

CAMBRIDGE CITY JOINT AREA COMMITTEE



Date: Tuesday, 17 April 2018

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

16:30hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room

Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

Apologies

Declarations of Interest

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Petitions

**Traffic Regulation Order objections associated with the proposed
implementation of parking controls for the Accordia and
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**Traffic Regulation Order objections associated with the proposed
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Dockless Bikeshare Code of Conduct

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The Cambridge City Joint Area Committee comprises the following members:

Councillor Kevin Blencowe (Chairman) Councillor Linda Jones (Vice-Chairwoman)

Councillor Dave Baigent Councillor Gerri Bird Councillor Valerie Holt Councillor Richard Robertson and Councillor Damien Tunnacliffe Councillor Donald Adey 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: Ruth Yule

Clerk Telephone: 01223 699184

Clerk Email: ruth.yule@cambridgeshire.gov.uk

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CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 30th January 2018

Time: 4.35pm – 5.30pm

Place: Kreis Viersen Room, Shire Hall, Cambridge

Present: County Councillors Harrison (substituting for Cllr Adey), Jones (Vice-Chairwoman), Kavanagh and A Taylor
City Councillors Baigent, Bird, Blencowe (Chairman), Holt and Robertson

Apologies: County Councillors Adey, Manning and Meschini; City Councillors Tunnacliffe and T Moore

14. DECLARATIONS OF INTEREST

None.

15. MINUTES OF THE MEETING HELD 24th OCTOBER 2017

The minutes of the meeting held on 24th October 2017 were approved as a correct record and signed by the Chairman.

16. PETITIONS

None.

17. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS IN LICHFIELD ROAD, CAMBRIDGE

The Committee received a report inviting it to determine the objection received in response to the publication of waiting restrictions in Lichfield Road. Members noted that representations, including one objection, had been received in response to the publication of the scheme. An amended version of the scheme, with a shorter length of double yellow lines, had then been circulated for comment to those who had made representations, and the original objection had been repeated. The Committee was now being asked to approve this revised version of the scheme.

Speaking as former and present local County members, Councillors Kavanagh and Taylor expressed their support for the scheme in the interests of safety, pointing out that it had received considerable public support and attracted only one objection.

It was resolved unanimously to

- a) implement the restrictions in Lichfield Road, Cambridge as set out in Appendix 3 of the report before Committee
- b) inform the objectors of the decision.

18. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON BIRCH CLOSE AND ON TIVERTON WAY, CAMBRIDGE

The Committee received a report inviting it to determine objections received in response to the publication of waiting restrictions in Birch Close and Tiverton Way, Cambridge. Members noted that the proposals had been developed under the Local Highways Improvement (LHI) scheme and had been requested by local residents and were supported by local Councillors.

Birch Close

In discussion, members

- on hearing from one member that a cyclist had been killed at this spot about two years ago, hit by a car which was on the wrong side of the road because of parked cars, expressed support for improving safety at the junction
- enquired why the original proposal of a 33m-long restriction was being put forward for approval when only one objection had been received to the revised, 18m restriction. Officers explained that the 18m proposal had been offered as a compromise, but was less suitable for the location and had still attracted an objection, so the original length was now being recommended
- expressed concern that residents would be expecting the shorter length of double yellow lines, but commented that the original, longer length would have been what had been proposed to the LHI panel
- noted that there was considerable on-street parking by residents in Birch Close because, although many properties had some off-street parking spaces, they were insufficient for the number of cars.

It was resolved by a majority to:

- a) implement the restrictions in Birch Close as originally published
- b) inform the objectors of the decision.

Tiverton Way

Members noted that the original plans for this LHI scheme had unintentionally omitted a short length of double yellow lines, so once this had been pointed out by a resident, the scheme had been amended to include this length to improve safety, but one objection to it had been received. Councillor Kavanagh, the former County local member, confirmed the importance of including the additional length to protect the radial step in the road.

It was resolved unanimously to

- a) implement the amended restrictions in Tiverton Way
- b) inform the objectors of the decision.

19. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING AND LOADING RESTRICTIONS AND DISABLED PARKING ON PERNE ROAD (ADKINS CORNER), CAMBRIDGE

The Committee received a report inviting it to determine the one objection to the implementation of a third-party funded Traffic Regulation Order (TRO) on Perne Road, at Adkins Corner.

Mr Erkan Temur, the objector, addressed the Committee. He explained that he had been running his business, a kebab and burger van, at Adkins Corner for the last 13 years, but if a time limit were to be imposed, he would no longer be able to stay and operate in the car park. He did not want to lose his business.

In response to questions from members, Mr Temur further said that his licence was for seven days a week but he worked on six days; it was for the business rather than the site, but his predecessor had operated the van in the same position for 30 years.

Mr Simon Jones, owner of the site, addressed the Committee. He said that SJK properties had owned the freehold of the site at Adkins Corner since 2010. They had been working on the redevelopment of the site for the last 18 months, and had recently obtained planning permission for their proposals. A major problem had been that of delivery vehicle access to the supermarket, which was currently sited behind the row of shops; the intention was to bring it to the front, and at the same time to address the problem of commuters leaving their vehicles all day in the unrestricted parking spaces, which made it difficult for shoppers to park there.

In discussion, one member expressed concern that one of the disabled bays had no hatching on one side; if the disabled person was the driver, it could be difficult for them to get their wheelchair out, because some people needed the wheelchair to be at road level rather than on the pavement. Officers said that it should be possible to adjust the layout slightly and include hatching, without reducing the overall number of parking spaces. The Committee endorsed this proposal unanimously.

Members also discussed the possible impact of the parking restrictions on the trader. They noted that there would be no restriction on parking in the loading bay from 7pm onwards and in the car park from 10pm. The licence was to trade from the van and went with the van, not the site; in this part of Cambridge, there was no mechanism to reserve a particular pitch for a trader. Speaking as the former and the current local County members, Councillors Kavanagh and Taylor expressed support for the proposals, welcoming the resolution of the difficulties caused by reversing delivery vehicles, and the improved supply of parking spaces for local shoppers. Officers were thanked for their work with the developers to improve Adkins Corner.

It was resolved unanimously to

- a) implement the restrictions as advertised
- b) inform the objectors accordingly.

20. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF ELECTRIC TAXI CHARGE POINT PARKING BAYS ON NEWMARKET ROAD, CAMBRIDGE

The Committee received a report inviting it to determine an objection received to the proposed implementation of Electric Taxi Charge Point parking bays within redundant Doctors' Parking Bays on Newmarket Road. Members noted that the doctors' surgery had moved in 2014, and the sign associated with the parking bays had been unofficially removed, rendering the restriction unenforceable. The intention now was to use the bays for electric taxi charge points, but one objection had been received, from a private dental practice which had never had lawful use of the bays.

In answer to a member enquiry about any time restriction on using the bay, officers advised that there would be a one-hour limit; the rapid charge units being installed should charge a taxi battery to around 80% within about 35 minutes. Speaking as the local County member, Councillor Harrison expressed her support for the scheme.

It was resolved unanimously to

- a) implement the restrictions as advertised
- b) inform the objectors accordingly.

21. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH THE PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON ROSS STREET, CAMBRIDGE

The Committee received a report inviting it to determine objections to the implementation of a third-party funded Traffic Regulation Order (TRO) on Ross Street. A diagram showing a revised arrangement of double yellow lines was circulated to members (attached as Appendix A), with officers' apologies for not sending it with the original report.

Members were advised that the revised layout had been developed in the past week, following a discussion with resident who was particularly affected by the original proposal, which had sited a parking bay directly opposite his garage. Officers had accepted that this arrangement would have had an unnecessary impact on manoeuvring into and out of the garage, so were now proposing that the parking bay be reduced in length, leaving the road opposite the garage clear of parked cars.

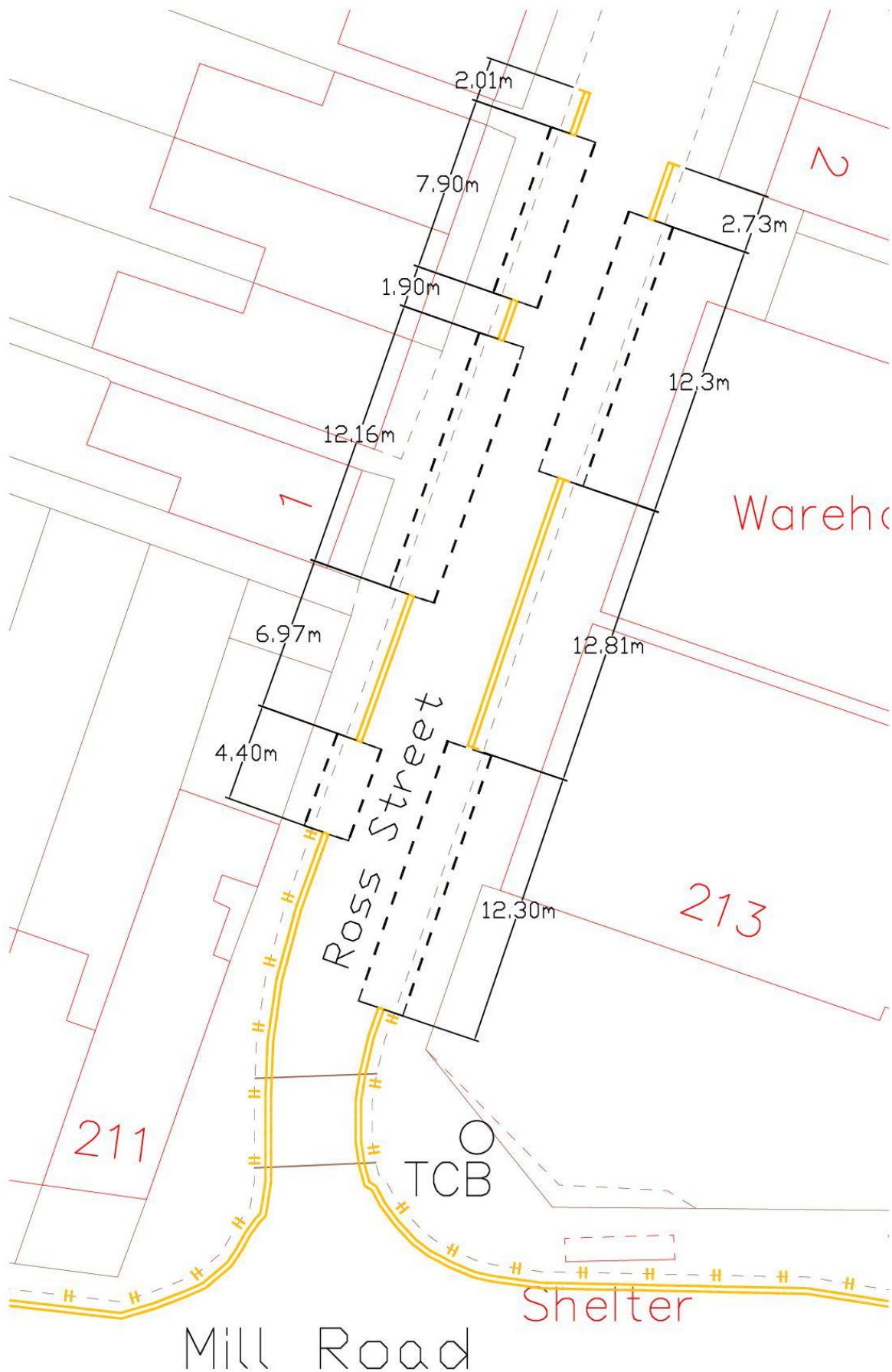
Councillor Kavanagh, speaking as local County member, said that, having visited the site, he fully supported the revised proposal, and residents were happy with it. He conveyed residents' thanks to officers for their negotiations with developers.

It was resolved unanimously to

- a) implement the restrictions in accordance with the plan tabled at the meeting and attached to the minutes as Appendix A
- b) inform the objectors accordingly.

Chairman

TRO for Ross Street, Cambridge – Alternative Plan



**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF PARKING CONTROLS FOR THE ACCORDIA
AND STAFFORDSHIRE STREET AREAS OF CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **17th April 2018**

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

Electoral division(s): **Accordia: Petersfield (County); Trumpington (City)
Staffordshire Street: Petersfield (County and City)**

Forward Plan ref: **Key decision *No***

Purpose: **To consider:**
The representations the objections received in response to the formal advertisement of parking controls in the Accordia and Staffordshire Street areas.

Recommendation: **The committee is recommended to:**

- a) Approve the parking controls in the areas shown in Plans A and B (Appendix 1) as advertised
- b) Authorise officers, in consultation with local Members, to make such minor amendments to these parking controls as are necessary in response to the formalisation of the Traffic Regulation Order (TRO)
- c) Inform the objectors accordingly.

| <i>Officer contact:</i> | |
|--------------------------------|--|
| Name: | Nicola Gardner |
| Post: | Parking Policy Manager |
| Email: | Nicola.gardner@cambridgeshire.gov.uk |
| Tel: | 01223 727912 |

1. BACKGROUND

- 1.1 Cambridge continues to grow and develop. With this on-going prosperity comes increasing demands on limited on-street parking facilities. The ever-evolving demands on parking from those that live, work and visit Cambridge has seen the competition for free parking spaces soar and the level of congestion increase whilst air quality falls.
- 1.2 The removal of free parking within the city via the introduction of new Residents' Parking Schemes (RPS), aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritise parking for those that live within Cambridge.
- 1.3 By encouraging the use of more sustainable methods of transport, the number of vehicles coming into the city should reduce and air quality improve, therefore enhancing the quality of life for residents and enriching the experience of those visiting this historic city.
- 1.4 Whilst 26 new RPSs have been identified, a phased implementation approach is being taken to minimise the impact on both residents and council resources.
- 1.5 Phase 1 consists of seven proposed residents' parking schemes. These schemes were selected as some level of informal consultation had already been undertaken by local Councillors. The schemes are Accordia, Staffordshire, Newnham, Coleridge West, Coleridge East, Victoria and Elizabeth.
- 1.6 The Greater Cambridge Partnership has committed to covering the costs associated with the consultation and implementation of all 26 schemes.
- 1.7 Due to the complexities of each unique area, all schemes have progressed at different speeds. The development of schemes proposed for Accordia and Staffordshire are furthest along and have reached the statutory consultation stage, which saw the Traffic Regulation Orders (TROs) that underpin the schemes being formally advertised.
- 1.8 Statutory consultation for the Newnham and Coleridge West scheme proposals is due to commence within the next few months. With public consultation for the schemes in Victoria and Ascham due to take place in summer 2018. The final schemes for phase 1, proposals for Coleridge East and Elizabeth required further informal consultation and are programmed to commence the formal process in 2019.

2. MAIN ISSUES

2.1 Public Consultation

The public consultation for the proposed Accordia and Staffordshire schemes commenced on 23rd October 2017 and closed on 15th December (allowing for postal returns). Consultation documents (which included a detailed plan of the proposed restrictions) were sent to all households and business within the defined areas. The consultation included a public 'drop-in session' which gave residents the opportunity to discuss the proposed parking controls with officers.

- 2.2 The results of these consultations showed that the majority of those that responded, support the introduction of parking controls:

| Scheme | % Responded | % Supported | % Opposed |
|---------------|-------------|-------------|-----------|
| Accordia | 33% | 87% | 13% |
| Staffordshire | 29% | 96% | 4% |

All comments and suggestions received during this consultation period in relation to the proposed parking controls have been considered and incorporated into the parking plans that supported the TROs where feasible.

2.3 Statutory Consultation

On 2nd February 2018, the proposed parking plans for the Accordia and Staffordshire schemes were formally advertised in the Cambridge News; Plans A –B show the proposed parking controls. Letters were also sent to all households with the defined schemes. This consultation period closed on 28th February 2018.

Accordia

2.4 The results of this consultation are:

| Street | No. Households | No. Respondents | No. Objections | No. Comments |
|---------------------|----------------|-----------------|----------------|--------------|
| ABERDEEN AVENUE | 89 | 3 | 3 | 0 |
| ABERDEEN SQUARE | 23 | 1 | 0 | 1 |
| BROOKLANDS AVENUE | 27 | 0 | 0 | 0 |
| COPSE WAY | 16 | 0 | 0 | 0 |
| GILMOUR ROAD | 9 | 2 | 0 | 2 |
| GILPIN PLACE | 22 | 0 | 0 | 0 |
| GILPIN ROAD | 36 | 1 | 0 | 1 |
| HENSLOW MEWS | 26 | 4 | 2 | 2 |
| KINGFISHER WAY | 108 | 1 | 0 | 1 |
| LENNOX WALK | 6 | 0 | 0 | 0 |
| RICHARD FOSTER ROAD | 10 | 0 | 0 | 0 |
| WILKINSON PLACE | 8 | 0 | 0 | 0 |
| TOTAL | 380 | 12 | 5 | 7 |
| OUTSIDE AREA | | 5 | 4 | 1 |
| OTHER CONSULTEES | | 1 | 0 | 1 |
| GRAND TOTAL | | 18 | 9 | 9 |

2.5 Nine objections to the advertised proposals have been received along three written representations of support and six comments/suggestions. Appendix 2 shows full details of all the responses received.

2.6 The main underlying concerns raised in this consultation revolved around the proposed/existing double yellow lines, pavement parking, increasing the number of limited waiting bays and the potential impact the additional cost of residents/visitor permits will have on households within the scheme.

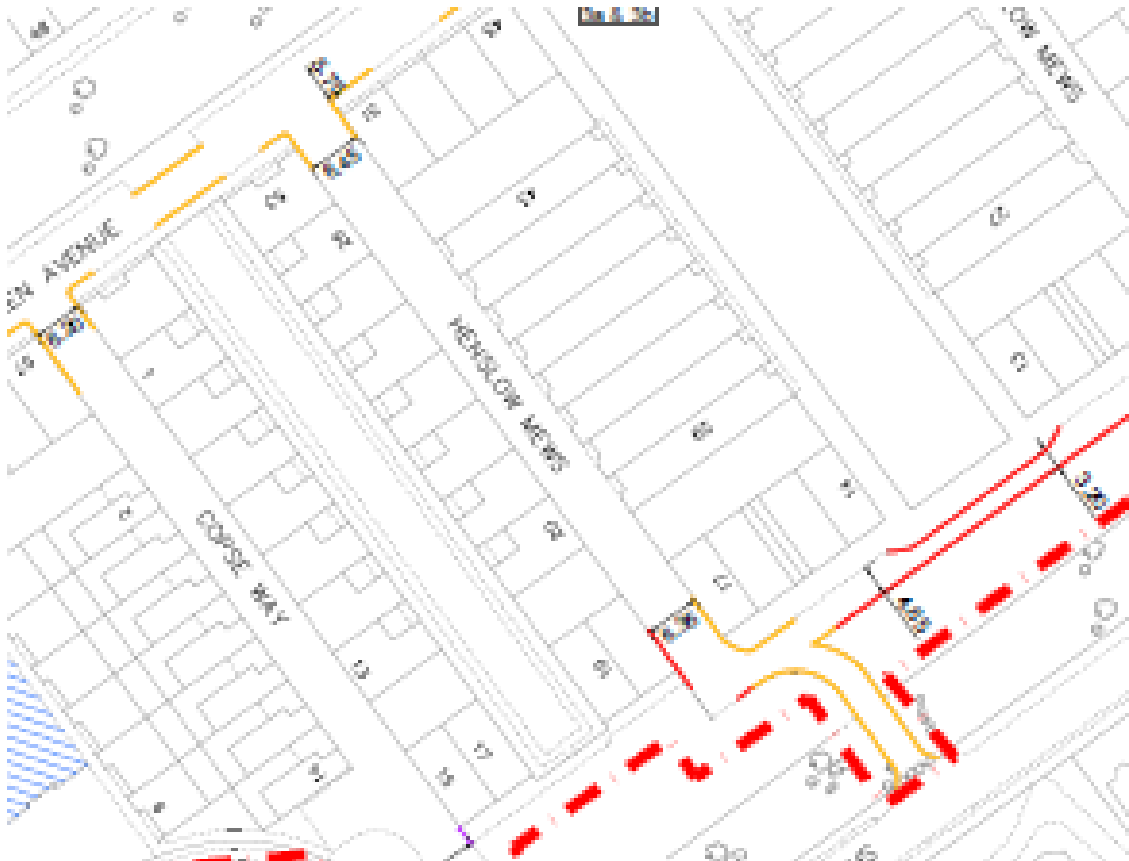
The proposed/existing introduction of double yellow lines (DYLs)

2.7 DYLs indicate that no waiting is permitted at any time. They are used primarily for safety and to prevent obstruction of the highway. DYLs are also used to:

- Protect the visibility at junctions.
- Maintain access for vehicles including larger vehicles such as refuse and emergency vehicles.
- Ensure the free-flow of traffic.

In relation to junction protection and in-line with the guidance offered in the Highway Code, DYLs at junctions will usually extend to a distance of at least 10m. This is to ensure clear visibility for drivers/pedestrians and unrestricted access for larger vehicles. In some situations, DYL's may be longer than 10m to protect access.

After reviewing the DYLS proposed for both junctions on Henslow Mews, the DYLS will be reduced. The DYLS will now only extend to just beyond the property access points on both sides of the road and at both ends of Henslow Mews (see below).



Pavement parking

- 2.8 The Council has a responsibility to keep footways safe to use, ensuring the safe passage for pedestrians, rather than to facilitate parking. Parking on pavements can cause a number of issues:

- Creates safety issues for pedestrians and can hide other vehicles, particularly on bends, narrow roads and at junctions.
- Creates an obstruction and hazard for the visually impaired, disabled, elderly and those with prams and pushchairs.
- Can cause damage to the pavements.

The Residents Parking Scheme Policy supports this view and as such, parking on footways would only be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles. The pavements within the Accordia development are not designed to support the weight of parked vehicles.

Additional limited waiting bays

- 2.9 The scheme that has been proposed for Accordia is a Permit Parking Area (PPA). Unlike a traditional RPS, there are no marked residents' bays. Motorists with a valid permit may park anywhere within the scheme.. The aim of this type of scheme is that parking is self-managed, drivers take responsibility for parking appropriately and where parking is inappropriate, DYLS will be installed.

PPAs do not naturally lend themselves to a mix of marked and non-marked bays as such a mix could be deemed to be confusing to drivers and would require a significant increase in the level of signage. The limited waiting bays proposed in the centre of the Accordia development fall outside the two proposed PPAs that together form the Accordia scheme.

Whilst the proposed plans have been amended to reflect a reduction of DYLs on Henslow Mews, as this is a minor amendment and one that is less restrictive, it is permitted without the requirement to re-advertise. However the addition of extra bays is considered a major change and as such would require the TRO to be re-advertised and a further consultation undertaken.

The costs of residents' parking permits

- 2.10 As RPSs, by their nature, directly benefit those residents that live within the scheme, the cost associated with providing this service should be met by those that directly benefit and not the Council.

RPSs are not designed to generate an income for the County Council. Permit fees are set at a level to cover all associated scheme costs, including those related to the enforcement, administration and the maintenance of signs/lines. Permit costs will be reviewed annually and adjusted accordingly. Any surplus generated will be used to develop the service provided.

The Highways and Community Infrastructure committee (H&CI) in February 2018 approved the introduction of a 'standard' scheme. This scheme is operational Monday to Friday, between 9am and 5pm at a charge of £52 with an additional fee of £1.25 charged per hour for each additional hour of operation. This proposed 'standard' permit charge aims to cover the basic costs of enforcement, administration and maintenance. The fee of £12 per visitors' permit (which allows 5 visits) was also approved. The permit pricing structure will be implemented in April 2018.

The times of operation for this scheme were discussed with the local County Councillor and formed the basis of the public consultation document. The public consultation showed that 67% of those that responded felt that the proposed hours (Monday to Saturday, 9am to 5pm) best reflected the times parking problems arose.

The residents' permit cost for this scheme is £62 and visitors' permits will be £12.

Staffordshire

- 2.11 The results of this consultation are:

| Street | No. Households | No. Respondents | No. Objections | No. Comments |
|--------------------|----------------|-----------------|----------------|--------------|
| ATHLONE | 9 | 0 | 0 | 0 |
| DONEGAL | 16 | 1 | 0 | 1 |
| ENFIELD | 12 | 0 | 0 | 0 |
| GLENMORE | 9 | 0 | 0 | 0 |
| HOLLYMOUNT | 9 | 0 | 0 | 0 |
| STAFFORDSHIRE St | 22 | 0 | 0 | 0 |
| TOTAL | 77 | 1 | 0 | 1 |
| OUTSIDE AREA | | 2 | 2 | 0 |
| OTHER CONSULTEES | | 1 | 0 | 1 |
| GRAND TOTAL | | 4 | 2 | 2 |

- 2.12 Two written objections to the advertised proposals have been received and two written representations of support were also received. Appendix 3 shows full details of all the response's received.
- 2.13 The main underlying concern raised in this consultation involved the households within Bray. The public consultation proposed that Bray should be included within the Staffordshire RPS. However, the households of Bray are already part of the Petersfield RPS and as such not eligible for permits within this scheme. This oversight was corrected at the statutory consultation stage.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

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

- The proposed scheme has the flexibility to balance needs of both residents and the local community.
- It will prioritise parking for residents.
- The removal of free parking will improve traffic flow and reduce congestion and pollution.

3.2 Helping people live healthy and independent lives

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

- A balanced parking provision will offer residents and their visitors' prioritised parking.
- A RPS offers a range of permit types which includes free medical permits, a free Blue Badge Holder permit and Health worker dispensation.
- The removal of free parking should reduce congestion and should have a positive impact on air quality levels.
- Improved pedestrian access by removing pavement parking.

3.3 Supporting and protecting vulnerable people

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

- Careful consideration needs to be given to the requirement for Blue Badge holder bays to accommodate the needs of both residents and visitors to Cambridge that hold valid Blue Badges.
- Any valid Blue Badge holder is permitted to park in both residents' and pay & display bays across the city without time limitation.
- Blue Badge holders can apply for a free Blue Badge Holders Permit.
- Improved pedestrian access by removing pavement parking.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The Greater Cambridge Partnership have committed to covering the costs associated to the implementation of the Accordia and Staffordshire RPSs. The subsequent on-going costs are covered by permit fees.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The introduction of a RPS carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety.
- Failure to cover the cost associated and ongoing charges will have a negative impact on budgets.

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network.
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

The Council also has a general obligation under s122 of Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to “secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway”.

4.4 Equality and Diversity Implications

Community Impact implications attached, see appendix 4

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

Interaction with the local County Councillor and residents has been essential to ensuring the proposed scheme best meets the needs of the local community.

4.7 Public Health Implications

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

| Implications | Officer Clearance |
|--|---|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Financial Officer: Sarah Heywood |
| | |
| Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? | Yes Name of Officer: Paul White |
| | |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law? | No response to date Name of Legal Officer: Jatinder Sahota |
| | |
| Have the equality and diversity implications been cleared by your Service Contact? | No response to date Name of Officer: Tamar Oviatt-Ham |
| | |

| | |
|--|--|
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: Sarah Silk/Joanne Shilton |
| Have any localism and Local Member involvement issues been cleared by your Service Contact? | No response to date Name of Officer: Tamar Oviatt-Ham |
| Have any Public Health implications been cleared by Public Health | Yes Name of Officer: Tess Campbell |

| Source Documents | Location |
|---|---|
| <i>Residents' Parking Policy</i> | https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true |
| <i>Cambridge Residents' Parking Scheme Extension Delivery Plan</i> | https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Cambridge%20Residents%27%20Parking%20Schemes%20Extension%20Delivery%20Plan.pdf?inline=true |

Accordia - Objections/Comments

| | Address | Objection/ Comments | Representation |
|---|---------------|--|----------------|
| 1 | Aberdeen Ave. | <p>I refer to your letter of 1 February 2018. I live in __ Aberdeen Avenue and I will be directly affected by some of the proposed Plan (ref ACC/GA/101 Rev D). I am sending this letter by email as I am currently abroad.</p> <p>I support the concept of a Resident Permit Parking scheme. Because my wife and I are old (__) but still very active we need 2 small cars and use the garage and space outside our mews house for the 2nd car parking. Therefore parking for visitors is very important. No problem with paying for visitor parking.</p> <p>BUT this must be reasonably close to our home. The proposed plan restricts unreasonably the provision of visitor spaces near our home and I therefore object to the current revision of the Plan.</p> <p>I strongly urge that the 3 car spaces alongside building 18 in Henslow Mews be retained and a yellow line is not painted alongside building 18. Large vehicles are able to negotiate the corner and proceed into Henslow Mews without difficulty under the current position of no yellow line. These spaces are very valuable as there is very limited proposed space for parking in the Aberdeen Avenue.</p> <p>It is very important that slow speed and cautious driving is retained for safety reasons. Creating unduly wide spaces will not enhance safety.</p> <p>I do hope that you will amend the draft proposal to restore the 3 parking space.</p> | Against |
| 2 | Aberdeen Ave | <p>In response to your letter dated 1st February 2018 (Reference PR4037) I would like to object to the proposed signing and lining plan. (Drawing Number ACC/GA/101 Rev.D).</p> <p>I wholeheartedly support the provision of a Residents Permit Parking Scheme for Accordia however the excessive introduction of further double yellow lines is unnecessary particularly in the locations highlighted on the attached Accordia Plan. I would like like the following noted:</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows "Existing double yellow lines" opposite No.26 Henslow Mews and extending along the southern elevation of No.51 Aberdeen Avenue (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity currently exists to park one vehicle opposite No.26 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows "Existing double yellow lines" opposite No. 18 Henslow Mews and extending along the southern elevation of No.17 Henslow Mews (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and</p> | Against |

| | Address | Objection/ Comments | Representation |
|---|---------------|--|----------------|
| | | <p>the opportunity exists to park one vehicle opposite No.18 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D introduces "Proposed double yellow lines" along the northern elevation of No.21 Henslow Mews (highlighted pink on the attached Henslow Mews south plan). There are currently no yellow lines in this location and the ability currently exists to park 3 vehicles in this location. It is accepted that a limited extent of yellow lines could be introduced on the eastern corner so that the footpath remains unobstructed and vehicles can safely negotiate the turn when travelling in a south westerly direction. A limited extent of new yellow lines as shown on the attached revised plan extract would prevent any vehicular conflict but also retain precious car parking spaces for Accordia residents and visitors alike.</p> <p>The areas identified above do not warrant the need for further additional yellow lines on highway safety grounds and it is requested that the introduction of new yellow lines be kept to a minimum and implemented in accordance with the attached Plan reference "Henslow Mews south revised plan".</p> | |
| 3 | Aberdeen Ave. | <p>In response to your letter dated 1st February 2018 (Reference PR4037) I would like to object to the proposed signing and lining plan. (Drawing Number ACC/GA/101 Rev.D).</p> <p>I wholeheartedly support the provision of a Residents Permit Parking Scheme for Accordia however the excessive introduction of further double yellow lines is unnecessary particularly in the locations highlighted on the attached Accordia Plan. I would like like the following noted:</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows "Existing double yellow lines" opposite No.26 Henslow Mews and extending along the southern elevation of No.51 Aberdeen Avenue (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity currently exists to park one vehicle opposite No.26 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows "Existing double yellow lines" opposite No. 18 Henslow Mews and extending along the southern elevation of No.17 Henslow Mews (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity exists to park one vehicle opposite No.18 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> | Against |

| | Address | Objection/ Comments | Representation |
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| 4 | Henslow Mews | <p>I have been an active supporter of designing and implementing a parking scheme in the Accordia development for many years but I do not support the scheme as it stands. My reasons are that the current proposals have not been thought through properly in the area of Henslow Mews and the proposals will make parking, congestion and safety worse in this area than they are now. My reasons are set out below.</p> <p>Yellow line extensions around the corners of Henslow Mews East, both at the North and South Corners combined with new yellow lines along Henslow Mews East wide pavement area reduce available parking by approximately 8 spaces. In addition yellow lines along the most easterly edge of this road serve no purpose and will be an eyesore for an area designated as 'green space' and in a conservation area.</p> <p>Although there is a limited amount of commuter parking in this area currently, the reality is that most of the parking here is by residents. I live in the centre of this area (Henslow Mews East) and the main issue is that of anti-social long term parking by residents such that there is very limited space for visitors to this area that is within easy walking distance to our properties and if the proposals are implemented as planned it will be made significantly worse. I have raised this point previously and the counter arguments I have been given are as follows – to which I respond below:</p> <p>Visitors can be accommodated by purchasing visitor passes I have no objection to purchasing visitor passes, but if there are no spaces available due to long term resident parking in this area then visitor passes are of little use.</p> <p>Excluding non residents from parking on Aberdeen Avenue will free up space for residents who currently park on Henslow Mews East This is completely unproven and untested. It is very likely that residents that are currently parking in an anti-social way will NOT change their habits and those who currently suffer the consequences will have the circumstances worsened by greater competition for space.</p> <p>Extending yellow lines around the corners of Henslow Mews is required to allow large vehicles and emergency vehicles to pass</p> | Against |

| | Address | Objection/ Comments | Representation |
|---|--------------|--|----------------|
| | | <p>The current proposal very sensibly has made a compromise along Henslow Mews South and North such that yellow lines are not being proposed here. I applaud the design for doing so. It is expected that residents will 'self manage' as they have been since the development was first occupied. The result of this is that occasionally a large vehicle has difficulty is passing. Emergency vehicles have access through the emergency slip road so this is not an issue. I do not see why the same compromise cannot be reached for the corners of this road, thereby allowing 4 extra spaces. Residents do not park in these areas such as to restrict vehicles that are attending their own properties. I repeat that the issues are caused by parking along the Mews themselves, not the corners and as a resident occasionally affected I am happy to accept the status quo.</p> <p>Yellow lines are required along the raised pavement areas to stop parking as parking is never allowed on pavements. Vulnerable pavement users must of course be protected. This area of pavement however is sufficiently wide to allow a vehicle to park and for a full width pedestrian passageway and seems a perfect space to extend parking if such spaces are needed. In addition, by allowing parking along the section of narrow pavement, the scheme is inviting continued anti-social parking by residents on the pavement as occurs now, thereby causing difficulty for vulnerable pedestrians and of course giving an inconsistent message regarding pavement parking.</p> <p>My last area of comment / objection is that if the proposals are implemented as planned, access to my garage (a shared undercroft for 4 houses) and those of others, could be badly compromised by resident parking on both sides adjacent to the gate and on opposite sides of the gate facing. This currently only occurs if an inconsiderate commuter parks here: residents do not. If there were no new lines on Henslow Mews East and around the corners as planned, I would be happy that residents continue to self manage, however, if the lines are implemented, then competition for space will mean that residents are more likely to park anti-socially resulting in reduced access to our garages.</p> <p>In summary, for this area of the scheme, the proposals will make access and parking more difficult, not better. If the scheme were altered such that the additional yellow lines in this area were not included I could fully support the scheme. If these views are ignored however and the scheme goes ahead, then to maintain garage access then lines will need to be even further extended to protect garage access.</p> | |
| 5 | Henslow Mews | <p>In response to your letter dated 1st February 2018 (Reference PR4037) I take this opportunity to object to the Proposed Signing and Lining Plan (Drawing Number ACC/GA/101 Rev.D).</p> <p>Whilst I support the provision of a Residents Permit Parking Scheme for Accordia the excessive introduction of further double yellow lines is unwarranted and unnecessary particularly in the locations highlighted on the attached Accordia Plan.</p> | Against |

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|---|---------------------|---|----------------|
| | | <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows “Existing double yellow lines” opposite No.26 Henslow Mews and extending along the southern elevation of No.51 Aberdeen Avenue (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity currently exists to park one vehicle opposite No.26 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows “Existing double yellow lines” opposite No. 18 Henslow Mews and extending along the southern elevation of No.17 Henslow Mews (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity exists to park one vehicle opposite No.18 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D introduces “Proposed double yellow lines” along the northern elevation of No.21 Henslow Mews (highlighted pink on the attached Henslow Mews south plan). There are currently no yellow lines in this location and the ability currently exists to park 3 vehicles in this location. It is accepted that a limited extent of yellow lines could be introduced on the eastern corner so that the footpath remains unobstructed and vehicles can safely negotiate the turn when travelling in a south westerly direction. A limited extent of new yellow lines as shown on the attached revised plan extract would prevent any vehicular conflict but also retain precious car parking spaces for Accordia residents and visitors alike.</p> <p>The areas identified above do not warrant the need for further additional yellow lines on highway safety grounds and it is requested that the introduction of new yellow lines be kept to a minimum and implemented in accordance with the attached Plan reference “Henslow Mews south revised plan”.</p> | |
| 6 | No Address Provided | <p>Having recently moved to the area am aware that during day time hours in the week the majority of spaces are taken up by non residents and as much as i partly see the need for exclusive resident parking i object to this course of action due to the proposed cost of £62pa as a huge fee to the majority of residents who are in social housing and already struggling financially, aware some are on long term ESA benefits and have difficulty enough keeping their cars on the road with insurance, tax, repairs etc without the need for more costs, personally, i will see this as a struggle to afford, with the need for a vehicle for work purposes and taking children to school etc. i don't see the option of not having a car as possible.</p> <p>Am interested to know if there was a proposed cost when residents were originally asked about the options?</p> | Against |

| | Address | Objection/ Comments | Representation |
|---|---------------------|--|----------------|
| 7 | No Address Provided | <p>I write concerning the above proposed TRO for the Accordia Estate in Cambridge. I note a response rate of 33% with 87% in favour of the scheme. I am certain all the neighbours have noticed the liberal use of the streets here as free parking for commuters and local workers, and many agree something needs to be done. Imposing a resident permit area is one solution. However, it is one that is affordable only for those living in the high market value properties comprising 60% of the estate. I wonder whether many of the responses received were from these address, with a minimum response from the 40% based in affordable housing. For us, a £61 annual fee, open to change and thus increase, is extortionate. To add insult to injury, what is the point of having a five day £15 permit or a £3 daily permit for visitors but not an annual permit for regulars such as good friends and family I would most sincerely hope you would not expect three sets of grandparents to pay £61 for each of their cars to visit, that's £240 for immediate family only. Oh yes, and _____ non resident parent, £300, £1000 over three years, I am lost for words!?</p> <p>With a total of 379 properties at an average of £300 (conservative estimate) per annum income for the scheme will be £113,700. This is merely a reasoned guesstimate. How would the operational costs be broken down on an annual basis? Is there a reasonable estimate of the costs?</p> <p>What exactly is going to prevent the annual review of fees leaving residents in the same situation as those in Sheffield where they have seen hikes of 240% for residents and 400% for visitors since the schemes were introduced in 2012?</p> <p>I think once more residents have been made aware of the potential costs in more detail, the benefits of having a fewer commuters enforced in this way, may seem less evident.</p> <p>I also mean to ask what would happen to the already private parking behind Gilpin Road ____ this is already private and therefore should not be subject to the order?</p> | Against |
| 8 | No Address Provided | <p>In response to your letter dated 1st February 2018 (Reference PR4037) I take this opportunity to object to the Proposed Signing and Lining Plan (Drawing Number ACC/GA/101 Rev.D).</p> <p>Whilst I support the provision of a Residents Permit Parking Scheme for Accordia the excessive introduction of further double yellow lines is unwarranted and unnecessary particularly in the locations highlighted on the attached Accordia Plan.</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows "Existing double yellow lines" opposite No.26 Henslow Mews and extending along the southern elevation of No.51 Aberdeen Avenue (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity currently exists to park one vehicle opposite No.26 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> | Against |

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| 9 | No Address Provided | <p>In response to your letter dated 1st February 2018 (Reference PR4037) I take this opportunity to object to the Proposed Signing and Lining Plan (Drawing Number ACC/GA/101 Rev.D).</p> <p>Whilst I support the provision of a Residents Permit Parking Scheme for Accordia the excessive introduction of further double yellow lines is unwarranted and unnecessary particularly in the locations highlighted on the attached Accordia Plan.</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows “Existing double yellow lines” opposite No.26 Henslow Mews and extending along the southern elevation of No.51 Aberdeen Avenue (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity currently exists to park one vehicle opposite No.26 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D incorrectly shows “Existing double yellow lines” opposite No. 18 Henslow Mews and extending along the southern elevation of No.17 Henslow Mews (highlighted yellow on the attached Henslow Mews south plan). The existing double yellow lines do not extend as far as shown on the plan and the opportunity exists to park one vehicle opposite No.18 Henslow Mews. This position should remain unchanged and the existing yellow line should not be extended in this location. The current</p> | Against |

| | Address | Objection/ Comments | Representation |
|----|-----------------------------|--|----------------|
| | | <p>arrangements do not result in a vehicular conflict and/or a road safety hazard and therefore should remain unchanged.</p> <p>Drawing Number ACC/GA/101 Rev.D introduces "Proposed double yellow lines" along the northern elevation of No.21 Henslow Mews (highlighted pink on the attached Henslow Mews south plan). There are currently no yellow lines in this location and the ability currently exists to park 3 vehicles in this location. It is accepted that a limited extent of yellow lines could be introduced on the eastern corner so that the footpath remains unobstructed and vehicles can safely negotiate the turn when travelling in a south westerly direction. A limited extent of new yellow lines as shown on the attached revised plan extract would prevent any vehicular conflict but also retain precious car parking spaces for Accordia residents and visitors alike.</p> <p>The areas identified above do not warrant the need for further additional yellow lines on highway safety grounds and it is requested that the introduction of new yellow lines be kept to a minimum and implemented in accordance with the attached Plan reference "Henslow Mews south revised plan".</p> | |
| 10 | Gilmour Rd | <p>This is an email to register strong approval for the proposed residents parking scheme for the Accordia area: the scheme as proposed would benefit the residents hugely (more space around the houses, less risk to children because cars frequently on the move at school run time as people try and find space to park) and it would also help discourage people from driving into the centre and so ease congestion overall.</p> <p>My family and I very much hope the parking scheme will be implemented.</p> | Support |
| 11 | Aberdeen Sq | <p>I'm responding to the Notice dated Feb2'18.</p> <p>The Notice highlights the possibility of a Car Club bay within the scheme. I welcome this enhancement, as a well run car club reduces overtime the number of privately owned vehicles parked on the road for significant periods of time and provides the opportunity for members of the club to make use of a range of no/low emission vehicles for their journeys.</p> | Support |
| 12 | Cambridgeshire Constabulary | <p>THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017 (AMENDMENT NO. 13) ORDER 201\$</p> <p>THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017 (AMENDMENT NO. 14) ORDER 201\$</p> <p>Thank you for your 'e' correspondence in relation to the above named proposal. Please accept this as confirmation and acknowledgement of receipt.</p> <p>What is intended has been fully examined by the traffic management unit.</p> | Support |

| | Address | Objection/ Comments | Representation |
|----|------------|--|----------------|
| | | With regard to the proposed waiting restrictions, it being recognised and acknowledged the locale falls within a CEA and therefore not subject to police enforcement, on behalf of the Chief Officer, the police have no comment to make. | |
| 13 | Gilmour Rd | <p>May I first of all say a big Thank You for all the very comprehensive work that you have done and especially for keeping residents like myself so well informed. I am most grateful.</p> <p>I look forward to a successful outcome of the consultation process concerning the introduction of residents parking on the Accordia development where I live. As I write this I have counted 6 office workers cars parked in Gilmour Road this morning!</p> <p>Whilst I appreciate this may be a little late in this process I would like to draw your attention to a related matter that I brought to the notice of the Highways Department and Police a long while back. Both were helpful but unable to resolve the issued.</p> <p>In the cul de sac of Gilmour Road I believe that 7 allocated parking bays will be created (or are proposed at this stage).</p> <p>The plans that I have seen create 5 spaces facing towards Brooklands Avenue and 2 facing the gardens towards Shaftsbury Road.</p> <p>These are fine and well situated but will that stop additional cars (perhaps with residents permits displayed) parking where there aren't any marked bays?</p> <p>The photograph above shows the daily occurrence outside of my own house. There will always be one car parked alongside my garage wall where no bay is proposed and another car parallel parked in effect in the middle of the road. The middle of the road vehicles which are often very large 4 x 4's make it all but impossible for delivery vehicles to gain access to mine or my neighbours property and without any doubt would totally obstruct an emergency vehicle if one were needed.</p> <p>I would very much hope that a single yellow line at the very least could be created beside my garage wall (where the blue car is in the photo) and ideally a hatched yellow box where the black car is to prevent this selfish and obstructive double parking in the centre of the road.</p> <p>Lastly I note that households will be able to apply for up to 3 parking permits. This seems at odds with a policy of restricting cars on Cambridge roads. In Gilmour Road and Moreland Place we have 18 houses which will have 7 allocated residents parking bays. I agree with the siting of the bays but I also know that one of the residents has 3 vehicles which are invariably parked in the cul de sac, the largest of which usually in the middle of the road and that resident should they apply for 3 permits will take up almost half of the allocated spaces. Wouldn't 2 per household make more sense?</p> <p>Thank you for your time. I shall now walk into the town centre leaving my one car in the garage!!</p> | Comment |

| | Address | Objection/ Comments | Representation |
|----|--------------|--|----------------|
| 14 | Gilpin Rd | <p>I am writing concerning the above proposal PR0437. I am a resident on Gilpin Road and have been for over ten years. There has been an increase in people using our streets for parking so I can understand the reasoning behind the plans.</p> <p>Could I ask the following questions?:</p> <p>1) Why not Monday to Friday? Many other streets near us in Cambridge are Monday to Friday, which I can absolutely understand as they are working days and hours. There isn't an issue on the estate on a Saturday and that is naturally a key time for visitors. Please just keep the restrictions for weekdays if they are going ahead. It doesn't seem fair to have to pay £3 per car for someone to visit when there isn't an issue on a weekend at all. There are plenty of bays where people can park safely off road, they have NEVER all been full in the ten years I have lived here. Residents pay mortgages, as well as service charges and council tax. The potential costs of this scheme really will start adding up fast.</p> <p>2) Do I have to pay £62 for a space in my designated resident parking bay? I couldn't see the answer to this on the proposal. I park my car in the bay reserved for my private property as that is the 'drive' attached to my flat (which is in a block of 3 flats). If I do have to pay for my bay now isn't it slightly unfair to charge me for what is actually mine? Apologies if this is not the case.</p> <p>Anyway, I hope you will consider the points above. The situation is not the residents' doing, it is commuters and local businesses that do not provide adequate parking, so anyway in which you can limit the cost of it to us is really gratefully received. We all pay mortgages and council tax. I also pay a significant monthly service charge so adding £3 per visitor every weekend will really start to mount up. As well as the £62 annual fee that will only ever increase year on year. Surely Monday to Friday, similar to Hills Road is reasonable to move forward if the plan has to go ahead.</p> <p>Personally, I would rather put up with the cars mid week and not implement the scheme at all. It is selfish of these non-residents to clog up our streets but I know I will feel really cross everytime I have to pay the council to park my own car at my own house or have my friends and family visit.</p> <p>I hope to hear from you soon. Feel free to call on the number below or reply to this email. Thank you for your time in reading this email and considering my point of view. I have genuinely been really happy living here, please don't change that!</p> | Comment |
| 15 | Henslow Mews | <p>Our home is ____ Henslow Mews on the Accordia development in Cambridge.</p> <p>Please could we suggest two small improvements to the parking proposal for our area?</p> <p>1. Limited waiting bays on Henslow Mews East. As per the existing proposal, the number of available parking spaces in the Henslow Mews East area will be significantly reduced. The remaining spaces will most certainly be occupied by "long term" (days-weeks) on-street resident parkers, leaving no spaces at all for visitors or tradespeople.</p> | Comment |

| | Address | Objection/ Comments | Representation |
|----|----------------|---|----------------|
| | | <p>The proposed "limited waiting" bays in the square on Aberdeen Avenue are really some distance away. Please could you therefore incorporate 1-2 additional limited waiting bays on Henslow Mews East (ideally at both ends)? Please note that our concern does not relate to the availability of parking permits for visitors or tradespeople - this is irrelevant, because there will not be any space for them to park! It is (unfortunately) extremely unlikely that the requirement to pay a small fee to obtain a permit will be an effective deterrent to long-term resident parkers (responsible for most antisocial parking on Henslow Mews).</p> <p>2. Parking regulation on Henslow Mews South. As per the existing proposal, no provision is made to regulate antisocial parking on Henslow Mews South (or indeed Henslow Mews North, although that is generally less of a problem). This sometimes obstructs access, occasionally for cars, but more often for larger vehicles e.g. for refuse collection. Our main concern, of course, is for emergency vehicles e.g. fire appliances. Whilst we understand that drivers are themselves responsible for parking in such a way that they do not obstruct the highway, please be aware that this requirement is often ignored in practice - and that, should there be a fire on Henslow Mews, there is the potential for disaster (which is not fully mitigated by access from Shaftsbury Road).</p> <p>Many thanks for your consideration. We really appreciate all the thought, time and effort devoted to this scheme by you and your colleagues.</p> | |
| 16 | Henslow Mews | <p>I would be grateful if you could help me with an enquiry in relation to the resident parking scheme in accordia.</p> <p>I am in support of this proposal, and would like to clarify how far the double yellow lines that will be placed opposite ___ Henslow Mews (alongside the side of 51 Aberdeen Avenue) will extend, as it is not clear from diagrams I have seen.</p> <p>I would like to add that cars parked in this area (alongside 51 Aberdeen Avenue) do cause obstruction to the access of garages in this area in Henslow Mews.</p> | Comment |
| 17 | Kingfisher Way | <p>I am writing in regards to the proposed residents' permit parking scheme in Accordia Area, Cambridge. I was one of the residents that agreed to the scheme because of the parking problem, high air pollution, litter and the noisy and unsafe area due to unsensible commuters that park in a resident area which used to be eco-friendly.</p> <p>Looking well at the plan, I realised that there is a proposed double yellow line in front of No. 37 (if I am correct).</p> <p>I support the scheme, however losing the space which people used to park in is inconvenient. I hope I am wrong as I may not have seen the map properly. However if this is not the case, I would really appreciate taking into consideration this matter, of not restricting the residents by adding extra double yellow lines as they will only create an uncomfortable area for accessibility.</p> | Comment |

| | Address | Objection/ Comments | Representation |
|----|---------------------|---|----------------|
| 18 | No Address Provided | <p>With regards to the above parking scheme...we are very supportive of this scheme in general but did have a few points to make.</p> <p>1. We don't understand why additional yellow lines are needed. If the scheme is designed to reduce cars coming into Accordia to park then the additional yellow lines should not be needed? If they aren't there now and it isn't causing an issue to traffic/pedestrians, why to add them? It seems like making extra work for the sake of it.</p> <p>2. I understand each household can apply for 3 permits...can one permit be purchased for visitors (to hand out when a visitor arrives) or will each permit require a registration number?</p> <p>3. There are some oddly wide pavements within Accordia which are very different to other pavements. Can this be taken into account when reducing pavements parking? It does not inhibit pedestrians or cause a danger to other road users (which I understand is the reason for prohibiting it).</p> | Comment |

Staffordshire - Objections/Comments

| | Address | Objection/ Comments | Representation |
|---|-----------------------------|---|----------------|
| 1 | Bray | Statutory letter returned with annotation. Do not approve as Bray was originally included as shown on the leaflets. This has now been removed and residents of Bray are not entitled within any scheme. | Against |
| 2 | Bray | <p>As a resident of the East Road estate since 1983, for many years I have found it increasingly difficult to park my car locally, and have looked forward to the formation of a residents' parking scheme. I attended a recent meeting with Councillors and other residents, in which it was agreed that there would be ample space in Staffordshire Street for all those wishing to take part in such a scheme, including residents of Bray. I am therefore extremely upset to discover that Bray is now being excluded, apparently on the basis that ONE other resident was (erroneously) given a permit for the Petersfield scheme.</p> <p>I very much hope that this exclusion will be reversed.</p> | Against |
| 3 | Donegal | <p>I am a resident of ___ Donegal, Staffordshire street, Cambridge. Having missed the opportunity to vote for the residents parking scheme I would like to add that both I and the resident of ___ Donegal are both in favour of the proposals. Parking for residents and visitors is really difficult as I'm sure your aware. Thankyou</p> | Support |
| 4 | Cambridgeshire Constabulary | <p>THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017 (AMENDMENT NO. 13) ORDER 201\$</p> <p>THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017 (AMENDMENT NO. 14) ORDER 201\$</p> <p>Thank you for your 'e' correspondence in relation to the above named proposal. Please accept this as confirmation and acknowledgement of receipt.</p> <p>What is intended has been fully examined by the traffic management unit.</p> <p>With regard to the proposed waiting restrictions, it being recognised and acknowledged the locale falls within a CEA and therefore not subject to police enforcement, on behalf of the Chief Officer, the police have no comment to make.</p> | Support |

COMMUNITY IMPACT ASSESSMENT

| Directorate / Service Area | | Officer undertaking the assessment |
|---|--|--|
| Place & Economy | | Name: Nicola Gardner Job Title: Parking Policy Manager Contact details: 01223 727912 |
| Service / Document / Function being assessed | | |
| Traffic Managers – Introduction of Residents’ Parking Schemes (RPS) | | |
| Business Plan Proposal Number (if relevant) | | |
| Aims and Objectives of Service / Document / Function | | |
| <p>The removal of free parking within the city via the introduction of new RPSs, aims to reduce congestion, cut air pollution, improve road safety whilst safeguarding local business/facilities and prioritise parking for those that live within Cambridge.</p> <p>By encouraging the use of more sustainable methods of transport, the reliance on vehicles coming into the city will reduce and air quality improve, enhancing the quality of life for residents and enriching the experience of those visiting this historic city.</p> <p>The Local Transport Plan (LTP) highlights the importance of managing traffic and the space available both efficiently and effectively, to enable the delivery of the continued growth and development of sustainable communities across the county. This document augments this plan by illustrating the conditions where RPSs may be considered, along with their key operational aspects. It sets out an approach to be applied across Cambridgeshire.</p> | | |
| What is changing? | | |
| <p>These RPSs have been designed to, meet the evolving needs of the local communities in the Accordia and Staffordshire Street area by enabling:</p> <ul style="list-style-type: none"> • Improved parking facilities for city residents and short stay parking for visitors to local shops and businesses. • Reduced availability of free, unrestricted parking within the city. • Prioritisation of parking space to residents and other permit holders. <p>The Greater Cambridge City Deal Executive Board has agreed to fund the consultation and implementation costs.</p> | | |
| Who is involved in this impact assessment? | | |
| e.g. Council officers, partners, service users and community representatives. | | |
| <p>The Residents’ Parking Scheme Policy which supports the introduction of these schemes was developed to address parking issues and future challenges within Cambridgeshire that affect access and/or residents’ vehicular parking availability. It created a framework for the consideration of the introduction/extension of formalised RPSs. A Member Working Group was established to help develop this policy along with stakeholders.</p> | | |

Member Working Group

Cllr Kevin Blencowe (Chair) – Cambridge City Council
Cllr Jocelyne Scutt – Cambridgeshire County Council
Cllr Amanda Taylor – Cambridgeshire County Council
Cllr Noel Kavanagh – Cambridgeshire County Council
Cllr Donald Adey – Cambridge City Council (replaced Cllr Catherine Smart)
Cllr Dave Baigent – Cambridge City Council (replaced Cllr Anna Smith)

Stakeholders

Residents' Associations
Universities
Trade Associations
Disability Group
Federation of Cambridge Residents' Associations (FeCRA)
Smarter Cambridge Transport

Parking Services Team
Policy & Regulation Team
Finance Team
Mott Macdonald (Parking Survey)

The implementation process includes a number of public consultations:

Public Consultation - this included a survey being sent to all households/businesses within the defined scheme area. Feedback received from this consultation helps us to develop a parking plan that meets the needs of the local community and forms the basis of the statutory consultations.

Statutory Consultation – this includes formally advertising the Traffic Regulation Order (TRO) that underpins the RPS. Whilst consultation details are sent to all households/businesses within the defined scheme, this consultation is open to the wider public.

What will the impact be?

| Impact | Positive | Neutral | Negative |
|--------------------------------|----------|---------|----------|
| Age | | X | |
| Disability | X | | |
| Gender reassignment | | X | |
| Marriage and civil partnership | | X | |
| Pregnancy and maternity | | X | |
| Race | | X | |

| Impact | Positive | Neutral | Negative |
|---|----------|---------|----------|
| Religion or belief | | X | |
| Sex | | X | |
| Sexual orientation | | X | |
| The following additional characteristics can be significant in areas of Cambridgeshire. | | | |
| Rural isolation | | X | |
| Deprivation | | | X |

Positive Impact

There will be a positive impact on valid Blue Badge holders as blue badge holders are permitted to parking within any RPS for an unlimited time period. A valid blue badge must be displayed correctly at all times.
A RPS offers a range of permit types which includes free medical permits, free Blue Badge Holder permits and Health worker dispensation.

| |
|---|
| Negative Impact |
| Permits are chargeable. The cost of a residents' permit will depend on the complexity on the scheme. |
| Neutral Impact |
| The protected characteristics are not relevant as no distinction is made when delivering the service. |
| Issues or Opportunities that may need to be addressed |
| None identified. |

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

| |
|-----------------|
| Neutral impact. |
|-----------------|

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS ON LOVELL ROAD,
CAMBRIDGE**

To: **Cambridge City Joint Area Committee**

Meeting Date: **17th April 2018**

From: **Executive Director: Place & Economy**

Electoral division(s): **King's Hedges (County and City)**

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

Purpose: **To determine objections to the implementation of a local highways improvement scheme on Lovell Road as set out below.**

Recommendation: **a) Implement the restrictions as advertised
b) Inform the objectors accordingly**

| <i>Officer contact:</i> | |
|--------------------------------|------------------------------------|
| Name: | Sonia Hansen |
| Post: | Traffic Manager |
| Email: | Sonia.Hansen@cambridgeshire.gov.uk |
| Tel: | 01223 743817 |

1. BACKGROUND

- 1.1 Lovell Road is a residential street where most properties have access to off street parking facilities. It is located within the electoral division of King's Hedges, to the north-east of Cambridge City Centre and links King's Hedges Road with Milton Road, which are both busy arterial routes for the city (Appendix 1).
- 1.2 The proposal, to prohibit waiting at any time on the verge or footway on both sides of Lovell Road, is a local highways improvement scheme, which has been successfully implemented on nearby roads with similar characteristics, Ramsden Square for example.
- 1.3 Currently most vehicles parked on street, park either partially or wholly on the verge and/or footway. Though parking on the verge or footway is not an offence, the act of driving on the verge or footway is. This restriction will reinforce the Highway Code and will protect the verge and footway from unnecessary damage while having minimal effect on residents.
- 1.4 A plan of the proposed waiting restriction is shown in Appendix 2.

2. MAIN ISSUES

- 2.1 The 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 advert invites the public to formally support or object to the proposals in writing within a twenty-one day notice period.
- 2.2 The TRO was advertised in the Cambridge News on the 31st January 2018. The statutory consultation period ran from the 31st January 2018 to the 21st February 2018.
- 2.3 The statutory consultation resulted in two objections, which have been summarised in the table in Appendix 3. The officer responses to the objections are also given in the table.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 **Developing the local economy for the benefit of all**
There are no significant implications for this priority.
- 3.2 **Helping people live healthy and independent lives**
There are no significant implications for this priority.
- 3.3 **Supporting and protecting vulnerable people**
There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

- 4.1 **Resource Implications**
The necessary staff resources and funding have been secured through the LHI scheme.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

The statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and City Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing at the office of Vantage House, Vantage Park, Washingley Road, Huntingdon PE29 6SR and in the reception area of Shire Hall Castle Street, Cambridge, CB3 0AJ.

4.6 Localism and Local Member Involvement

The County Councillor, Cllr Elisa Meschini and the City Councillors, Cllr Martin Smart, Cllr Nigel Gawthrope & Cllr Kevin Price were consulted. The responses received that of support from Cllr Meschini and Cllr Smart.

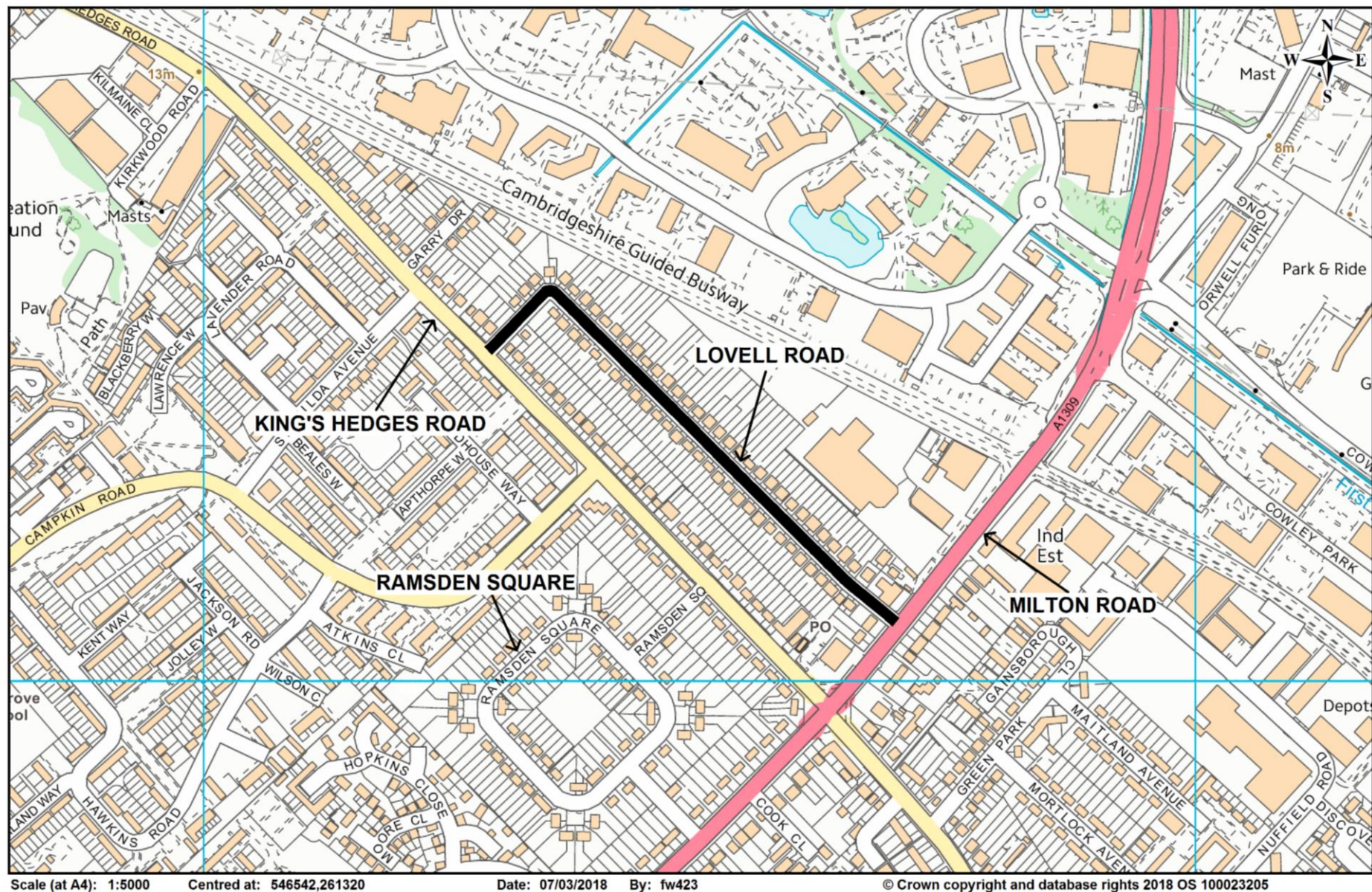
4.7 Public Health Implications

There are no significant implications within this category.

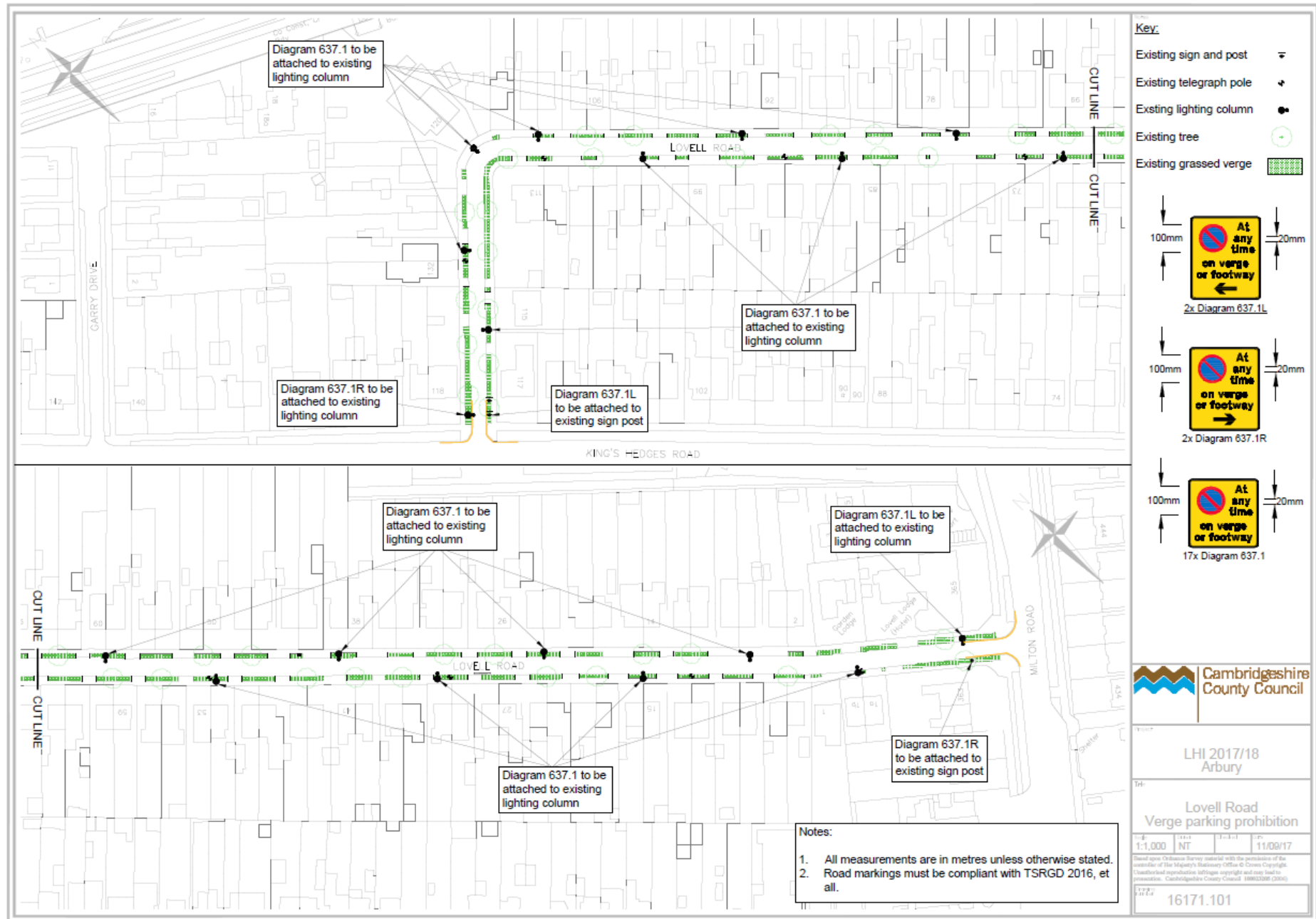
| Implications | Officer Clearance |
|--|--|
| | |
| Have the resource implications been cleared by Finance? | Yes Name of Financial Officer: Sarah Heywood |
| | |
| Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? | Yes Name of Officer: Paul White |
| | |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law? | Yes Name of Legal Officer: Debbie Carter-Hughes |
| | |
| Have the equality and diversity implications been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: Joanna Shilton |
| | |
| Have any localism and Local Member involvement issues been cleared by your Service Contact? | Yes Name of Officer: Tamar Oviatt-Ham |
| | |
| Have any Public Health implications been cleared by Public Health | Yes Name of Officer: Tess Campbell |

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

Appendix 1 – Location of Lovell Road



Appendix 2 – Plan of proposed waiting restriction



Appendix 3

| No | Consultation Responses | Officer's Comments |
|----|--|---|
| 1 | <p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> • Lovell Road is not a wide road as is, removal of verge parking would result in further narrowing of the road. • How would ambulances, fire engines or bin Lorries be able to get through if cars have parked opposite each other on the road? • Accidents will more likely occur, if cars are parked on the road, as vehicles travelling down the road they will weave in and out of the stationary cars without reducing their speed. • We have complained about the speed of vehicles taking short cuts down Lovell Road many times but the idea of traffic calming has never been entertained. • The previous two points will mean resident's cars would be at risk of being damaged on a daily basis. • Planning permission has been given to convert some houses on Lovell Road into flats. There aren't enough off street parking places available to support these changes so on street parking will have to be utilized. | <ul style="list-style-type: none"> • Measurements taken on site have Lovell Road at being 5.6 metres wide. • Ambulance = 2.5 metres wide Fire Engine / Lorries = 2.55 metres wide excluding the wing mirrors • If two cars park opposite each other (both with all 4 wheels on the carriageway) then they will indeed block the road but to do this is an offence. • The proposed restriction will reduce the density of on street parking so will improve visibility for pedestrians looking to cross the road and for residents entering and exiting their driveways. • Traffic calming is outside the scope of this scheme and the cost associated with it is considerably higher than what is being proposed here. • A significant proportion of households on Lovell Road have access to off street parking so the perceived requirement for on street parking is low and the effect on residents should be minimal. |
| 2 | <p>Objection from a resident, stating:</p> <ul style="list-style-type: none"> • If vehicles are forced to park with all four wheels on the road, they will cause an obstruction. • If vehicles are allowed to park with two wheels on the verge/footway the road is more useable. • The road is constantly used as a "short cut," which is a problem itself at peak time. | <p>As above, plus for final point:</p> |

| No | Consultation Responses | Officer's Comments |
|----|--|--|
| | <ul style="list-style-type: none"> • When refuse Lorries, delivery drivers and builders merchants are delivering to the road they already cause a blockage at certain parts of the road. • Emergency vehicle access? • The road is not wide enough for this proposal to work. • I've been told that residents asked for this restriction and that the majority of residents polled agreed. This consultation is the first I have heard of this restriction and the situation is the same with every other resident I have asked. | <ul style="list-style-type: none"> • The proposal is a response to residents' concerns of inappropriate parking on the roadside verges. This consultation forms part of the statutory process, it can be difficult to capture everyone's viewpoint. |

DOCKLESS BIKESHARE CODE OF CONDUCT

To: **Cambridge City Joint Area Committee**

Meeting Date: **17th April 2018**

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

Electoral divisions: **All**

Forward Plan ref: *Key decision:* **No**

Purpose: **To consider a Code of Conduct for dockless bikeshare operators in Cambridge.**

Recommendation: **To support the Code of Conduct to encourage best practice from the operators of dockless bikeshare schemes in the city.**

| <i>Officer contact:</i> | |
|--------------------------------|--|
| Name: | Clare Rankin |
| Post: | Senior Project Officer |
| Email: | Clare.rankin@cambridgeshire.gov.uk |
| Tel: | 01223 699601 |

1. BACKGROUND

- 1.1 Public cycle hire schemes which do not need physical docking stations are a new product which originated in China. Cambridge was the first UK city to have dockless cycles with the arrival of Ofo in the spring of 2017.
- 1.2 Following negative publicity about abandoned dockless cycles in China, Ofo agreed to a small trial of 20 cycles which, in collaboration with the City and County Councils, has increased over time to 450 cycles on street.
- 1.3 There is currently no legislative framework for managing dockless bikeshare schemes. The Department for Transport (DfT) has indicated that the introduction of any laws to allow, for example, licensing of operations, is unlikely to happen in the near future based on the unavailability of resources. Current Government policy is to have a 'light touch' approach with an expectation that the market will be self-regulating.
- 1.4 Other cities in the UK are attempting to manage the process in differing ways. Some have Memorandums of Understanding with one operator or have signed a contract, some are undertaking a procurement process to work with one or two providers. Legal advice is that we should treat any other operator in an equitable manner and that if we treat other operators in a different manner to Ofo then we could be open to a legal challenge.

2. BIKESHARING IN CAMBRIDGE

- 2.1 A desire to provide a public bike hire scheme in Cambridge has been expressed by both City and County Council members on a number of occasions. Given the population size of the city and limited space for docking stations in the city centre this has proved difficult to implement without significant cost.
- 2.2 Despite fears of street clutter and vandalism the Ofo scheme has operated in the city without any serious issues, and usage and membership of the scheme is increasing on a daily basis. Vandalism and theft is at a low level, and Ofo have agreements with a variety of landowners for off-street parking hubs in locations such as Addenbrooke's, the Science Park, Park & Ride sites and hotels. This provides a useful service for residents, commuters and visitors and encourages cycle trips for short journeys around the city. It is hoped that students and those living in the city on a temporary basis will be encouraged to use bikeshare cycles instead of buying low quality and often poorly maintained cycles which can be abandoned at public cycle racks when no longer needed.

3. CODE OF CONDUCT

- 3.1 Other operators have expressed an interest in setting up schemes in Cambridge. The proposed Code of Conduct (Appendix 1) sets out the way we would expect these operators to work, including an initial trial period, managing the redistribution of cycles, parking, maintenance and contact information. The code is based on similar documents used by Oxford and Transport for London.

- 3.2 As part of the Code of Conduct operators are expected to be accredited with the Public Bike Share Accreditation scheme run by Carplus Bikeplus, which is a not-for-profit, environmental transport NGO.
<https://www.carplusbikeplus.org.uk/about/car-club-bike-share-accreditation/>

4. CONCLUSION AND NEXT STEPS

- 4.1 The Code of Conduct would not be enforceable and operators would sign up to it on a voluntary basis. However, it does give strong guidance to operators regarding what is expected of them with regard to safety of users and safeguarding the city's public realm. It outlines how the County Council would wish to work closely with operators to ensure compliance and to share information about any issues as well as for data-sharing
- 4.2 Officers from the City and County Councils will continue to liaise with the current operator, Ofo and with any new operator that comes to the city and will update members as required. Once agreed, current and future operators, will be asked to sign the Code of Conduct and compliance will be monitored.

5. ALIGNMENT WITH CORPORATE PRIORITIES

5.1 Developing the local economy for the benefit of all

Encouraging the use of sustainable modes of transport helps people to get around Cambridge more effectively and efficiently, and so supports the development of the local economy.

5.2 Helping people live healthy and independent lives

Providing strong guidelines for operators aims to ensure that the schemes are safe and attractive to users whilst not creating obstructions to pedestrians. Regular cycling has been shown to have significant health benefits and also gives more independence to those who do not have access to a car.

5.3 Supporting and protecting vulnerable people

The Code of Conduct encourages operators to ensure that dockless cycles do not cause access issues with poor parking and that obstructive cycles are quickly re-located.

6. SIGNIFICANT IMPLICATIONS

6.1 Resource Implications

There are no resource implications

6.2 Statutory, Risk and Legal Implications

There are no significant risks.

6.3 Equality and Diversity Implications

There are no significant implications within this category.

6.4 Engagement and Consultation Implications

Relevant officers and members within the County and City Councils have been consulted on the Code of Conduct.

6.5 Public Health Implications

This document sets out guidelines for the safety of users of the scheme and to ensure a safe, uncluttered public realm. Successful bikeshare schemes will help more people to cycle more often which contributes to improved public health. Cycling is a physical activity that can prevent ill health and improve health.

| Source Documents | Location |
|------------------|----------|
| None | |

| Implications | Officer Clearance |
|--|--------------------------------------|
| | |
| Have the resource implications been cleared by Finance? | Name of Financial Officer: D Parcell |
| | |
| Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law? | Name of Legal Officer: F McMillan |
| | |
| Are there any Equality and Diversity implications? | Name of Officer: T Oviatt-Ham |
| | |
| Have any engagement and communication implications been cleared by Communications? | Yes Name of Officer: J Shilton |
| | |
| Are there any Localism and Local Member involvement issues? | Name of Officer: T Oviatt-Ham |
| | |
| Have any Public Health implications been cleared by Public Health? | Yes Name of Officer: T Campbell |

Cambridge Code of Conduct for Dockless Bike sharing Operators

This Code of Conduct outlines the requirements of Cambridgeshire County Council for companies wishing to operate a dockless bikeshare scheme in Cambridge and the surrounding area. In addition to adhering to this code of conduct, all operators must be accredited members of the Bikeshare plus scheme and meet the required standards set out in the accreditation scheme.

The maximum number of bikeshare cycles operating in the city is currently set at 1,000 but this will be reviewed regularly. Evidence of demand beyond the figure set in this document will need to be demonstrated.

1. Process

The process for operators who intend to introduce and operate dockless bike sharing schemes in Cambridge is as follows

- 1.1 Submission of Operations Plan: The operator will provide Cambridgeshire County Council with an Operations Plan for information and future reference purposes. The document will set out how the operator intends to operate the dockless bike sharing scheme and how the Operator will ensure compliance with the Code of Conduct.
- 1.2 Agreement to Code of Conduct: Once the Operations Plan has been submitted, the operator will confirm in writing to the County Council that it will work in compliance with the Code of Conduct.
- 1.3 The Operator will launch a trial phase for a minimum of 1 month. The number of cycles will be limited to 100 for the duration of the trial phase.
- 1.4 At the end of the trial phase the Operator will meet with and submit a report to the relevant authorities describing the operation of the trial phase and how it has been carried out in accordance with the Operations Plan and in compliance with this Code of Conduct. It will include details of all complaints received by the Operator.
- 1.5 The Operator may start expanding the dockless bike sharing scheme if County Council is satisfied that the trial was conducted in compliance with the operations plan and this code of conduct.
- 1.6 Agreement will be sought from the County Council when the number of cycles in the scheme is expanded. The Operator will meet with representatives from the County Council on a regular basis.
- 1.7 At the end of each year the Operator will submit a report to the County Council with an update on how the scheme is operating to include how it has complied with both the Operating Plan and this Code of Conduct. The report shall include data on the utilisation of the bike share cycles, maintenance of the cycles, usage demand (identifying hotspots), any theft and vandalism of the cycles, complaints received (from both users and non-users) and any

other non-sensitive information that the County Council may require from time to time.

2. Operators' Responsibilities

2.1 Safety of Bicycles

2.1.1 The Operator will ensure that all cycles used in the scheme are safe to use and that they meet the minimum requirements as set out in the Bikeplus accreditation criteria.

2.1.2 All cycles used in the scheme shall be equipped with dynamo lights (or similar) at the front and back of the cycle. These dynamo lights shall be of a design that continues to emit a light for a period after the cycle has stopped for safety, particularly at junctions.

2.2 Scheduled Maintenance

The operator ensures that all cycles used in the scheme are well maintained, in particular:

2.2.1 Manufacturer's service requirements shall be adhered to in full.

2.2.2 All cycles used in the scheme shall be checked at least once a week to ensure that they are safe to use and comply with relevant legislation and the Highway Code. Faulty cycles need to be immediately repaired or removed whenever a fault is identified.

2.2.3 All cycles used in the scheme shall be fully serviced at least once per month.

2.2.4 All maintenance checks, services and repairs shall be recorded and the records shall be kept for at least 2 years.

2.3 Reactive maintenance and reporting procedure

2.3.1 The Operator must provide easily visible contact details (email and phone number) on each cycle. The app must have prominent contact details with instructions for reporting faulty cycles and other issues such as abandoned or obstructive cycles.

2.3.2 The Operator must have a person available to deal with any reports regarding faulty or obstructively parked cycles at any time the bike sharing scheme is operating. The County Council must be supplied with a direct telephone number for the operations team and operations manager and must be informed of any changes to these numbers.

2.3.3 Upon receipt of a report of any fault that may render a cycle unsafe to use or unfit for purpose, the Operator must ensure that the cycle is immediately made unavailable for use and either repaired or removed within 24 hours.

2.4 Safety information for users

- 2.4.1 The Operator should provide prominent information to users on safe and considerate cycling prior to the use of any cycle. This information should include advice on local cycle training, riding assertively, not overtaking lorries on the left at junctions, obeying traffic signals, watching out for car doors opening, not cycling on the pavement and giving priority to pedestrians on shared paths.

3. **Avoidance of obstruction**

The Operator must ensure that cycles used in the scheme are not left in areas where they would be an obstacle or nuisance to members of the public, particularly pedestrians and wheelchair users. They must not be left in a location where they could obstruct an emergency access or prevent access to public facilities such as bins, post boxes etc.

- 3.1 The Operator must provide clear and prominent instructions to the users on how and where to park cycles to avoid any obstruction to the general public and include information on parking as set out in paragraph 4 below. These instructions must form part of the joining process and be visible whenever the app is used.
- 3.2 The Operator must design and operate the scheme so that users park in such a way that they do not restrict the accessibility of or cause an obstruction to the general public. The Operator shall use their best endeavours to influence user behaviour, including the application of a policy for penalising users who leave cycles in an obstructive location or in an unsafe manner and incentives for moving or reporting faulty or badly parked cycles.
- 3.3 The Operator must ensure that whenever the owner of private land reports a cycle as parked on that land without the owner's consent the operator will remove the cycle at the earliest possible opportunity.
- 3.4 Where a cycle is reported to be causing a nuisance it should be moved within 24 hours following a report.
- 3.5 If a cycle is reported causing an obstruction and has not been moved to a suitable location then designated officers from the County Council have the right to move the cycle to a more suitable place nearby. If this is not possible, and the Operator has failed to respond to removing the obstructive cycle within 24 hours following a report, a relevant authority officer will remove the cycle to the local depot where it will be stored until collected by the Operator. The Operator will be charged for the cost of this action. If the cycle is not collected within one week the Operator will be charged for the disposal of the cycle.

4. **Cycle parking**

There is a shortage of cycle parking, particularly in the city centre and so the Operator must work with public organisations such as Addenbrooke's Hospital and Cambridge University and private landowners, including the Universities, colleges

and business parks to agree as many off-highway cycle hubs as possible. The Operator must seek permission from the County Council before locating any cycle hubs on the public highway and from the City Council for any hubs within public open spaces.

- 4.1 Given that demand for cycle parking in the city centre already exceeds supply, particularly in the historic core area, the Operator will effectively redistribute their cycles to ensure that no more than 10% of the existing spaces in any row or area of racks are being taken up by bikeshare cycles.
- 4.2 Users should be encouraged to park near to existing cycle racks rather than on the rack itself if most of the racks are full.
- 4.3 Users should be told not to park cycles in Sidney Street between Market Square and Round Church Street and not to leave cycles on narrow footways in residential areas (with appropriate penalties if possible).
- 4.4 Users should be encouraged to use the Park Street Cycle Park.

5. Operations

The Operator is encouraged to use either pedal powered or electric vehicles when removing or redistributing their cycles.

6. Data

The opening up of data is encouraged and the County Council will work with operators on opportunities to make data available on the location and availability of cycles so that it can be integrated into journey planners, for example, to provide multi modal journeys. The Operator must provide quarterly utilization data and journey data as requested by the relevant authorities. The results of an annual survey of users (as required through the Bikeshare plus accreditation scheme) should also be provided.

7. Living Wage

The operator shall ensure that any staff employed in Cambridge in relation to the bike sharing scheme must be paid at least the Cambridge Living Wage.