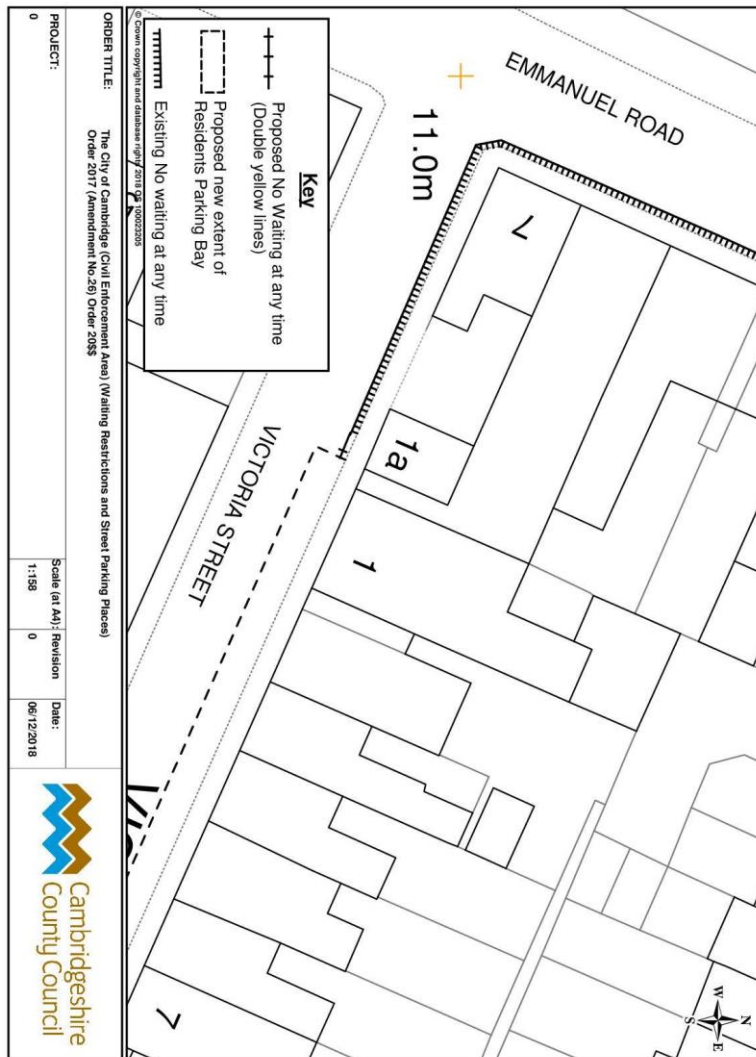
There are no significant implications for this priority.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	No Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or 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: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	No Name of Officer: Tess Campbell

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

Cambridgeshire County Council





2012 Google Street View image



2015 Google Street View image





No.	Consultation Responses	Officer's Comments
1	<p>Objection stating: I object to this application for the following reasons and request that it is referred for decision by the Cambridge Joint Area Committee (CJAC):</p> <p>1) The loss of 1.9metres of residents parking bay would be harmful to the interests of other residents in the Kite residents parking zone, who already experience a severe shortage of on-street parking provision. By shortage of parking I mean that there are more residents parking permits in issue than there are parking spaces on the ground. This makes it difficult for residents not only to park their own cars, but to accommodate visitors and tradespeople. Every metre of residents parking bay is valuable in this situation and local residents feel strongly about what amounts, in a case like this, to the effective privatisation of a much-needed public asset.</p> <p>On this basis, I believe the council should not agree to reduce residents parking provision without clear justification. In my view, the applicants have not provided such justification, but would have the opportunity to try to do so if the application is referred to the Cambridge Joint Area Committee (CJAC).</p> <p>2) 1a Victoria Street is a small two storey house, which to my knowledge was let to tenants some years ago, but currently and for some considerable time has been unoccupied. As of earlier today, there was mail on the doorstep dating from prior to the 12th December general election. During</p>	<p>I acknowledge that there is a high demand for on street parking places by residents in the kite Area. The applicant of this third party funded Traffic Regulation Order (TRO) has submitted this request because they are now residing in the property known as 1a Victoria Street, Cambridge and require access to the garage at the ground floor of the property from the public highway. Although it is acknowledged that the proposal would be reducing the existing residents parking bay on the northern side of the carriageway by 1.9 metres it is likely that the vehicle used by the owner of 1a Victoria Street would be parked in the garage within the property and therefore not being parked in the residents parking bay.</p> <p>It should be noted that until 2013/14 the residents parking bay on northern side of Victoria Street previously terminated at the south eastern boundary wall of 1a Victoria Street. The residents parking bay was extended by 1.9 metres to its existing position outside of 1a Victoria Street by The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions And Street Parking Places) Order 2013 (Amendment No. 2) Order 2013 which reviewed the Kite Area Residents Parking Scheme introducing new restrictions to increase both the number and type of residents parking bays within the Kite Area.</p> <p>The applicant of this TRO has supplied evidence that they are residing at the property, having produced a copy of a letter dated 15th August 2019 from Cambridge City Council confirming their addition to the electoral register for the property 1a Victoria Street. The resident has stated that they intent to use of the garage for their vehicle or their Mothers vehicle when she is visiting. A photo showing</p>

	<p>many visits to the property over the last 18 months or more since this issue first arose, I have never found any sign of occupation, including in the evenings. Nearby residents confirm that the house has been unoccupied for a long time. In the circumstances, I am not convinced that the applicant is residing at the property and can demonstrate an actual need or intention to use the proposed vehicle access, and I believe the application should not be granted until and unless an actual need and intention is established. The applicant would, if they actually take up residence in the house, be entitled to apply for a residents parking permit whilst any future TRO process is underway. Again, consideration of the application by CJAC would allow the applicant to present their case to councillors.</p> <p>3) If approved, the application would enable a vehicle to enter part of the ground floor (the rest being a lobby and staircase) - a room used previously as a sitting room. A lightweight door and partition separate this room from the staircase and upper floor. I am concerned that, given the residential use upstairs, fire and health risks make it impractical for this space to be used for garaging a vehicle. I appreciate that the council may not have direct responsibility for personal safety on private property, but I believe it does have a duty to consider the practicality and feasibility of the proposed vehicle access. If not, then - as local residents have put it to me - what is to stop every other property owner from applying to remove public parking rights in front of their house, even if vehicle access into the building is patently impractical. Referral to CJAC would allow</p>	<p>the garage at 1a Victoria Street being used by the applicants' car has been supplied and is attached (see appendix 4).</p> <p>The applicant has provided copies of the planning permission granted by Cambridge City Council as Local Planning Authority dated 15th August 1984 to grant permission to convert the premises adjacent to 1 Victoria Street from a garage and storage building to a residential flat and garage. Any matters regarding the suitability to use the property for the use it has been approved for would be a matter to raise with the Local Planning Authority (in this case Cambridge City Council).</p> <p>If residents are planning to install a dropped kerb access to their property and their property is within a residents parking scheme they can apply to Cambridgeshire County Council as Highway Authority to have the change the extent of the residents parking bay to accommodate a dropped kerb access however the resident would need to meet the cost of the requisite TRO and any works required to change the lining and signing. The applicant would also need to apply to the County Council for permission for the dropped kerb access and pay for any associated</p>
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	<p>officers to advise councillors about these issues and for councillors to decide what is right in this case.</p> <p>4) If the council/CJAC is minded to approve the application, I would ask that the dwelling at 1a Victoria Street be withdrawn from entitlement to apply for residents parking permits. What is already a very small house would become, once the sitting room is removed, a truly tiny residence that cannot possibly require more than one parking space. The occupant would still be entitled to visitor permits.</p>	<p>works. Depending on the classification of the road the property owner may also need to apply to relevant District Council for planning permission</p> <p>Cambridgeshire County Council's Residents' Parking Scheme Policy does not stipulate that properties within the scheme area that have access to off street parking be prohibited from applying for residents parking permits and therefore any change to this would require the Policy to be amended.</p>
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2	<p>Objection stating:</p> <p>I wish to raise an objection to the proposal to reduce the number of parking bays in Victoria Street. As a resident of the Kite, there are very limited resident's parking bays available and often, with building works taking place, there are times when parking in the Kite area, is severely limited. I note that the reason for the reduction of the section of parking is to allow access for the garage of 1A Victoria Street. It should be noted that although 1A has the external appearance of a garage, this is not actually used as a garage and cars are never parked inside the building. If this bay is reduced, I would urge that the Council open up alternative parking spaces for use for residents in the Kite</p>	<p>I acknowledge that there is a high demand for on street parking places by residents in the kite Area. The applicant of this third party funded Traffic Regulation Order (TRO) has submitted this request because they are now residing in the property known as 1a Victoria Street, Cambridge and require access to the garage on the ground floor of the property from the public highway. The applicant has stated that they intent to use of the garage for their vehicle or their Mothers vehicle when she is visiting. The applicant has provided photographic evidence of the garage at 1a Victoria Street in use by their vehicle (a copy of which is attached), the applicant has stressed that access to the garage in the vehicle was only possible because the residents parking bay in front of their garage was not in use at the time.</p> <p>Although it is acknowledged that the proposal would be reducing the existing residents parking bay on the northern side of the carriageway by 1.9 metres it is likely that the vehicle used by the owner of 1a Victoria Street would be parked in the garage within the property and therefore not being parked in the residents parking bay.</p> <p>It should be noted that until 2013/14 the residents parking bay on northern side of Victoria Street previously terminated at the south eastern boundary wall of 1a Victoria Street. The residents parking bay was extended by 1.9 metres to its existing position outside of 1a Victoria Street by The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions And Street Parking Places) Order 2013 (Amendment No. 2) Order 2013 which reviewed the Kite Area Residents Parking Scheme introducing new restrictions to increase both the number and type of residents parking bays within the Kite Area</p> <p>It is beyond the scope of this Traffic Regulation Order (TRO) to provide alternative resident parking spaces within the Kite Area. The public highway is an area of land which the public have the right to use for passing and repassing without let or hindrance.</p>
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		<p>Although residents and other road users have no automatic parking entitlements, residents' parking is generally allowed where it does not:</p> <ul style="list-style-type: none"> Impinge on the movement of traffic; Create a safety hazard or obstruct access for other highway users including cyclists and pedestrians; or Cause damage to the fabric of the highway. <p>If local residents feel that a review of the Kite Area local residents parking scheme is needed this should be raised initially with your local Councillor.</p>
3	<p>Objection stating:</p> <p>I wish to raise an objection to the proposal to reduce the number for parking bays in Victoria Street. This seems a very odd decision.</p> <p>As a resident of the Kite, there are very very limited resident's parking bays available and often (when building works are taking place), there are times when parking in the Kite area, is severely limited or even impossible. I have at times had to pay for off street parking and very very often have to ensure I remember to move my car before 9am if I am forced to park on a yellow line.</p> <p>I note that the reason for the reduction of the section of parking is to allow access for the garage of 1A Victoria Street. It should be noted that although 1A has the external appearance of a garage, I don't think it is actually used as a garage. I believe the property is in fact completely domestic and cars are never parked inside the building. If this bay is reduced, I would urge that the Council open up an alternative parking space for use for residents in the Kite.</p> <p>It is quite expensive to pay for residents parking, off street parking and the occasional fine through lack of parking, although, I suspect, very lucrative for the Council. Please provide a balance with is both safe and fair for all concerned.</p>	<p>Response as with objection 2 above.</p>

Comments on Summary of Objections

TRO Application Robert Peel House 1A Victoria Street Cambridge

I, [REDACTED], am the owner of the property at Robert Peel House, 1A Victoria Street, Cambridge. ("the Property")

I have made the application to reduce the length of the resident's parking bay in front of the garage doors at the Property in order to enable access in and out of the garage that comprises the ground floor of the Property.

These are my comments on the objections:-

1. I am attaching a photograph marked Photo 1 showing the original markings on the road demonstrating what needs to be possible (as was the case prior to 2017) to access the garage.
Photo 2 shows the extent of the resident's parking bay now in front of the Property.
2. The fact that there are more residents' parking permits issued than there are parking spaces on the ground is not a matter for me.
3. The justification for requesting the reduction in the residents' parking zone immediately outside the full garage doors giving access to the garage on the ground floor of the Property is that I now reside at the property (please see evidence attached that I am on the electoral roll for this address). My family has owned the Property through 5 generations. I wish to use the garage for the purposes of garaging a car and there is therefore an actual need to access the garage. As well as myself I also wish to allow my grandmother – [REDACTED] and born and bred in Cambridge - to use the garage when she is driven to visit me by her carer.

4. The permitted use of the ground floor of the Property for planning purposes is as a garage— see planning permission attached. Please note that the design of the garage doors was stipulated by the Planners as being in keeping with the historic design of the original doors to this building. The ground floor is not used for residential purposes. It is empty and awaiting the physical ability for a car to gain entry to the garage through the garage doors as is visible on Photo 2. The facts as set out in this statement demonstrate the intention to do so.

5. I would also like to make the point that on 15 August 2018 [REDACTED] Assistant Engineer Highway Projects and Road Safety advised by email (copy attached) “I have also had a look in to reducing the parking bay that is currently outside Robert Peel House. We are going to include this within the Victoria Street LHI works and reduce the bay back to its original location.

I hope that this relocation is satisfactory to yourself and will allow for you to access your garage more easily.”

I expected that this was an end to the matter.

We were then advised that this was an error and the residents’ bay could not be restored to its former extent without a formal TRO application.

We were then referred to the TRO procedure.

We did draw attention to paragraph 44.7 of Cambridgeshire County Council’s Resident Parking Scheme Policy which provides that the County Council must consider “access and safety requirements” and furthermore in the FAQs there is a question as follows:-

“How will the scheme affect the use of my private driveway?”

The response is as follows:-

“You do not need a permit to park on your driveway or any other private areas of land *if you have a constructed access with dropped kerbs we will not mark a bay across it*”.

Please note that the Property **does** have dropped kerbs in front of it and the resident's bay **has** been marked across it. It is appreciated that there has been a period of time when vehicular access to the garage was not required but as explained above this is no longer the case now that I reside at the Property.

6. With regard to the objectors comment that there is currently insufficient residents parking within the kite area, please see attached photos 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 which show other empty resident's bays within the kite area on the morning of Tuesday 28 January, proving there is more than sufficient space for residents to park.
7. With regard to the fourth paragraph of Objection 1 the applicant does not believe that the Cambridge City Joint Area Committee is concerned with health and safety issues but for the purposes of this statement please be aware that all necessary planning permissions and building regulations consents were obtained by the Applicant's family in 1984 to convert the Property to a residential flat with ground floor garage. No change of planning use has been applied for by the Applicant or his family since 1984 nor has any planning enforcement notice been served by the Council alleging any unauthorised planning use. Therefore, there is no legal requirement on the Applicant to apply for any further planning or building regulation consents in order to continue the lawful use of the ground floor as a garage.

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

To: Cambridge Joint Area Committee

Meeting Date: 25 February 2020

From: Executive Director – Place & Economy

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

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

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

Recommendation: The Committee is recommended to:

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

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Gary Baldwin Post: Engineer (Policy & Regulation) Email: gary.baldwin@cambridgeshire.gov.uk Tel: 01480 372362	Names: Councillor Richard Robertson Post: Chair Email: richard.robertson@cambridge.gov.uk Tel: 01223 249787
	Names: Councillor Noel Kavanagh Post: Divisional Councillor Email: noel.kavanagh@cambridgeshire.gov.uk Tel: 01223 249787
	Names: Councillor Amanda Taylor Post: Divisional Councillor Email: amanda@ajtmail.co.uk Tel: 01223 249787

1. BACKGROUND

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

2. MAIN ISSUES

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

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

- 2.4** These amendments were advertised in the Cambridge News on 15th January 2020 and the statutory consultation period ran until 6th February 2020. The Council is required to

advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, including the emergency services and others likely to be affected. Residents in the immediate area of each of the changes were consulted by letter. This provided an opportunity for any interested party to submit a written representation on the proposal.

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

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

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

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

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

2.8 Cambridgeshire Police do not object to the proposals.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:-

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

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:-

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

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:-

- The required statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:-

- The only protected characteristic groups affected would be Age and Disability. The proposal would have a positive impact on younger people by providing additional parking near to the recreational ground, thereby encouraging more people to use it. The overall effect on disabled people, with a blue badge, is likely to be neutral as they are able to park freely and without time limit in resident holder bays or areas of limited waiting. Blue badge holders would be able to park on the proposed yellow lines for up to 3 hours, which might be helpful at some locations.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:-

- The statutory consultees have been engaged, including the Police, other emergency services and residents directly affected. Notices were placed in the local press and were also displayed on the road affected by the proposal. The documents associated with the proposal were available to view in the reception area of Shire Hall and online.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:-

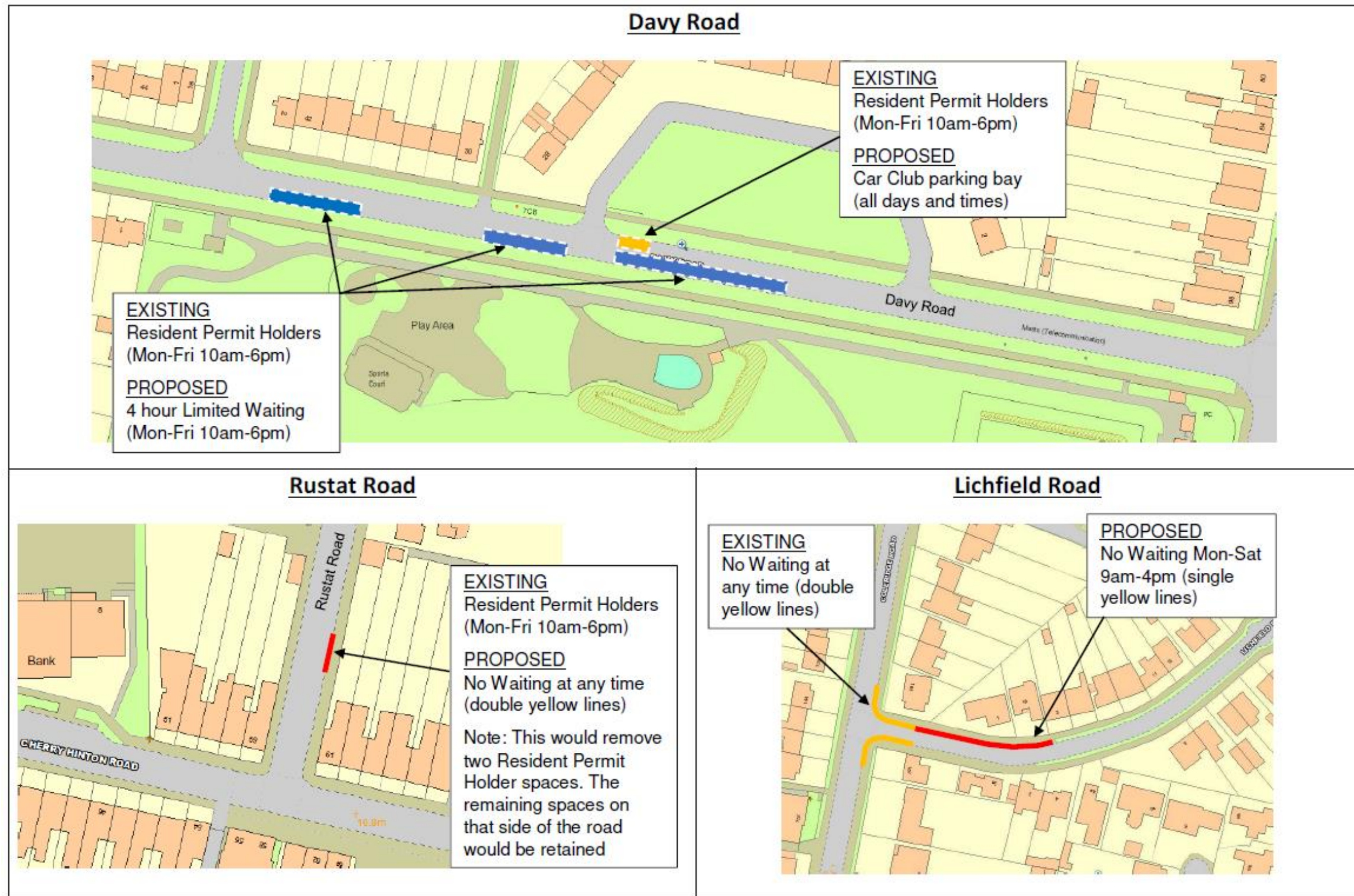
- The Divisional Councillors were closely involved in the development of these proposals and all relevant County and City Councillors were formally consulted. Residents directly affected by the proposals were consulted by letter and notices were displayed on site.

4.7 Public Health Implications

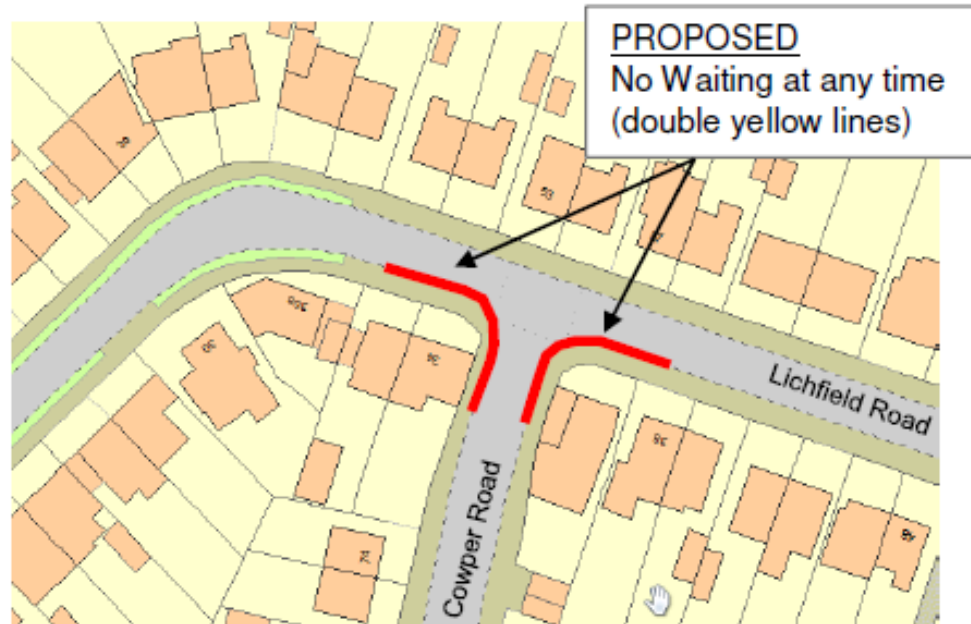
There are no significant implications for this priority.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by the Monitoring Officer?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

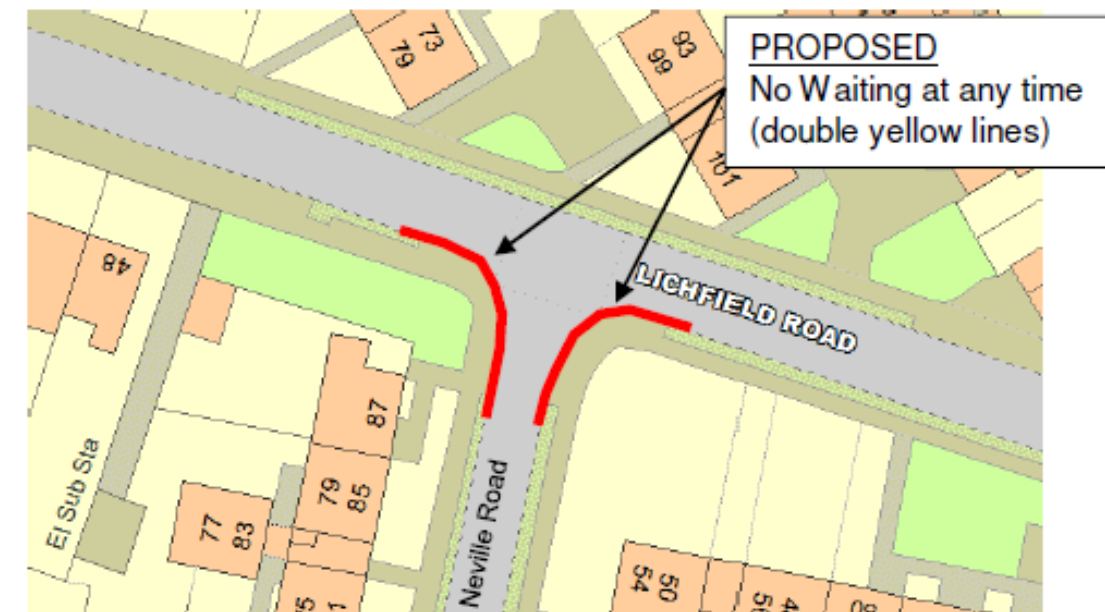
Source Documents	Location
Redacted copies of all representations received	https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1093/Committee/11/Default.aspx
RPS Policy	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-permits-and-fines/parking
Cambridge RPS Extension Delivery Plan	https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/parking-permits-and-fines/parking



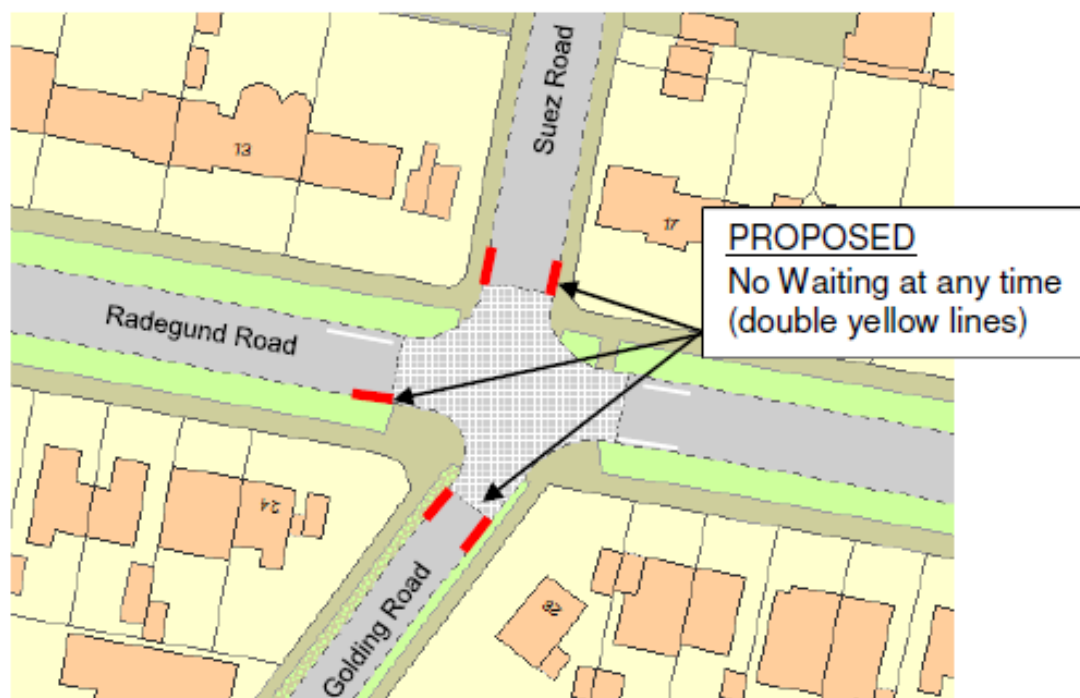
Lichfield Road/Cowper Road



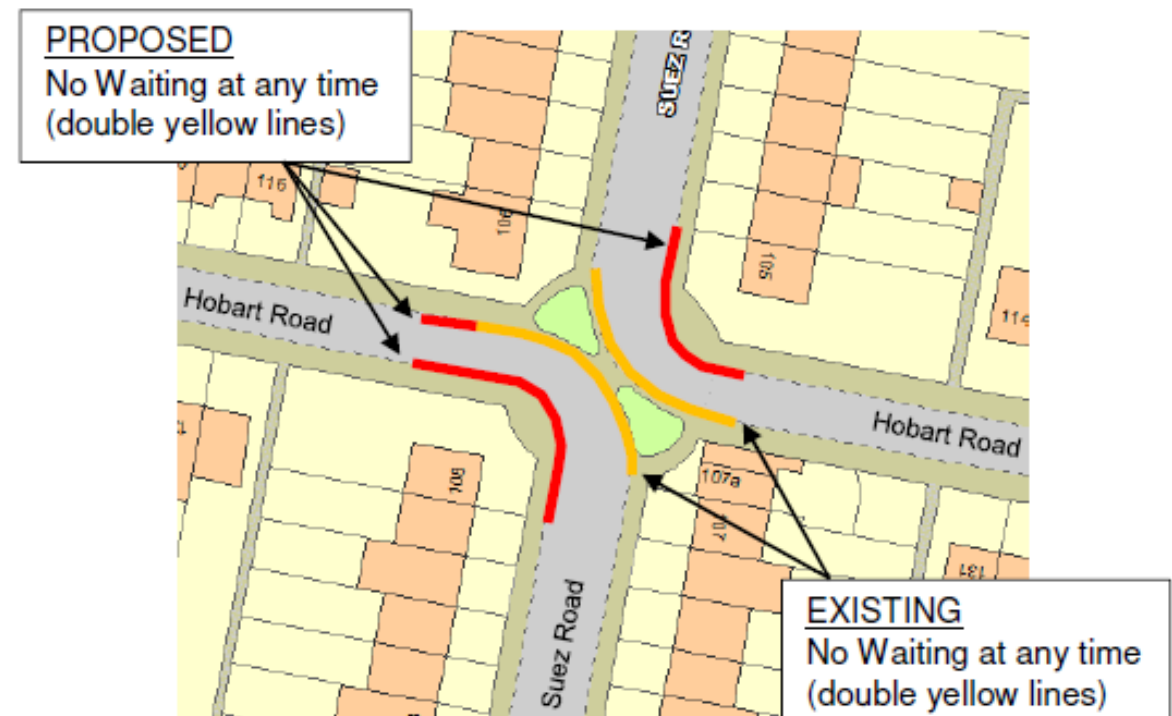
Lichfield Road/Neville Road



Radegund Road/Suez Road/Golding Road



Hobart Road/Suez Road



Appendix 2

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

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

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

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