

Pavement Parking, Red Routes and Resident Parking Schemes Delivery Plan Update

To: Cambridge Joint Area Committee

Meeting Date: 18 September 2024

From: Executive Director of Place and Sustainability (County Council)

Electoral division(s): County Council divisions within Cambridge: All
City Council wards: All

Executive summary: This paper provides a brief update on the status of various elements of parking policy relevant to the city of Cambridge and seeks the committee's feedback.

Recommendation: The Cambridge Joint Area Committee is asked to:
Note and comment on the report.

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1. Background

- 1.1 This paper provides an update on various parking policy related workstreams being undertaken by the County Council's Parking Policy team and the Greater Cambridge Partnership's (GCP) City Access programme.
- 1.2 Parking policy levers are held in different places across the local governance system. At present:
- (i) Cambridgeshire County Council is the highways authority and is responsible for parking policy across Cambridgeshire, as well as enforcement of parking on the highway (on-street parking).
 - (ii) Cambridge City Council, as the local authority, owns and operates a number of off-street car parks.
 - (iii) The Greater Cambridge Partnership is delivering parking interventions, where they complement its wider transport investment programme and contribute to the overall City Deal goals of reducing transport congestion and growing and sharing prosperity. These interventions are outside of business as usual parking policy and management.
- 1.3 In addition, the County Council and the GCP City Access programme have each funded 50% of the lost revenue from implementing free parking at Park & Ride sites since 1 April 2018. During that time (excluding periods involving Covid-19 restrictions) more than 5,000 cars have parked free of charge at one of the park and ride sites on an average day. Passengers will then have either taken the bus, walked, cycled or scooted to their destination, removing those cars from roads further into the city. The GCP Executive Board committed to consider the future of this expenditure and will do so through the forthcoming Integrated Parking Strategy (see paragraph 2.23).
- 1.4 The paper provides updates and an opportunity for Members to provide feedback on:
- Resident Parking Schemes
 - Pavement parking pilot and red routes
 - Development of the Greater Cambridge Integrated Parking Strategy
 - Cambridgeshire Resident Parking Scheme Policy Review (Stage 1)

2. Main issues

- 2.1 Efficient and effective management of car parking provision in Cambridge has the potential to contribute to achieving the transport and environmental goals of Cambridgeshire County Council and Cambridge City Council. The availability and pricing of car parking is one of the key determinants of vehicle traffic in Cambridge, and it therefore contributes significantly to congestion and pollution particularly in the city centre. Current parking pricing and availability reinforces the perspective that driving is often more convenient and cheaper than public transport.

Resident Parking Schemes (RPSs)

- 2.2 Currently, much of the on-street parking in Cambridge is uncontrolled. Although residents' parking schemes cover the central part of the city, there are still many areas where schemes have yet to be brought forward.
- 2.3 The GCP funded the delivery by the County Council of eight RPSs across the city since its inception in 2015. Following a period where delivery of new parking schemes in Cambridge was paused, The County Council's Highways and Transport Committee agreed at its meeting on 4 November 2021 to restart the programme and requested GCP to initiate delivery of new residents' parking schemes.
- 2.4 The GCP Executive Board agreed to this request in June 2021 and further agreed the ambition that the GCP should deliver parking controls across the whole city over time.
- 2.5 The GCP ran an overarching 'Parking Issues' engagement in February and March 2022. The engagement sought feedback on the location and nature of on-street parking issues affecting all road users in Cambridge.
- 2.6 In June 2022, the GCP Executive Board agreed with the recommendation of six priority areas for the first tranche of schemes, which were subsequently amalgamated into four proposed zones: Milton Road area; York Road area; Wilberforce Road area and Romsey West. The recommendation was based on feedback from the Parking Issues consultation and a technical assessment considering:
 - Current parking conditions;
 - Engagement feedback;
 - Alignment with other transport schemes and deliverability;
 - Safety; and
 - Potential to support improvements to walking, cycling and bus travel.
- 2.7 Since then, the GCP has been working on developing schemes in these areas, including liaison with local members and resident associations.
- 2.8 At its meeting on 29 July 2024, the Cambridge Joint Area Committee unanimously recommended that the County Council's Executive Director of Place and Sustainability approve the order for the first scheme in the Milton Road area. Implementation of the scheme is now being planned, along with a review to be carried out six months after implementation.
- 2.9 Delivering these RPS schemes is a collaborative approach between the GCP and the County Council, where the GCP develops, consults upon and implements schemes and the County Council carries out the legal drafting, operation and enforcement of the schemes. Further detail is set out in the County Council's [Resident Parking Schemes Delivery Plan](#).
- 2.10 Having consulted on a draft scheme in 2023 and subsequently undertaken a Road Safety Audit of the revised plans, a draft Traffic Regulation Order (TRO) is being prepared for the proposed York Road area scheme and will be advertised as soon as possible. At the end of the statutory period, a report with recommendations and details of any objections received (along with consultation findings, Equalities Impact Assessment and other evidence) will be brought to the committee for consideration. This is expected to occur at either the December 2024 meeting or the March 2025 meeting, depending on the timing of the TRO advertisement.

- 2.11 The Wilberforce Road area RPS will follow these. Following engagement with local members and residents associations, a proposed scheme has been developed and a public consultation is expected to open in late September 2025. A report to the committee is also anticipated in December 2024 or March 2025, depending on the timing of the TRO advertisement.
- 2.12 Romsey RPS is in development. The GCP is working with local members to consider how to bring forward proposals for consultation that address the local circumstances of the area as soon as possible.

Pavement parking pilot and red routes

- 2.13 On 19 July 2022, the County Council approved a motion to assess potential pilot schemes in Cambridge City for the enforcement of pavement parking. One of the actions resulting from the motion was to propose a pilot scheme and to request funding to cover the cost of the trial. The County Council's Strategy and Resources Committee requested that this motion be dealt with by the Highways and Transport Committee.
- 2.14 Pavement parking is not illegal unless specifically regulated via a TRO. Currently, in Cambridge and South Cambridgeshire, unless there is yellow line restriction in place, Civil Enforcement Officers (CEOs) cannot ticket a car for parking on a pavement or verge. They can ticket for parking outside of a bay in an RPS area, for example.
- 2.15 If there is not a restriction in place but a vehicle is obstructing the footway significantly, the police may consider it sufficient to ticket the vehicle for obstruction. However, due to resource constraints it is unlikely to form a high priority for policing. CEOs cannot ticket for obstruction.
- 2.16 Parking on pavements is not just inconvenient, it creates a hazard for people walking and wheeling, particularly those who are blind or partially sighted. It can block access along footways for wheelchair users and people pushing buggies, requiring them to walk in the carriageway to get past, putting them in greater danger.
- 2.17 Members have raised concerns with pavement / verge parking in a number of areas across Cambridge.
- 2.18 Local authorities in England can restrict pavement parking on individual streets or by area using a TRO and marking out the areas with the appropriate signs and lines. The approximate cost of implementing these restrictions is £7k per 100m length of restriction, to include staff costs, the TRO process, signage and lines. A ban in one area, however, may just displace the problem elsewhere.
- 2.19 Red routes are another potential means of addressing the problem. Red routes are clearways where a vehicle cannot stop. The prohibition applies to the footway and verge as well as the carriageway and does not include any signed or marked lay-bys or bays. They can improve safety by making parking more difficult for those trying to illegally park and improve traffic movement. However, red routes are intended to be used strategically to deal with traffic problems assessed on a whole route basis, not to deal with issues on relatively short lengths of road.

- 2.20 There are currently not any County Council funds available to trial a scheme using a specifically regulated TRO to ban pavement parking in a specific area. The Highways and Transport Committee has therefore requested that the GCP develops and funds a pilot scheme on pavement parking to provide evidence of the viability to expand such schemes in future, if funds become available. It was also agreed that further investigation into the feasibility of red routes would be undertaken by the County Council in conjunction with the GCP.
- 2.21 Consideration of this request will be via the GCPs development of the Integrated Parking Strategy, with further details in sections 2.23 to 2.29 of this report.
- 2.22 The pilot, if agreed by the GCP, would be subject to an assessment of suitability and feasibility along with consultation and detailed design.

Development of the Greater Cambridge Integrated Parking Strategy

- 2.23 The GCP has agreed to develop an Integrated Parking Strategy (IPS) for Greater Cambridge. The strategy is concerned with car parking controlled by the County Council and City Council, including:
- Publicly accessible off-street car parking, including city centre car parks (approximately 3700 spaces).
 - On-street car parking, including on-street pay and display (approximately 1500 spaces) and RPSs (approximately 6000 spaces), as well as uncontrolled on-street parking capacity across the city.
- 2.24 The GCP's first phase of work with the County Council and City Council concentrated on understanding the current parking context, setting objectives for the strategy, and producing a vision for the future of parking in the city.
- 2.25 In June 2022, the GCP Executive Board agreed a vision and objectives for the strategy, attached at Appendix 1, focused on rebalancing parking provision across the city to encourage people to use sustainable modes of transport for all or part of their journey.
- 2.26 Shortly after that, work to develop the IPS was put on hold, pending a decision on the GCP's Making Connections proposals, because the decision whether to introduce a road user charge and to invest in a doubling of the bus network substantially affects what is desirable and feasible in terms of parking strategy. However, the GCP's work supporting the County Council in designing and implementing RPSs has continued.
- 2.27 Following the decision on Making Connections, work has resumed on developing the IPS and a further update will be presented to the GCP Executive Board in due course.
- 2.28 At this stage, issues under consideration as the strategy is developed include:
- A greater focus on delivering mobility hubs at key transport interchanges including the travel hubs (park and rides) with the aim of increasing the number of people that stop and continue their journey by sustainable modes rather than bringing their cars into the city, thereby further speeding up bus journey times and improving reliability. This includes a review of facilities, quality, connecting a wider range of bus routes, supporting delivery consolidation, better integrated micromobility, wayfinding and active travel provision.

- Focus on cycle, e-scooter (if legislated) and e-bike parking, as well as car parking
- A better focus on how RPSs can be supplemented with placemaking interventions and focus on delivering liveable neighbourhoods and public realm improvements
- A review of the parking pricing regime in common across on- and off-street parking in public sector control
- Potential to strengthen and better enforce parking and stopping restrictions to include traffic flow and safety, especially in bus and cycle lanes
- Consider where there is the opportunity to remove on-street parking to improve traffic flow and safety, especially in bus and cycle lanes.

2.29 The GCP Executive Board agreed that proposals for one or more demonstrator projects, or quick wins in the city that will help move towards the vision and objectives of the IPS including identifying the next tranche of RPSs, should be presented at a future meeting.

Cambridgeshire Resident Parking Scheme Policy Review

2.30 The County Council's Parking Policy team is in the process of reviewing the Resident Parking Scheme Policy, a document that provides a framework for the consideration of the introduction, amending and extension of formalised RPSs across the county and which sets out the principles for the administration of those schemes. A further update to the Cambridge Joint Area Committee will be provided at the meeting in December 2024.

3. Significant Implications

3.1 Finance Implications

Funding for the delivery of RPSs currently under development has been identified from the GCP's agreed budgets.

Funding for the development of the IPS has been identified from the GCP's agreed budgets. Funding of any ensuing recommendations (including a pavement parking pilot) is likely to be a mix of GCP-agreed budgets and other contributions, and will be a matter for that strategy.

3.2.1 Legal Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

3.3 Risk Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

3.4 Equality and Diversity Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

Individual RPSs have project specific Equality Impact Assessments, as does the IPS.

In principle, parking restriction can have both positive and negative equalities implications which need to be weighed and considered in the specific context. Pavement parking has negative impacts for people with mobility or sensory impairments, or parents with pushchairs.

3.5 Climate Change and Environment Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

The principle of managing travel demand through parking supports an overall reduction in car traffic which in turn supports reduced climate change and environmental impacts.

4. Source Documents

- 4.1 [Agenda Item 10 \(Parking Strategy Update and Residents' Parking Scheme Delivery\) – GCP Executive Board meeting on 30 June 2022](#)
- 4.2 [Agenda Item 9 \(City Access Programme Update\) – GCP Executive Board meeting on 7 March 2024](#)
- 4.3 [Agenda Item 4 \(Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge\) – Cambridge Joint Area Committee meeting on 29 July 2024](#)
- 4.4 [County Council's Resident Parking Schemes Delivery Plan](#)
- 4.5 [Agenda Item 11 \(Pavement Parking\) – Highways and Transport Committee meeting on 5 March 2024](#)