

# CAMBRIDGE CITY JOINT AREA COMMITTEE



Cambridgeshire  
County Council

**Date: Tuesday, 24 July 2018**

**Democratic and Members' Services**

Fiona McMilan

Deputy Monitoring Officer

**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

### **1 Election of Chairman/woman for the municipal year 2018-19**

*The Chairman/woman of the Committee alternates between the two authorities on an annual basis, and is elected by the members of the Committee.*

*As a Cambridge City Councillor chaired the Committee in 2017/18, the Committee is asked to elect a Chairman/woman for the 2018-19 from the County Council members of the Committee*

### **2 Election of Vice-Chairman/woman for the municipal year 2018/19**

*The Vice-Chairman/woman is elected by the Committee from the Council that does not hold the chair. For 2018/19, the Vice-Chairman/woman is to be drawn from the Cambridge City Council members of the Committee.*

### **3 Apologies**

**4      Declarations of Interest**

*Guidance for Councillors on declaring interests is available at:*

<http://tinyurl.com/ccc-conduct-code>

<b>5</b>	<b>Minutes - 17 April 2018</b>	<b>5 - 10</b>
<b>6</b>	<b>Petitions</b>	
<b>7</b>	<b>Traffic Regulation Order Objections Associated with the Proposed Implementation of Waiting Restrictions Anstey Way, Cambridge</b>	<b>11 - 20</b>
<b>8</b>	<b>Cross City Cycling - Raised Tables, Speed Cushions &amp; Raised Zebra</b>	<b>21 - 28</b>
<b>9</b>	<b>Traffic Regulation Order Objections Associated with the Proposed Implementation of Parking Controls for the Newnham &amp; Coleridge West Areas of Cambridge</b>	<b>29 - 60</b>
<b>10</b>	<b>Trumpington Meadows, Cambridge, Consider Objections to Proposed Waiting Restrictions</b>	<b>61 - 74</b>
<b>11</b>	<b>Cavendish Avenue and Baldock Way, Cambridge, Consider Objections to Proposed Waiting Restrictions</b>	<b>75 - 84</b>

The Cambridge City Joint Area Committee comprises the following members:

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

Councillor Gerri Bird Councillor Markus Gehring Councillor Valerie Holt Councillor Richard Robertson and Councillor Mike Sargeant Councillor Noel Kavanagh Councillor Ian Manning Councillor Elisa Meschini Councillor Amanda Taylor and Councillor Joan Whitehead

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

Clerk Name:      Daniel Snowdon

Clerk Telephone: 01223 699177

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

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chairman of the Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/cccfilm-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <https://tinyurl.com/CCCprocedure>.

The Council does not guarantee the provision of car parking on the Shire Hall site and you will need to use nearby public car parks <http://tinyurl.com/cccfilm-record> or public transport



**CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES**

**Date:** Tuesday 17th April 2018

**Time:** 4.30pm – 5.45pm

**Place:** Kreis Viersen Room, Shire Hall, Cambridge

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

**Apologies:** County Councillor Adey, and City Councillors Bird and Tunnacliffe

**22. DECLARATIONS OF INTEREST**

Councillor A Taylor declared a personal interest in agenda item 5 (minute 25 refers) as an employee of Cambridge University Press; she did however cycle to work so did not park in the streets around the Press. Councillors Baigent, Kavanagh, T Moore and A Taylor expressed a personal interest in agenda item 7 (minute 27 refers) as members of Cambridge Cycling Campaign.

**23. MINUTES OF THE MEETING HELD 30th JANUARY 2018**

The minutes of the meeting held on 30th January 2018 were approved as a correct record and signed by the Chairman.

**24. PETITIONS**

None.

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

The Committee received a report inviting it to determine the objections received in response to the publication of waiting restrictions in the Accordia and Staffordshire Street areas of Cambridge. Members noted that since publication of the report, the parking plan proposed for the Accordia scheme had been reviewed with regard to two areas of double yellow lines, and a revised report appendix 1B (Plan F) had been published on the Council's website and circulated to Committee members.

Members were advised that Plan D, which had been included in the statutory consultation documents, had shown the double yellow lines to the south end of Henslow Mews incorrectly outside 17 and 19 Henslow Mews. Plan E, the plan originally published with the present Committee report, showed these double yellow lines correctly as they appeared on the highway; there was no proposal to change the double yellow lines at the south end of Henslow Mews.

The double yellow lines running alongside no 51 Aberdeen Ave on Henslow Mews had been revised on Plan E to be shorter than on Plan D, but after further review, it had been decided to recommend the longer length of double yellow lines. Plan F had therefore been prepared, published, and circulated to the Committee as a revised report appendix 1B. This showed the recommended lengths of double yellow lines throughout Henslow Mews. The Committee was therefore now being invited to approve parking controls as set out on Plan F.

Ms Ingela Bjork Loch, a resident of Accordia, spoke, saying that she was positive about the scheme, but was asking that the double yellow lines on the angled section between numbers 13 and 14 Henslow Mews be reduced in length to avoid removing space in which to park two cars. In answer to members' questions, she said that residents were parking on a small part of the kerb, because there would otherwise be little room for cars and vans to pass safely on the narrow road. She had raised this objection in December, but had not raised it at the formal consultation stage.

In the course of discussing proposals for Accordia, members

- noted that it was difficult to apply lasting road markings to the block paving which was widely used in the area. The scheme being proposed for Accordia, a parking permit area, would not require individual parking bays to be marked on the road; there would be signs at zone entrance and exit points, and repeater signs within the zone. Generally speaking, permit holders could park anywhere in the zone unless there were double yellow lines
- welcomed the proposed scheme, commenting that it was something which the previous local County member, Councillor Ashwood, had wanted for a long time
- commented that parking on pavements would not be desirable, and noted that, as in other residents' parking schemes, this would not be permitted in the zone
- sought assurance that concerns raised in the course of consultation had been addressed, and noted that operation of the scheme would be kept under review.

Turning to the proposals for the Staffordshire Street area, members noted that there had been few objections or challenges to the TRO as advertised. Two City Councillors spoke as local members. Councillor Blencowe said that the informal consultation had been well attended and comments had been made then; some residents had long supported the introduction of parking controls in the area. Councillor Robertson said that residents had been wanting the scheme for the last five years. The local County member, Councillor Jones, warmly welcomed the scheme and thanked officers for their work; several older residents had told her that parking controls would never happen.

It was reported that, although parking on the pavement behind double yellow lines was usually prohibited, County civil enforcement officers had said that the pavement down Staffordshire Street was not part of the highway and were not enforcing prohibition of parking on the pavement behind the double yellow lines. Officers undertook to check that this was public highway, and if it was, would follow the matter up as a training issue for civil enforcement officers.

It was resolved unanimously to

- a) approve the parking controls in the Accordia area of Cambridge shown in the revised Plan B of Appendix 1 of the report before Committee (marked Rev F)
- b) approve the parking controls in the Staffordshire Street area of Cambridge shown in Plan A of Appendix 1 of the report before Committee
- c) 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)
- d) Inform the objectors accordingly.

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

The Committee received a report inviting it to determine objections received in response to the publication of waiting restrictions in Lovell Road. Members noted that implementing the proposed prohibition of waiting at any time on both sides of the road would help to prevent damage to the verges.

City Councillor Martin Smart, local member for King's Hedges, spoke to report that Lovell Road residents were in favour of measures to help resolve problems of parking and access. Properties had space for two or three cars to park off the road; it was assumed that many of the cars parked on the road belonged to people working nearby. Speaking as the local County member, Councillor Meschini also expressed her support, saying that she had reviewed the objections, and in her experience it was rare for cars to be parked directly opposite each other.

Other members expressed support for the proposals, welcoming measures to protect the verges and make the pavements safer for pedestrians.

It was resolved unanimously to

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

**27. DOCKLESS BIKESHARE CODE OF CONDUCT**

The Committee received a report presenting a draft code of conduct for the operators of dockless bikeshare schemes in Cambridge. Members noted that there was currently no legislative framework for the management of such schemes, and no such legislation was expected in the near future. Ofo already had about 550 bikes in Cambridge, and at least three other operators had expressed an interest in operating in the city. Other local authorities were adopting different approaches to regulation; a code of conduct had been developed for dockless bikeshare operators in Oxford.

Members noted that the operators had requested a modification to the draft code, to increase the time allowed for retrieving a cycle reported as causing a nuisance from 24 to 48 hours. Officers were proposing a modification, to require that the safety information for users include advice to check the brakes before using the bike.

Speaking at the Chairman's invitation, Councillor Martin Smart, the City Council's Lead Member for Cycling, expressed support for the draft code as a means of organising dockless bikeshare operators in the city. He described Cambridge as the lead cycling city in the UK, and reported that he had met a senior Ofo officer in Cambridge recently. The officer had acknowledged that the scheme had not performed well initially in Cambridge, but said that Ofo intended to do better in future. Councillor Smart pointed out that Ofo bikes were currently hired for no longer than a day, so were not in direct competition with local providers, though the operator was considering the introduction of longer hire periods in future.

In relation to abandoned bikes, Councillor Smart said that bikes had been dumped before Ofo had started; although there were cases of Ofo bikes being abandoned, usually only single or a few bikes were involved. He queried whether the code of conduct should, in addition to limiting the number of bikes in a trial phase, also specify a minimum number.

Speaking as the local member for Market, County Councillor Harrison expressed support for Councillor Smart's remarks. Market had a large number of Ofo bikes; some were not left in ideal places, but she had not heard any objections from residents. She commended efforts to encourage operators to act responsibly, and suggested that there should be no change to the requirement to remove a bike within 24 hours a report that it was causing a nuisance. The Chairman and officers confirmed that there was no proposal to amend paragraph 3.4 of the draft code.

In the course of discussing the draft code of conduct, members

- pointed out that there could be a delay before an obstructive bike was reported; it would be reasonable to maintain the 24-hour removal deadline
- noted that it was possible simply to pick up a single bike to move it out of the way; a large group of bikes blocking the pavement (as had been observed at some bus stops) might constitute an offence of obstructing the highway, which the Police would then deal with
- commented that dockless schemes differed from the docked bike schemes operated for example in London in that bikes did get left where they should not be
- suggested that riders should be asked not to leave dockless bikes in bike racks intended for general use; officers advised that this was covered in the Code of Conduct
- expressed concern at the standard of maintenance of the dockless bikes
- welcomed the inclusion of safety guidelines on a bike operator's app, and commented that those riding the bikes would often be inexperienced and unused to riding in Cambridge; helmets were not supplied with the bikes
- asked whether there was any means of the operator obtaining information on accidents involving their bikes, and including such information in the operator's annual report to Council. Members noted that this was not being proposed for inclusion in the code of conduct



- noted that meetings had been held between City Council officers and Ofo; the Council's City Rangers worked with Ofo to remove bikes causing an obstruction
- said that some retailers were reporting a decrease in the number of people hiring their bikes, and commented that competition with retailers would increase as more dockless schemes began to operate in the city
- commented that operators were unlikely to want to run a trial with a very small number of bikes, as it would yield neither useful information nor an good profit
- in relation to the provision that operators pay at least the living wage, noted that Ofo did pay this, but could not be required to do so. The code would be kept under review, and could be updated as necessary, but it was voluntary and unenforceable.

It was resolved unanimously to

support the Code of Conduct to encourage best practice from the operators of dockless bikeshare schemes in the city, subject to including in the Safety information for users advice to check the brakes before use.

Chairman



**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE  
PROPOSED IMPLEMENTATION OF WAITING RESTRICTIONS AT ANSTEY WAY,  
TRUMPINGTON, CAMBRIDGE**

*To:* **Cambridge Joint Area Committee**

*Meeting Date:* **24<sup>th</sup> July 2018**

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

*Electoral division(s):* **Trumpington (County and City)**

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

*Purpose:* **To determine objections received in response to the publication of waiting restrictions in Anstey Way, Trumpington, Cambridge.**

*Recommendation:* **a) Implement the restriction in Anstey Way as originally published.**

**b) Inform the objectors accordingly.**

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	Sonia Hansen	Names:	Councillor Donald Adey
Post:	Traffic Manager	Post:	
Email:	<a href="mailto:Sonia.Hansen@cambridgeshire.gov.uk">Sonia.Hansen@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:Donald.adey@cambridgeshire.gov.uk">Donald.adey@cambridgeshire.gov.uk</a>
Tel:	0345 045 5212		

## **1. BACKGROUND**

- 1.1 Anstey Way is a residential road located to the east of Trumpington High Street (A1309). It is located in the Electoral Division of Trumpington to the south of Cambridge City. Anstey Way runs from west to east from Trumpington High Street (A1309) to the junction of Paget Road/Foster Road with a further west and east arm (Anstey Way Gyratory) running from the north of Anstey Road (to the rear of the properties on Paget Road). A location plan can be found at Appendix 1.
- 1.2 A planning application has been submitted to Cambridge City Council as the Planning Authority for the proposed erection of 56 affordable apartments on the site bordered within the Anstey Way Gyratory. Parking is to be provided within the development site with two vehicular accesses onto the Anstey Way gyratory.
- 1.3 The proposal to prohibit waiting at any time on part of the west and east arm of Anstey Way has been proposed following the submission of a third party funded application for a Traffic Regulation Order (TRO). The prohibition of waiting at any time has been proposed by the applicant to ensure safe and unimpeded access into the development site during the construction phase of the works and to ensure that the visibility for vehicles emerging from accesses within the site once constructed are not impeded by parked vehicles therefore enhancing road safety. It is proposed that 7.5m of existing no waiting at any time on Anstey Way at the south of the proposed development site be revoked so that 4 parking bays can be incorporated on the southern boundary of the site. A plan of the proposed waiting restrictions are 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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 18<sup>th</sup> April 2018. The statutory consultation period ran from the 18<sup>th</sup> April 2018 to the 9<sup>th</sup> May 2018.
- 2.3 The statutory consultation resulted in three representations, two objections and one statement of support. These 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 third party funding contributions.

##### **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**

County Councillor and City Councillor Cllr Adey and the City Councillors, Cllr Avery & Cllr O'Connell were consulted. An objection was received from Cllr O'Connell.

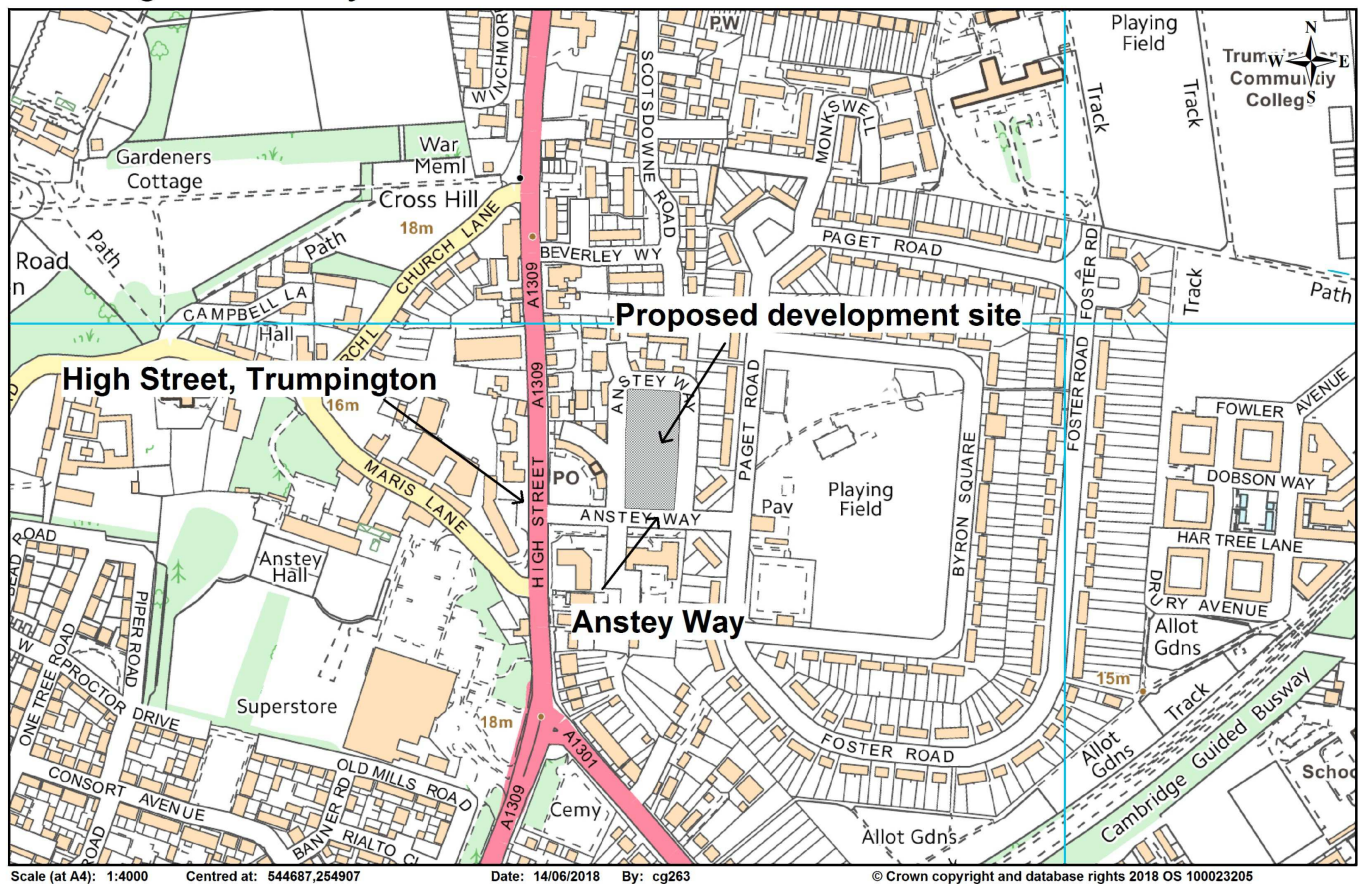
##### **4.7 Public Health Implications**

There are no significant implications within this category.

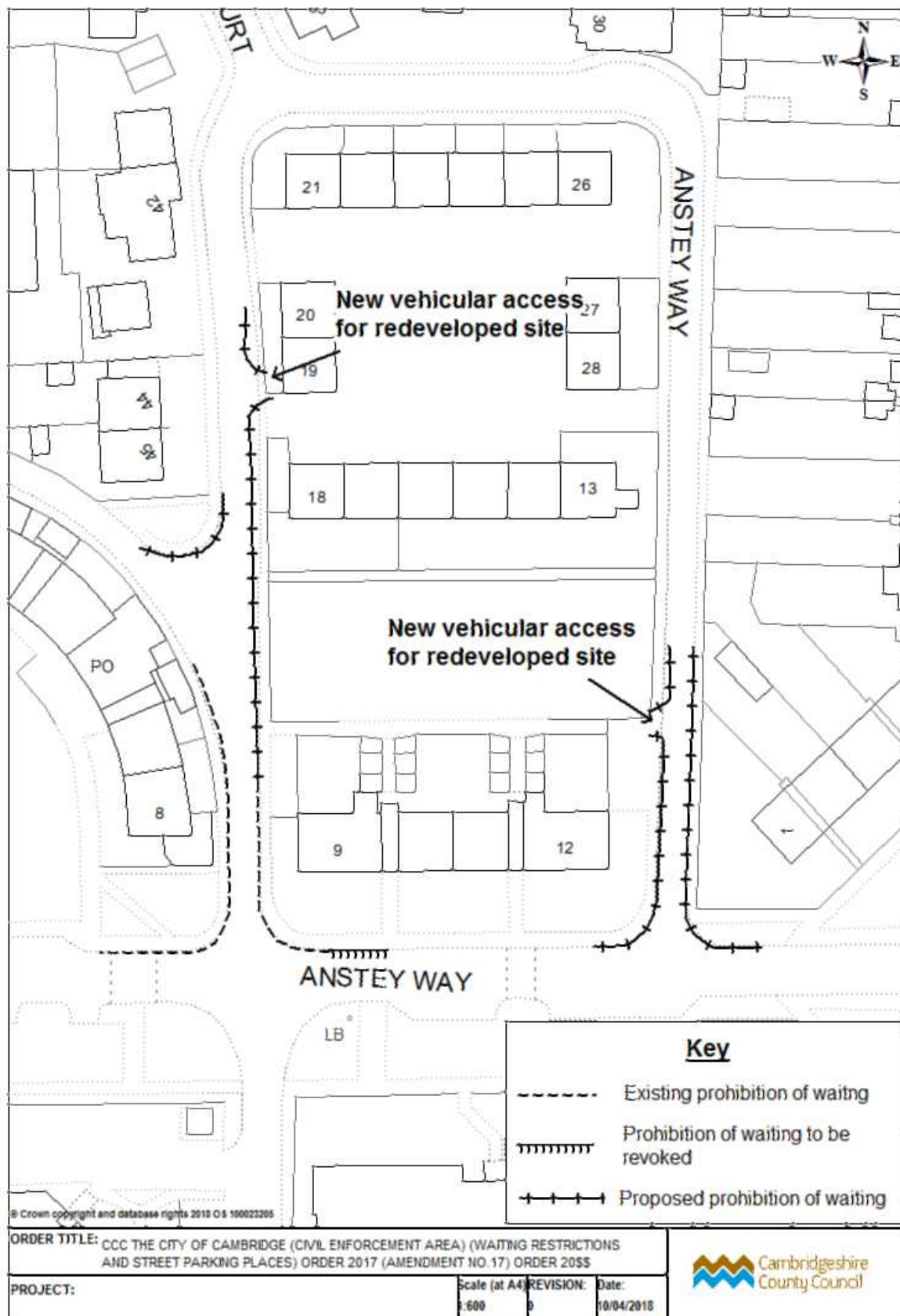
<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: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

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

## Appendix 1: Location Plan



## Appendix 2: Proposed restriction in Anstey Way





## Appendix 3

No	Consultation Responses	Officer's Comments
1	<p>Objection stating:</p> <ul style="list-style-type: none"> <li>We would like to object to the planned implementation of waiting restrictions on Anstey Way. The restriction will severely limit parking spaces available to the retail shops and residents in the flats above the shops.</li> <li>We are the tenants of one of the shops and always use the road for purposes of parking. Our vehicles are needed to conduct our business and therefore we need to park them within a close vicinity of the shop. Also several of our delivery vans and/or lorries use these spaces for loading and unloading goods. The limited spaces proposed will severely hamper the fluidity of our business. This is just our business, there are four other units which also operate requiring similar parking spaces.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed restrictions will result in a reduction of some on-street parking places in Anstey Way however the major concern is the safe movement of traffic on the public highway. There are a number of on-street parking bays located near the shops on High Street, Trumpington and also on Anstey Way. Parking will remain un-restricted behind numbers 1-6 Anstey Way and there is also a parking area/garages behind the shops and flats in Anstey Way. Whereas the previous dwellings on the development site had no off street parking provision within the site and therefore those residents that had vehicles had to find parking on street the new dwellings will benefit from an off street parking courtyard and driveways.</li> <li>Partly addressed above. To clarify the limitations of the restrictions of the proposed Traffic Regulation Order, the Order will not make it unlawful for vehicles to load or unload goods and therefore delivery vehicles will still be able to use the road for delivering goods. The proposed restrictions should improve access for delivery vehicles and service vehicles as it will keep the road clear leaving room for delivery vehicles to manoeuvre safely.</li> </ul>
2	<p>Objection stating:</p> <ul style="list-style-type: none"> <li>There is no obvious reason why restrictions are required on the western side of the loop, when there has been little report of trouble with the existing arrangements.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed parking restrictions on the western side will ensure that construction vehicles can access the site and manoeuvre safely and it will ensure that the visibility for cars emerging from the accesses (once the development is occupied) are not be impeded by parked vehicles, therefore enhancing safety. The proposed restrictions will improve road</li> </ul>

	<ul style="list-style-type: none"> <li>Residents in the new flats will benefit from allocated parking spaces, whereas not all existing residents have allocations and need to park on the road.</li> <li>On the Eastern side of the loop, there is a need for parking restrictions as larger vehicles - not associated with local residents - have been parking opposite, and blocking access to, the garages for properties backing on to Anstey Way. However, the proposed restrictions stop before reaching the point where they would be useful in preventing this. In conjunction with the restrictions on the Western side of the loop, the road is likely to become more congested and increase problems for these properties.</li> </ul>	<p>safety for all road users as it will mean vehicles travelling south along Anstey Way (to the west of the development site) will not have to pull into the opposing side of the carriageway potentially coming into conflict with oncoming vehicles travelling north towards Lingrey Court. The reduction in density of on street parking will improve visibility for pedestrians crossing the road.</p> <ul style="list-style-type: none"> <li>Whilst we acknowledge the proposed restrictions will result in a reduction of some on-street parking places in Anstey Way the major concern is the safe movement of traffic on the public highway. Whereas the previous dwellings on this site had no off street parking provision within the site and therefore those residents that had vehicles had to find parking on street the new dwellings will benefit from an off street parking courtyard and driveways. Parking will remain un-restricted behind numbers 1-6 Anstey Way and there is also a parking area/garages behind the shops and flats in Anstey Way.</li> <li>The proposed double yellow lines on the eastern side of Anstey Way will ensure that the junction (with Anstey Way) will remain clear of vehicles to enhance visibility at this junction as well as allowing for safe access/egress to the parking courtyard within the development. Off street parking is to be provided within the new development this should negate the need to park on street along this section of Anstey Way. As mentioned above parking will remain un-restricted behind numbers 1-6 Anstey Way and there is also a parking area/garages behind the shops and flats in Anstey Way so we wouldn't expect there to be displacement of vehicles from the west side of Anstey Way to the east . It would not possible to increase the restrictions proposed by the TRO without the need to re-advertise and re-consult.</li> </ul>
--	--	---

	<ul style="list-style-type: none"> <li>• A better solution would see either parking restrictions applied on only the eastern side of the loop, with the option of residents only parking on the western side kept available until such time as it can be implemented.</li> </ul>	<ul style="list-style-type: none"> <li>• A residents parking scheme would require thorough consultation and investigation and is beyond the scope of this Traffic Regulation Order. We understand that a Resident Parking Scheme is being proposed for Trumpington but consultation is not expected on this for at least a few years.</li> </ul>
3	<ul style="list-style-type: none"> <li>• I welcome the measures proposed, which should improve safety for pedestrians and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• Noted.</li> </ul>



**CROSS CITY CYCLING – RAISED TABLES, SPEED CUSHIONS AND RAISED ZEBRA**

*To:* Cambridge Joint Area Committee

*Meeting Date:* 24<sup>th</sup> July 2018

*From:* Transport Director : Greater Cambridge Partnership

*Electoral divisions:* Arbury, Kings Hedges, East Chesterton

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

*Purpose:* To determine an objection to a raised table junction and a raised zebra crossing as set out below.

*Recommendation:* a) Implement works in order to allow the raised junction and raised zebra crossing on the streets listed below, as advertised.

- 1) Mere Way – Arbury Road
- 2) Green End Road

<b><i>Officer contact:</i></b>	
Name:	Grant Weller
Post:	Project Manager
Email:	Grant.Weller@cambridgeshire.gov.uk
Tel:	01223 706121

## **1. BACKGROUND**

### **Purpose**

1. In June 2016 following public consultation, the five schemes were approved, and the overall budget was set at £8 million. Construction work commenced on the first of the schemes late in 2016. More details of the schemes can be seen at: <http://tinyurl.com/y7uccu6u>
2. There are a number of Traffic Regulation Orders (TROs) associated with the schemes, as well as a number of elements which required public notices to be advertised and displayed. This report sets out the objections and comments received to the TROs and items requiring notices, and seeks determination from the Cambridge Joint Area Committee.

### **Recommendations**

3. It is recommended that the Cambridge Joint Area Committee:
  - a) Note the objections and comments received;
  - b) Approve the orders and notices as advertised; and,
  - c) Inform the objectors accordingly.
  - d) Receive in future only those Orders that have received objections

### **Reasons for Recommendations**

4. The Executive Board approved the five Cross City Cycling schemes in June 2016. Some scheme elements require an additional statutory process to be followed, for which the public have an opportunity to object or comment. The Cambridge Joint Area Committee are tasked with determining the objections.
5. The elements that are subject to this further statutory process are components of the wider schemes.
6. Only those Orders that have objections need to be referred back to the Committee for decision.

## **Background**

7. TROs and formal notices have been advertised for the following two scheme elements:
  - Arbury Road, Raised T junction at Mere Way, speed cushions along Arbury Road
  - Green End Road (between Milton Road and Nuffield Road) Raised zebra crossing and speed cushions

Plans of the proposals can be seen in **Appendix A**.

8. The drafting of the orders and notices, and the advertising process was undertaken by the County Council's Policy and Regulation Team in a manner consistent with other orders promoted by the County Council.
9. Objections and comments from Stagecoach were received for the Arbury Road raised t junction and the Green End Road raised zebra crossing. These can be seen in a table with officer comments in **Appendix C**.

## **Future Traffic Regulation Orders**

10. For all future TROs it is recommended that only those TROs with objections be referred back to the Cambridge Joint Area Committee for decision. All other TROs will be sealed and implemented as advertised.

## **Implications**

11. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

### ***Legal***

12. These proposals will be authorised under Traffic Regulation Orders. There is a statutory process involved in making these orders and there is the possibility for objections to be made against them and made in respect of any failings in the required publicity/notice requirements. The report confirms at paragraph 19 that - "the TRO consultation process has been followed, a press notice was published, street notices were put up, and all statutory consultees informed".

### ***Risk Management***

13. Alterations to, and subsequent re-advertising of Traffic Regulation Orders will result in a delay in completing some scheme elements.

# APPENDIX A – TRAFFIC REGULATION ORDER PLANS

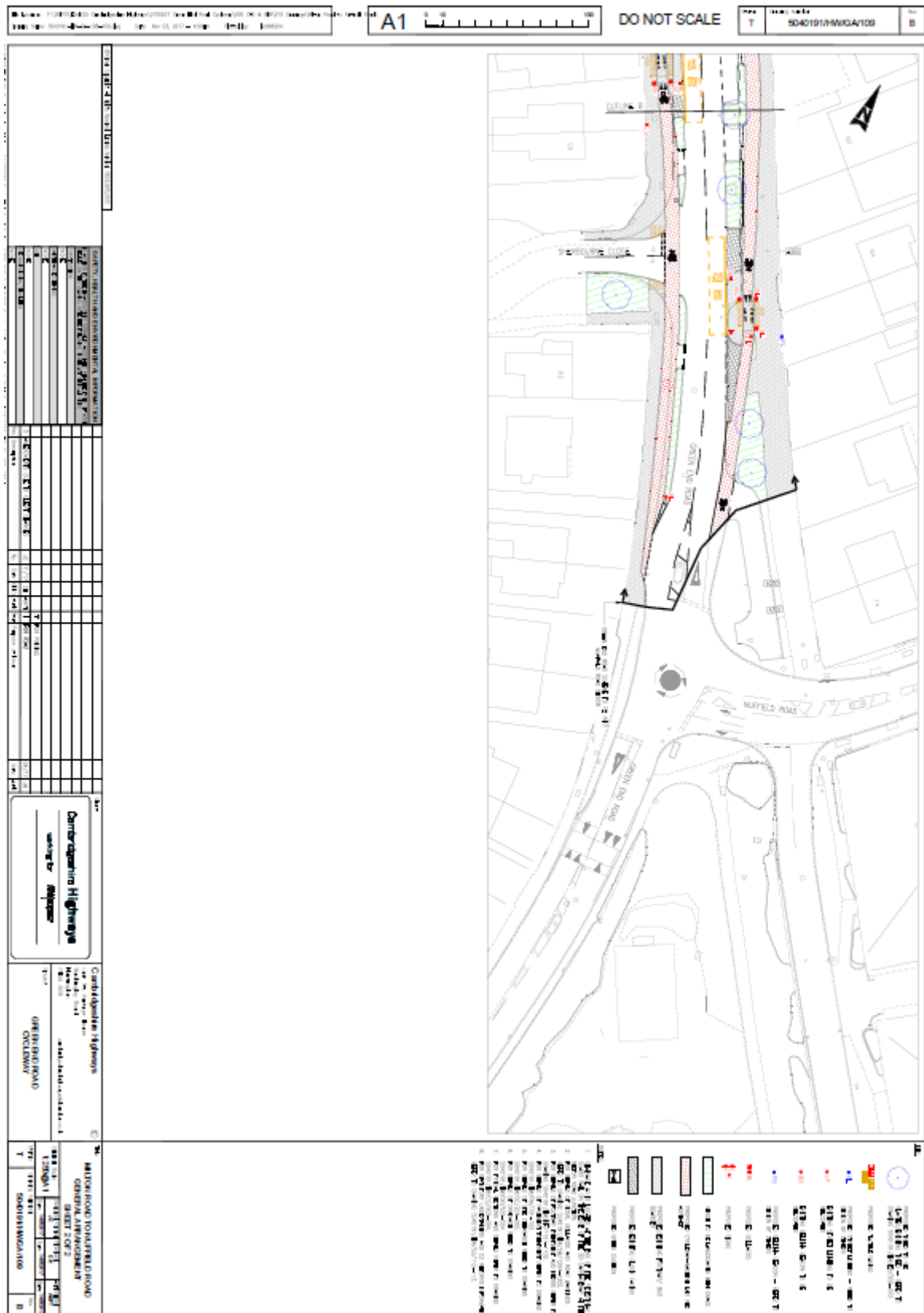
## Arbury Road





The figure consists of two plan view diagrams of a road layout. The left diagram shows a road with a central median, multiple lanes, and various traffic signs and markings. The right diagram shows a similar road layout but with different markings and signs. Both diagrams include a north arrow and a scale bar. The diagrams are labeled 'PLAN' and 'SECTION'.

## Green End Road



## APPENDIX B - Objections and comments, Hills Road

### Objections

On behalf of Stagecoach, I would like to strongly object to speed tables on this road section and also the Arbury section.

This section already has significant road calming and the speed tables that are present are not suitable for the length of our vehicles and the comfort of our passengers when travelling on these routes. The jolt from dropping down from these tables even at very slow speed is readily felt by our customers and our drivers, and more could have effects on our vehicles. Speed tables seem excessive for the routes that are suggested. Speed cushions are more appropriate if there has to be a speed measure, as our vehicles are not as adversely affected and our drivers already have their speeds monitored using our GPS driver system, so do not need to be slowed down in the same way that car drivers do.

In addition it has recently been proven that the slowing down and speeding up of vehicles for speed tables and humps has a detrimental effect on the emissions vehicles produce, that is ALL vehicles, as they have to accelerate after the speed hump or table.

Please consider these points when reviewing BOTH these traffic calming schemes  
Any tables cause the buses to rock and jolt, so our suggestion is that cushions are used rather than tables. Then our vehicles are not affected in the same manner and in doing so, our customers are not affected, whilst the cushions still have the calming effect that I understand the council is looking for. Our buses are monitored for their speed additionally so I suggest it is not the buses that need to be slowed down further.

Whatever the height of the table, the buses will still slow down, as will any other vehicle, large or small, and so the emissions will not particularly improve if the speed hump is lower.

### Officers Response

I have spoken to our Cycling Projects Team and they have confirmed that the raised tables to be installed have been designed to 55mm-65mm in height. This is a departure from the standard 75mm and would therefore be much shallower and offer a more forgiving ride for your vehicles, employees and passengers alike. In addition this will mean less requirement for the types of acceleration and deceleration of your vehicles as you have described which could be detrimental to emissions.

Source Documents	Location
Scheme plans Objections and responses in support of the advertised TRO Road Safety Audit comments Papers for CJAC July 2018	Shire Hall 3 <sup>rd</sup> Floor.



**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE  
PROPOSED IMPLEMENTATION OF PARKING CONTROLS FOR THE NEWNHAM  
AND COLERIDGE WEST AREAS OF CAMBRIDGE**

**To:** Cambridge City Joint Area Committee

**Meeting Date:** 24<sup>th</sup> July 2018

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

**Electoral division(s):** Newnham: Newnham (County): Newnham (City)  
Coleridge West: Romsey and Queen Edith's (County):  
Coleridge and Romsey (City)

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

**Purpose:** **To consider:**  
The objections received in response to the formal advertisement of parking controls in the Newnham and Coleridge West areas.

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

- a) Approve the parking controls as advertised in the areas shown in Appendix 1 (Newnham plans 1.1, 1.2, 1.3, 1.4 and 1.5)
- b) Approve the parking controls as advertised in the areas shown in Appendix 2 (Coleridge West plans 2.1, 2.2 and 2.3)
- c) Authorise officers, in consultation with chairman of CJAC local Members and, to make such minor amendments to the published proposals as are necessary prior to the implementation of the Traffic Regulation Orders (TROs)
- d) Authorise officers, in consultation with Chairman of CJAC and local members to finalise and agree the scheme designs prior to implementation
- d) Inform the objectors accordingly

<b>Officer contact:</b>	
Name:	<b>Nicola Gardner</b>
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 the limited on-street parking facilities. The ever-evolving demands on parking from those that live, work and visit Cambridge has seen the competition for free parking spaces soar and the level of congestion increase whilst air quality falls.
- 1.2 The removal of free unlimited parking within the city via the introduction of new Residents' Parking Schemes (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. The Newnham and Coleridge West schemes form part of phase 1.
- 1.5 The Greater Cambridge Partnership has committed to covering the costs associated with the consultation and implementation of all 26 schemes.
- 1.6 The public consultation for the proposed Newnham and Coleridge West schemes commenced on 23<sup>rd</sup> October 2017 and closed on 15<sup>th</sup> December 2017. Consultation documents (which included detailed plans of the proposed restrictions) were sent to all households and business within the defined areas. The consultations included public 'drop-in' sessions which gave residents the opportunity to discuss the proposed parking controls with officers. These sessions were well attended.
- 1.7 The results of these consultations showed that the majority of those that responded, support the introduction of parking controls:

Scheme	% Responded	% Supported	% Opposed	% Undecided
Newnham	36%	66%	22%	12%
Coleridge West	16%	53%	46%	1%

- 1.8 All comments and suggestions received during this consultation period and the additional information received from subsequent site visits with local county/city councillors and representatives of local residents' associations were reviewed. This facilitated further development of parking plans which offered more resident parking spaces, reduction of double yellow lines (DYLs) and re-classified parking bays.
- 1.9 These plans supported the next stage of the consultation process, which is the statutory publication and formal consultation phase. This sees public notices and Traffic Regulation Orders (TROs) being formally advertised on-street and in the local press, inviting the public to formally support or object to the proposals in writing. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.

## 2. MAIN ISSUES

### Statutory Consultation

- 2.1 On 4<sup>th</sup> May 2018, the proposed parking plans for the Newnham and Coleridge West schemes were formally advertised on-street and in the Cambridge News; Plans A –H show the proposed parking controls. Letters were also sent to all households and businesses within the defined schemes. This consultation period closed on 6<sup>th</sup> June 2018.

The results of these consultations showed:

Scheme	No. of responses	No. of responses that <u>opposed</u> the scheme	No. responses that <u>commented</u> on the scheme
Newnham	211	129	82
Coleridge West	60	31	29

### Newnham

- 2.2 A total of 211 written representations have been received which equates to 23% of the properties within the scheme. Of those responses 129 object to the proposal whilst 82 have offered comments, suggestions and/or asked for further clarification. Full details will be made available on the County Council's website.
- 2.3 The common issues raised by those submitting representations were:
- The introduction of Permit Parking Areas (PPA) for the Croft and Fulbrooke Road areas as it is believed that this method of signing a RPS would significantly reduce the level of signage required. This is a view mirrored by the City Council Conservation Team.
  - The level of traffic signs/road markings in the Croft is excessive and the requirement for the installation of additional poles unacceptable due to aesthetic impact on this conservation area (reference made to Norwich City who have removed the requirement for marked bays).
  - The introduction of additional Double Yellow Lines (DYLs) in particular on Hardwick and Derby Street, will reduce parking availability for residents.
  - The introduction of passing points, turning circles and the protection of fire hydrants is not required and will reduce parking availability for residents.
  - With the introduction of additional DYLs, the demand for resident parking may outstrip parking availability.
  - The provision provided for staff of local business and leisure/social facilities and for their clients/customers/visitors.
  - The operational hours proposed are too restrictive and it is suggested that a scheme operating Monday to Friday 11am to 2pm would address parking concerns in the area.

## 2.4 **Issue: The introduction of a Parking Permit Area (PPA) for the Croft Area.**

### **General Information**

- 2.4.1 PPAs are usually only considered for small isolated cul-de-sacs that lead directly off a main road, have a single entry/exit point. They were originally intended for roads

where it would be impractical to mark out permit holder bays, for example, on roads with poor alignment and regular dropped kerbs.

Signs are located at the entry/exit point of the scheme and are positioned face-on to oncoming traffic. These signs will be accompanied by repeater signs throughout the scheme unless the PPA is very small, i.e. a single street. Parking bays are not marked as parking is permitted anywhere within the scheme that is not restricted by DYLS. The absence of parking bay markings mean that repeater signs need to be provided at regular intervals to remind drivers of the permit parking.

The Highway Authority has a responsibility to ensure the free movement of traffic, protect access and provide a safe environment for other road users and DYLS are installed to reflect this.

The PPA approach has been used in Cambridge, but only in very selective locations. For example, the Accordia area, which naturally lends itself to this type of scheme as it is detached from other schemes, has a single point of entry/exit, a uniformed streets structure and marking bays in some roads would be impractical.

PPAs have been used in other local authority areas, but the absence of any significant local knowledge, makes it difficult to determine the reasons for using a PPA in each case and how successful they have been. Local circumstances will determine what form of signing/markings system is suitable in a given area.

#### **Scheme specific information**

- 2.4.2 86% of respondents expressed their concerns regarding the level and locations of signs throughout the scheme. 45% of those were suggesting the introduction of PPAs for the Croft and Fulbrooke Road areas as it is assumed, these would significantly reduce the level of signage required.

Whilst a PPA may seem to offer the solution to residents' concerns surrounding the level and location of signs/lines, the application of a PPA for the Croft area has been investigated and discussed at length with residents' and the local county councillor. For the following reasons, the introduction of a PPA was not considered a practical option.

#### **Determining a PPA size**

- 2.4.3 As the Croft area is a large diverse area with three entry/exit points, it does not fit the standard placement of a PPA.

The Highway Authority has a responsibility to ensure restrictions are clearly marked to avoid any confusion or ambiguity. As such, the distances and complex street layout from the signed entry points to the scheme's furthest point, Grantchester Meadows (in the region of 0.4m) is considered to be too long regardless of repeater signs.

#### **Accommodating limited waiting bays within a PPA.**

- 2.4.4 PPAs were previously only used "where parking in an entire road was reserved solely for permit holders and where no other parking or loading activities were permitted". However, the Traffic Signs Regulations and General Directions 2016 now allows this and says that a PPA "may include parking or loading bays for non-permit holders. TSRGD 2016 allows for the entrance sign to include an additional panel at the bottom with a legend such as "Except in signed bays". Therefore, limited waiting



bays can be included in a PPA, but all entry signs would be larger to accommodate the additional text. All limited waiting bays would need to be signed and marked to clearly show that these areas are not for resident permit holders.

### PPA signs size and sign location

- 2.4.5 PPA entry/exit signs are relatively large and positioned face-on to traffic as they need to be seen and understood by drivers whilst moving. Due to their size, PPA entry signs will need to be mounted on new poles. A conventionally signed RPS does not have large entry signs and the signs accompanying the resident bays would be smaller as they are viewed by stationary drivers. In addition, consideration also has to be given to the location of these signs in relation to the existing 20mph signs.

PPA signs:

- Two entry signs (one either side of the road) would be required at the entry point and two further exit signs at the exit points.
- Entry signs are larger than the standard RPS sign and measure 690mm wide x 965mm high (a standard RPA sign is 445mm wide x 360mm high). PPA entry signs are larger as they need to be read by moving drivers.
- PPA exit signs 370mm wide x 390mm high.
- PPA repeater signs measure 430mm wide x 420mm high. Due to the omission of bay markings, regularly spaced repeater signs will be required to avoid confusion to motorists.
- To ensure clarity to moving drivers, key signs such as a PPA and speed restriction signs should not be located together.

The size of the PPA entry/exit signs are determined by the Traffic Signs Regulations and General Directions 2016. Appendix 3, shows the sign plates required for both PPA and RPS signed schemes.

Number of signs required for each scheme type:-

Scheme Type	No. of larger PPA Entry/Exit Signs	No. of PPA Repeater Signs	No. of standard RPS Signs	No. of Limited Waiting Signs	Area of sign face (omitting limited waiting)	<b>TOTAL NO. OF SIGNS</b>
<b>PPA</b>	28	44	n/a	4	19.12m <sup>2</sup>	<b>76</b>
<b>RPS</b>	n/a	n/a	86	4	13.76m <sup>2</sup>	<b>90</b>

A subsequent parking map has been drafted to establish the aesthetic impact a PPA may have. Appendix 4, shows the location and level of signage required in the Croft to facilitate a PPA. This is summarised below.

Scheme Type	<b>TOTAL NO. OF SIGNS</b>	No. of signs situated on existing street furniture	No. of new poles required (Entry/ Exit signs may be located on the same post)	No. of signs located on walls (if approved/ agreed)
<b>PPA*</b>	<b>76</b>	25	38	2
<b>RPS</b>	<b>90</b>	26	43	21

\* Some entry and exit sign will be located back to back on the same posts.

### **PPA for Individual Streets**

- 2.4.6 As the signage for a PPA is very different to that required for a standard RPS, to avoid confusion they are not usually situated close together. Therefore due to the location of Fulbrooke Road and its direct access onto Grantchester Road, Fulbrooke Road does not fit the standard placement of a PPA.

If the Traffic Penalty Tribunal (TPT) believes that if signage is not clear and could be ambiguous to a driver, a scheme may be unenforceable.

As St. Marks Court and Barton Close, unlike the Croft, are both small cul-de-sacs with a single point of entry and detached from the scheme, they lend themselves to this type of scheme and could be considered as separate PPAs.

### **The use of 'T' marks for each individual space**

- 2.4.7 Bays identified with 'T' marking or a single white entry/exit line have not been considered for this scheme for the following reasons:

- Denoting each bay to a standard size of 5m will reduce parking availability as it dictates where vehicles can park, therefore removing the opportunity for smaller cars to take less space.
- Reducing continuous bay markings may increase the number of signs required. As the Highway Authority we have a responsibility to ensure that all restrictions are clearly identified. If bays are not identified on the highway via lines, additional signs will be required.
- The application of this principle can be seen in Norwich. A city where, due to the width of the highway, bays have been identified with single white lines which denote the start and the end of the bay. Additional signage has been installed to support the reduced bay marking.
- In the narrow streets of the Croft area, the width of the highway is of concern and as such, marked bays have been proposed to ensure parking is close to the kerbs.
- In terms of visual intrusion, there would be little difference between the two road marking options.

### **Marking DYLS**

- 2.4.8 Primrose colour 50mm DYLS have been proposed for this scheme as they are a paler shade and visually less intrusive.

### **Scheme enforcement**

- 2.4.9 The Highway Authority, when developing new RPSs has a responsibility to abide by legislation and take account of informed guidance from bodies such as Traffic Penalty Tribunal (TPT). The Highway Authority is legally required to ensure that all restrictions are clearly identified and all signage is unambiguous. Failure to uphold these basic principles, may result in a scheme, as a whole, being unenforceable and may also have financial implications.

A recent TPT case (Mr Anthony Charles, Mr Martin Hickson, Mr Iain O’Cleary, Mr Adam Rowstron & Miss Naomi Morgan v Coventry City Council) has emphasised the importance of appropriate and adequate signage. Although, the parking scheme in question is not a PPA, the restrictions are ones that omit road markings and use upright zone entry signage. Hence, the required signing is very similar to that required for a PPA. Coventry City Council lost the case and one of the main deficiencies highlighted by TPT was inadequate repeater signs. The point being that with larger zones, drivers cannot be expected to retain and act on the information seen when they enter the zone over longer distances, so drivers need regular reminder signs when they are within the zone.

### **Summary**

- 2.4.10 In short, a PPA would remove the requirement to provide white road markings for resident permit holder bays, but the trade-off would be that large entry signs would need to be installed. A conventionally signed RPS requires both upright signs and road markings within the zone, but no entry signs. Both require regular repeater signs, some on lamp columns and some on new posts. In terms of visual intrusion, it is felt that the difference between the two signing systems is negligible. The difference in costs between the two is not significant either as the omission of markings within a PPA is offset by the need for large PPA entry signs. There is also a benefit in signing all RPSs in Cambridge in a similar way to ensure a degree of consistency. Whilst on balance, the officer view is that a conventionally signed RPS delivers a scheme that will be more readily understood by drivers and is less likely to create enforcement issues than a PPA, officers are happy to work with the chairman of CJAC and local Members to finalise a design that takes into account the local environment.

## **2.5 Issue: The introduction of DYLS**

- 2.5.1 22% of respondents have asked for the proposed turning circles (Marlowe Road), passing places and fire hydrant protection (Marlowe Road, Eltisley Avenue and Owlstone Road) to be removed to provide additional residents’ parking spaces.

### **The introduction of DYLS on Hardwick and Derby Streets**

- 2.5.2 When considering a new RPS the Highway Authority has a responsibility to ensure the free movement of traffic, protect access and provide a safe environment for other road users and DYLS are installed to reflect this.

There are set criteria that have to be considered when planning a scheme, which include:

- All marked bays have to be a minimum width of 1.8m as detailed in the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)

- An unobstructed carriageway width of 3.1m is required to ensure the free flow of traffic including larger vehicles, such as emergency and refuse lorries in one direction.
- To facilitate parking on one side of a road, the road must be 4.9m wide and to facilitate parking on both sides, 6.7m.

As the width of Hardwick Street ranges from 5.9m to 6.20m it is not wide enough to accommodate parking on both sides. The same applies to Derby Street.

Parking on pavements would only be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles. The government's report on 'Inclusive Mobility' recommends, 1.5m for the safe passage of a wheelchair user and an ambulant person side-by-side.

### **The introduction of DYLS to protect access**

- 2.5.3 To ensure the free movement of traffic, consideration needs to be given to providing turning circles, passing points and protecting essential assets such as fire hydrants.

To maximise parking spaces in this area, fire hydrant protection and the requirement for passing places have been brought together to reduce the level of restrictions.

### **Summary**

- 2.5.4 The introduction of turning circles and passing points is essential to remove the need for any vehicle to reverse for long distances and (on these streets) directly on to junctions. The fire and rescue service has previously expressed concerns about access to some streets within the Croft and have asked for yellow lines at specific locations. It also gives the fire service clear access to hydrants.

## **2.6 Issue: The internal demands on parking spaces within RPS**

- 2.6.1 26% of respondents expressed their concerns regarding the reduction of available parking spaces as a result of the introduction of additional DYLS. Residents' have asked if there is sufficient space to accommodate the current demand for residents' parking.

Parking in Hardwick Street, Derby Street and sections of Grantchester Meadows in its current form, is unsustainable and could represent hazards to all road users. In order to regulate parking effectively for the benefit of all highway users it will be necessary to make changes which will ultimately limit and reduce overall car parking on the street. Whilst this is regrettable, the safety of all highway users should take primacy over the availability of car parking space.

Residents' parking schemes are designed to benefit residents on the whole, however there will always be some displacement of parking to surrounding areas.

The Mott Macdonald survey which was undertaken in November 2016 gives an indication of the demand on parking within the Croft area. At the time this survey was completed, there was sufficient parking capacity within the Croft area.

## **Summary**

- 2.6.2 The introduction of parking controls and subsequent reduction in available parking spaces will inevitably have an impact on the local community. For some it will be positive with a reduction in the demands for parking by non-residents and for others negative, as parking may not be so readily available close to their homes.

## **2.7 Issue: Displaced Parking**

### **Permits for staff of local business within the RPS**

- 2.7.1 A new scheme specific permit type has been proposed to accommodate the staff that work within local businesses which supports the local community as a whole.

The local County Councillor in consultation with the Chairman of H&CI has agreed that eligible businesses will be able to apply for up to 2 annual 'staff' permits, the limit applied to residents' permits within this scheme.

This is in line with the decision made by H&CI on 13<sup>th</sup> February 2018 which enables amendments to the Residents Parking Scheme Policy to address specific local circumstances. This is applicable to new schemes introduced from 2018 onwards.

### **Parking provision for additional staff, clients/customers and those attending events at the social club.**

- 2.7.2 As a direct result of the concerns raised during the informal consultation process for this scheme, limited waiting, pay and display bays and mixed use bays have been incorporated into this scheme to sustain access to local businesses. Whilst these bays will operate 9am to 5pm on all days, the operational hours of the residents' permit scheme will only be 11am to 2pm from Monday to Friday. Therefore, outside of these hours, parking will be unrestricted and available to residents' and/or non-residents'.

The limited waiting bays in this scheme have been located close to the businesses within the Croft area and have a maximum stay of 30 minutes. The pay and display bays have a maximum stay of 4 hours and have been located on the periphery of the scheme to reduce the impact on residents' parking.

County Council officers have been working closely with colleagues in Cambridge City Council with a view to extending the operational hours of the Lammas Land car park to better reflect the proposed RPS operational hours. Whilst this is likely to be a chargeable car park, it will offer staff and visitors additional parking opportunities.

### **Parking provision for non-local commuters**

- 2.7.3 As detailed above, limited waiting bays and pay and display bays have been incorporated into this scheme which offer some parking options for non-residents. In addition there is parking available at Lammas Land Car Park. This car park is currently operational between 10am to 6pm on all days, but as detailed above, this is being reviewed.

There is also currently availability in 4 of the 5 park and ride sites:

Site	No. Available spaces	Ave. Occupancy	Ave. Free capacity
Babraham	1458	67%	481
Maddingley	930	55%	518

Milton	792	35%	514
Newmarket	873	41%	515
Trumpington	1340	97%	40
<b>Total</b>	<b>5393</b>		

### **Improved local transport links**

- 2.7.4 A number of initiatives are currently being considered by the Greater Cambridge Partnership (GCP). These initiatives will focus on improving transport links into Cambridge by offering those that live, work and visit Cambridge more sustainable transport options. The GCP meeting to be held on 29<sup>th</sup> July 2018 will discuss these infrastructure projects.

### **Summary**

- 2.7.5 Balancing the needs of both residents and those of the wider local community will always be a challenge due to the conflicting needs and priorities of the community as a whole.

## **Coleridge West**

- 2.8 A total of 60 written representations have been received. Of those 31 object to the proposal whilst 29 have offered comments, suggestions and/or asked for further clarification. Full details will be made available on the County Council website.

- 2.9 The common issues raised by those submitting representations were:
- There was inadequate public consultation.
  - The introduction of additional DYLS and in particular on David Street, Fletcher's and Swanns Terrace, will reduce parking availability for residents.
  - The cost of permits is too high and the introduction of a RPS may bring little benefit to residents.
  - The parking provision is being provided for commuters and improving transport links.
  - Access issues.
  - The operational hours proposed are too restrictive and it is suggested that a scheme operating Monday to Friday 10am to 6pm would address parking concerns in the area.

## **2.10 Issue: The public consultation**

- 2.10.1 Over 18% of respondents believe that as a result of the low response rate to the public consultation, further consultation should have been undertaken prior to moving to the final formal consultation stage.

- 2.10.2 As detailed above (1.6), the public consultation for the proposed Coleridge West scheme commenced on 23<sup>rd</sup> October 2017 and closed on 15<sup>th</sup> December 2017. The results of this consultation showed that the majority of those that responded, support the introduction of parking controls:-

<b>Scheme</b>	<b>% Responded</b>	<b>% Supported</b>	<b>% Opposed</b>	<b>% Undecided</b>
Coleridge West	16%	53%	46%	1%

Consultation documents were hand-delivered to all households and businesses within the defined areas giving residents' the opportunity to express their concerns regarding the proposed parking restrictions. In addition, 'drop-in' sessions were held on 7<sup>th</sup> September 2017 and 21<sup>st</sup> September 2017 giving residents' the opportunity to ask officers questions regarding the proposed scheme or residents' parking in general.

### 2.10.3 Summary

In-line with the Residents Parking Scheme Policy, as the majority of households that responded to the public consultation supported the introduction of a residents' parking scheme, the scheme progressed to statutory consultation.

The Residents' Parking Policy was ratified by Cambridge City Joint Area Committee (CJAC) on 24<sup>th</sup> January 2017 and approved by the Highways and Community Infrastructure Committee (H&CI) on 14<sup>th</sup> March 2017.

## 2.11 Issue: The introduction of DYLS

2.11.1 15% of respondents have asked that the level of DYLS proposed be reviewed particularly on David Street, Fletcher's Terrace and Swanns Terrace to provide additional residents' parking spaces.

2.11.2 When considering a new RPS the Highways Authority has a responsibility to ensure the free movement of traffic, protect access and provide a safe environment for other road users and DYLS are installed to reflect this.

There are set criteria that have to be considered when planning a scheme, these include:

- All marked bays have to be a minimum width of 1.8m as detailed in the Traffic Signs Regulations and General Directions 2016 (TSRGD 2016)
- An unobstructed carriage way width of 3.1m is required to ensure the free flow of traffic including larger vehicles, such as emergency and refuse lorries in one direction.
- To facilitate parking on one side of a road, the road must be 4.9m wide and to facilitate parking on both sides, 6.7m.

2.11.3 As the width of David Street is 6m, it is not wide enough to accommodate parking on both sides of the road. Whilst the average width of Fletcher's Terrace and Swanns Terrace fall below the stated 4.9m, emergency vehicles would be able use the adjacent pavement to gain essential access.

2.11.4 Parking on pavements would only be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles. The government's report on 'Inclusive Mobility' recommends, 1.5m for the safe passage of a wheelchair user and an ambulant person side-by-side.

If pavement parking has been formalised (i.e white bays marked on the pavement) prior to the introduction of a new scheme, this will be honoured and incorporated into the new scheme.

#### **2.11.5 Summary**

The introduction of DYLS in this scheme is essential to ensure vehicles such as fire engines have unrestricted access to all properties and can move freely throughout the scheme.

### **2.12 Issue: Permit Cost**

2.12.1 15% of respondents have raised concerns about the implied benefits a RPS may bring and if the cost of the scheme (both financially and in relation to the reduction of space) offers value for money.

2.12.2 As a RPS benefits a small and localised group of residents, the general principle will apply that development, set up and ongoing costs should be covered by those directly benefiting from the introduction of a RPS.

2.12.3 GCP have committed to covering the associated implementation cost of these schemes. Residents' will only be required to pay for permits.

#### **2.12.4 Summary**

The introduction of parking controls and subsequent reduction in available parking spaces will inevitably have an impact on the local community. For some it will be positive with a reduction in the demands for parking by non-residents and for others negative, as parking may not be so readily available close to their homes.

### **2.13 Issue: Parking displacement and improved local transport links**

2.13.1 15% respondents from both residents and non-residents, questioned what parking provision that will be provided for commuters and, what steps are being taken to improve local transport links. These points are addressed below.

#### **Displaced Parking**

2.13.2 Parking in its current form, is unsustainable and could represent hazards to all road users. In order to regulate parking effectively for the benefit of all highway users, it will be necessary to make changes which will ultimately limit and reduce overall car parking on the street prioritising, where appropriate, parking for residents. Whilst this is regrettable, the safety of all highway users should take primacy over the availability of car parking space.

2.13.3 Limited waiting and pay & display bays have been incorporated into this scheme which offer parking options. In addition it is proposed that the pay & display bays on Clifton Road be limited to a maximum stay of 8 hours, to support local business by offering parking for both clients and staff. Due to the location of Clifton Road, this area lends itself to pay & display parking. The scheme operational hours have also been reduced to 10am to 6pm, Monday to Friday to support local recreational facilities.

2.13.4 There is currently availability in four of the five park and ride sites. See item 2.7.3 for full details.



### **Improved local transport links**

2.13.5 A number of initiatives are currently being considered by the GCP. These initiatives will focus on improving transport links into Cambridge by offering those that live, work and visit Cambridge more sustainable transport options.

#### **2.13.6 Summary**

When introducing RPSs, there will always be some displacement of parking to surrounding areas. Unfortunately this is unavoidable, as in order to ensure safe parking and free flow of traffic, parking must be regulated and made safe.

### **2.14 Issue: Access issues**

2.14.1 A further 15% of responses have raised access issues in particular those surrounding visibility and bays that encroach access points such as drive ways.

2.14.2 Due to the high level of requests for dropped kerb accesses received during the consultation period (particularly on Coleridge Road), a number of changes will be made to the attached plans, if approved, prior to the scheme installation. As the introduction of dropped kerbs will reduce the number of marked parking bays and as such decrease the natural speed calming that parked cars provide, the Road Safety Team have reviewed the proposed plans. The Road Safety Team have confirmed there are no safety concerns at this time.

#### **2.14.3 Summary**

The concerns raised have been reviewed and where access/visibility has been impeded, the plans have been amended accordingly. This has included reducing bay lengths and in one case removing a bay to improve access. In some cases the plans had simply been misinterpreted.

### **2.15 Conclusion**

Area wide parking schemes will never provide a perfect solution to parking problems as the introduction of such a schemes will inevitably have an impact on the local community. Although it will offer advantages in relation to improved road/pedestrian safety, reduced traffic flow and lessen the demand on parking spaces, it will reduce the number of available parking spaces which may affect residents parking patterns and have a negative impact across the scheme.

Once approved, TROs are usually implemented within 12 months to avoid any potential for legal challenge. Officers will liaise with local councillors to determine the best time for implementation.

## **3. ALIGNMENT WITH CORPORATE PRIORITIES**

### **3.1 Developing the local economy for the benefit of all**

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

### **3.2 Helping people live healthy and independent lives**

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

### **3.3 Supporting and protecting vulnerable people**

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

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The Greater Cambridge Partnership have committed to covering the costs associated to the implementation of the Newnham and Coleridge West 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 the Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway".

### **4.4 Equality and Diversity Implications**

Community Impact implications attached, see appendix 4

#### 4.5 Engagement and Communications Implications

There are no significant implications within this category.

#### 4.6 Localism and Local Member Involvement

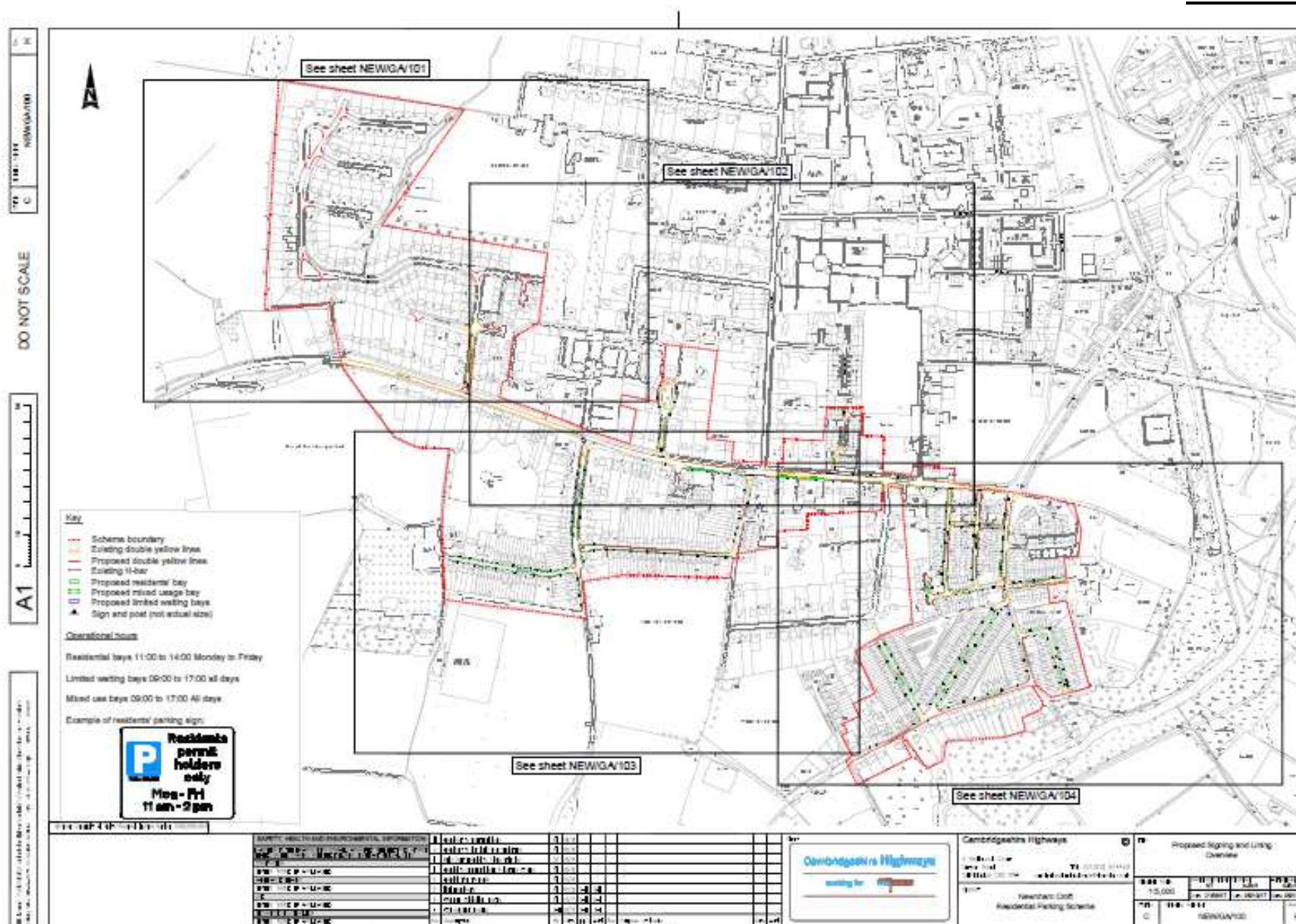
Interaction with the local County Councillor and residents has been essential to ensuring the proposed scheme best meets the needs of the local community.

#### 4.7 Public Health Implications

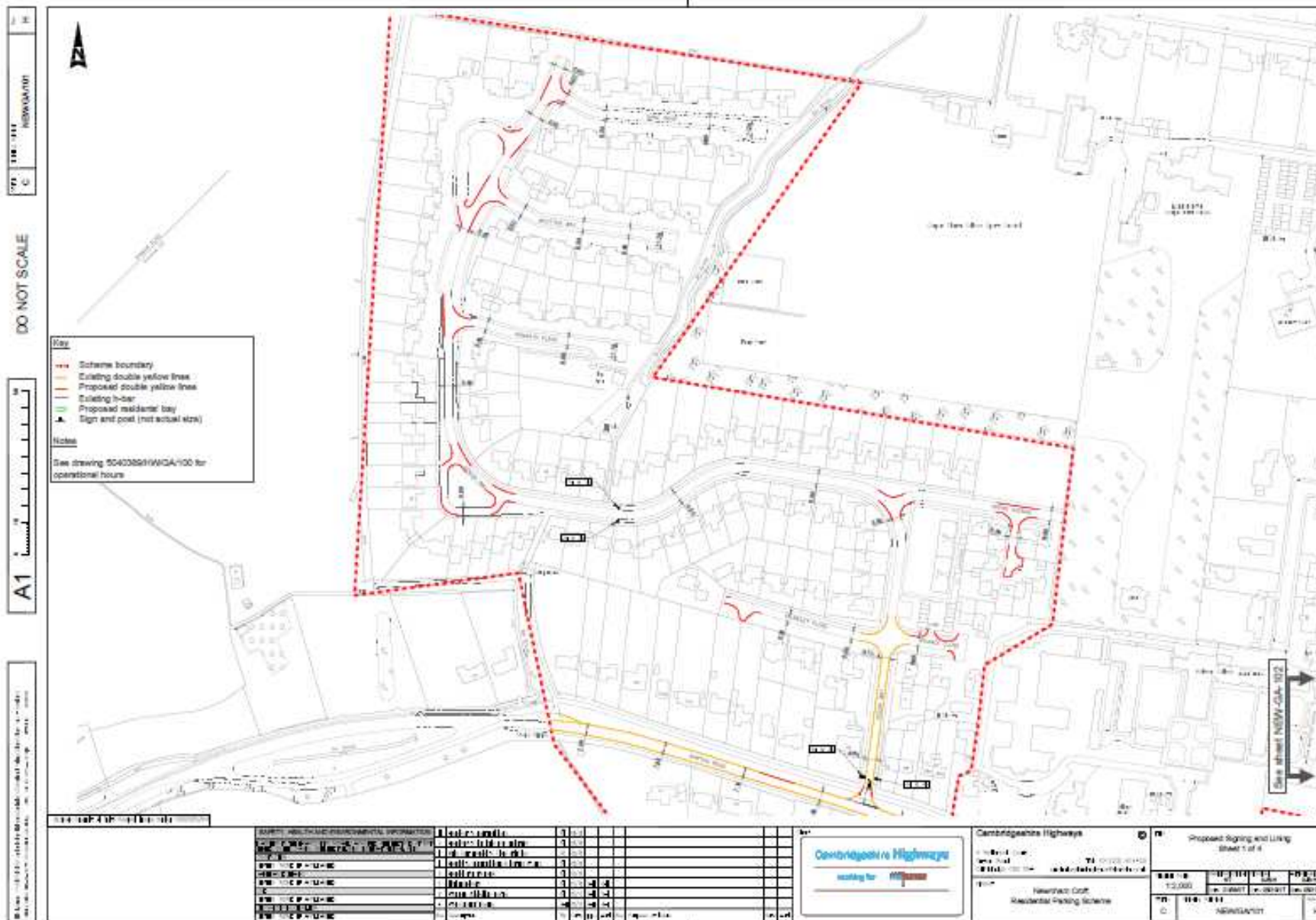
The proposed RPSs will reduce congestion and encourage the use of more sustainable travel options for visitors, which will have a positive impact on air quality and therefore impact on public health.

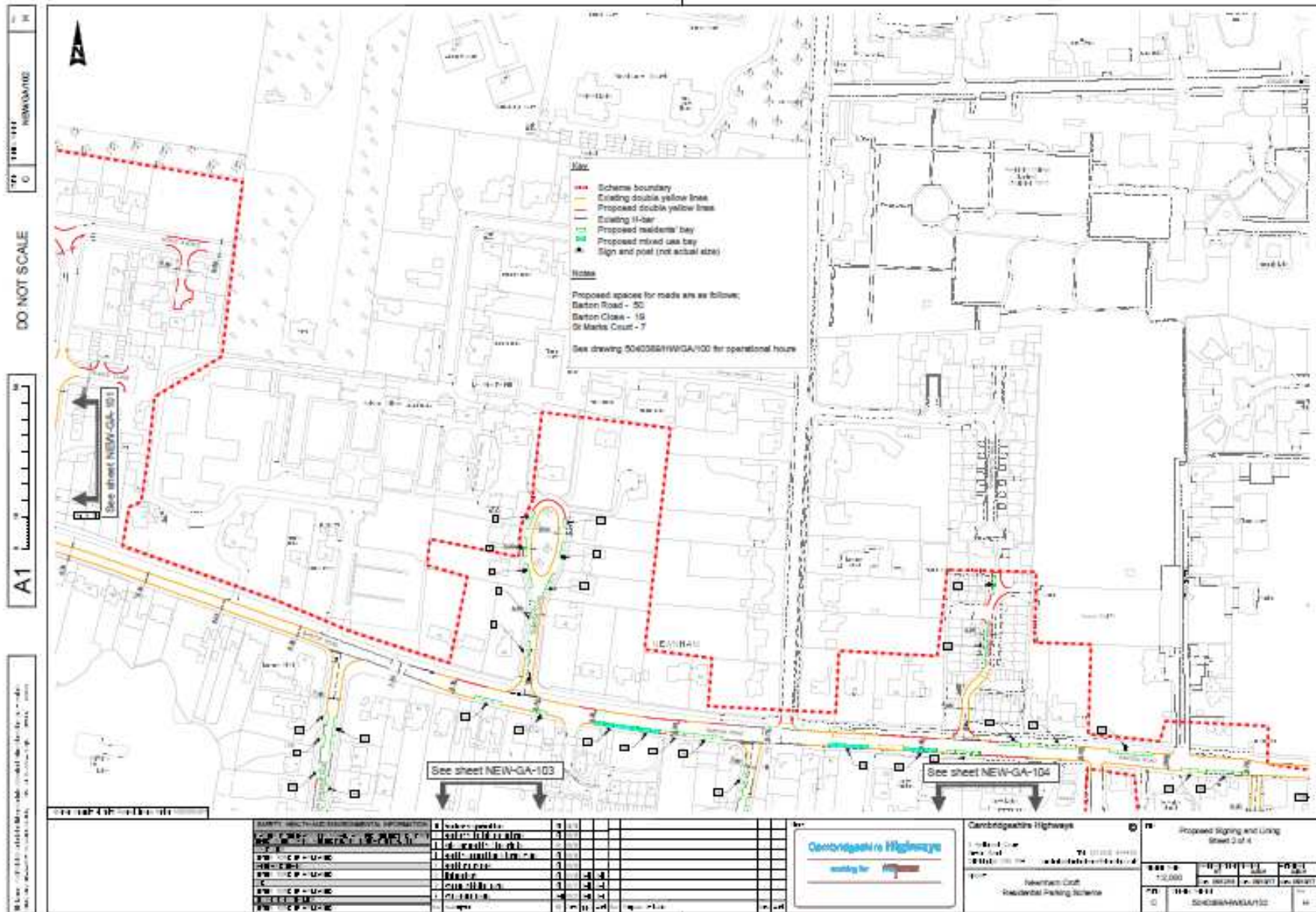
Implications	Officer Clearance
<b>Have the resource implications been cleared by Finance?</b>	<b>Yes</b> Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	<b>No Response</b> Name of Officer: Paul White
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	<b>Yes</b> Name of Legal Officer: Debbie Carter-Hughes
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	<b>No Response</b> Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	<b>Yes</b> Name of Officer: Joanne Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	<b>No Response</b> Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	<b>Yes</b> Name of Officer: Stuart Keeble

Source Documents	Location
Residents' Parking Scheme Policy	<a href="https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true">https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true</a>
Cambridge City Joint Area Committee – 24 <sup>th</sup> January 2017	<a href="https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/151/Committee/11/Default.aspx">https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/151/Committee/11/Default.aspx</a>
Highways and Community Infrastructure Committee meeting – 14 <sup>th</sup> March 2017	<a href="https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/199/Committee/7/Default.aspx">https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/199/Committee/7/Default.aspx</a>
Traffic Penalty Tribunal (TPT) Mr Anthony Charles, Mr Martin Hickson, Mr Iain O'Cleary, Mr Adam Rowstron & Miss Naomi Morgan v Coventry City Council.	<a href="https://www.trafficpenaltytribunal.gov.uk/coventry-restricted-parking-zone-decision-and-explanatory-note/">https://www.trafficpenaltytribunal.gov.uk/coventry-restricted-parking-zone-decision-and-explanatory-note/</a>
Mott MacDonald – Cambridge On-Street Residential Parking Study.	<a href="https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Cambridge%20On-Street%20Residential%20Parking%20Study.pdf">https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Cambridge%20On-Street%20Residential%20Parking%20Study.pdf</a>

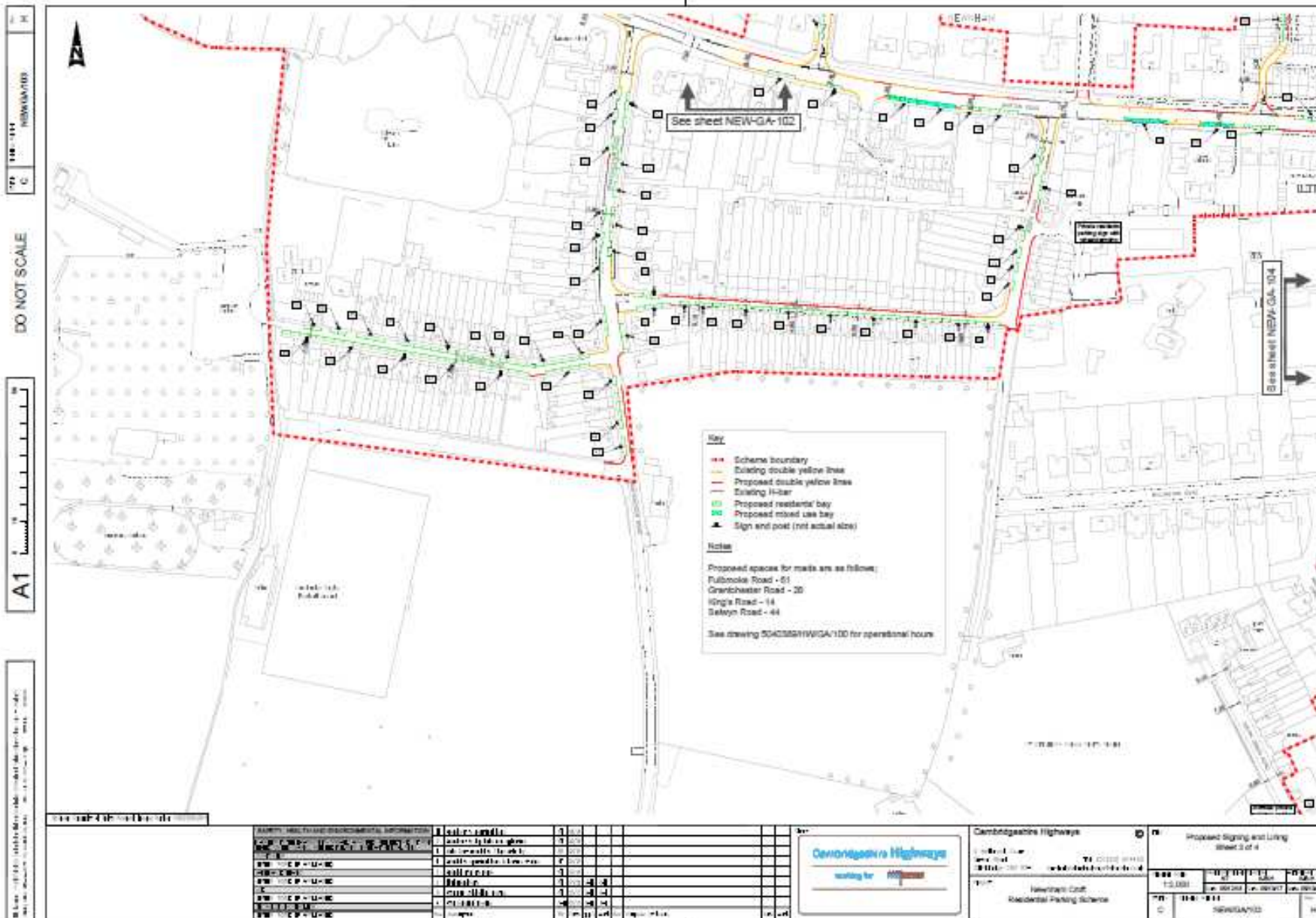




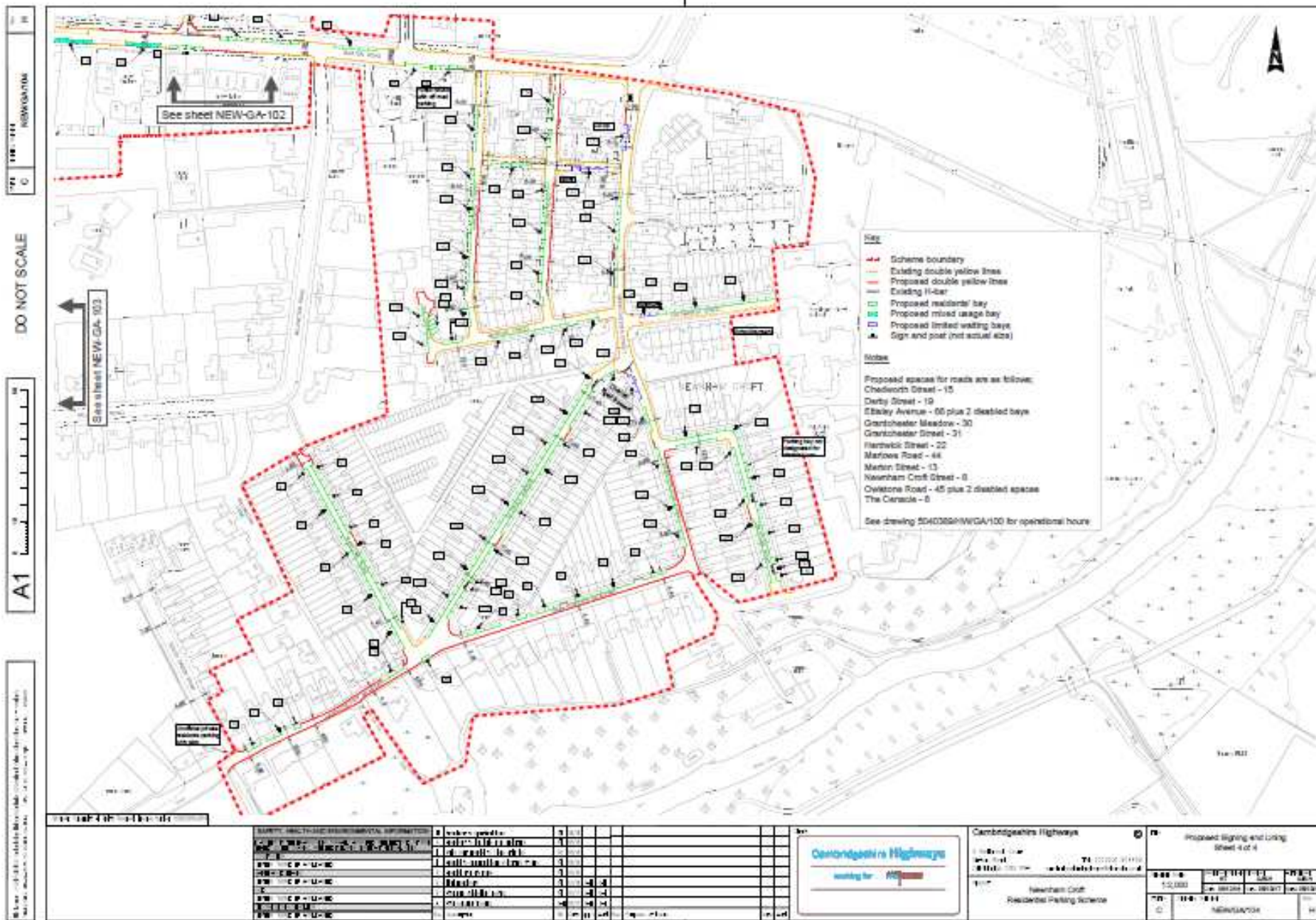






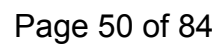




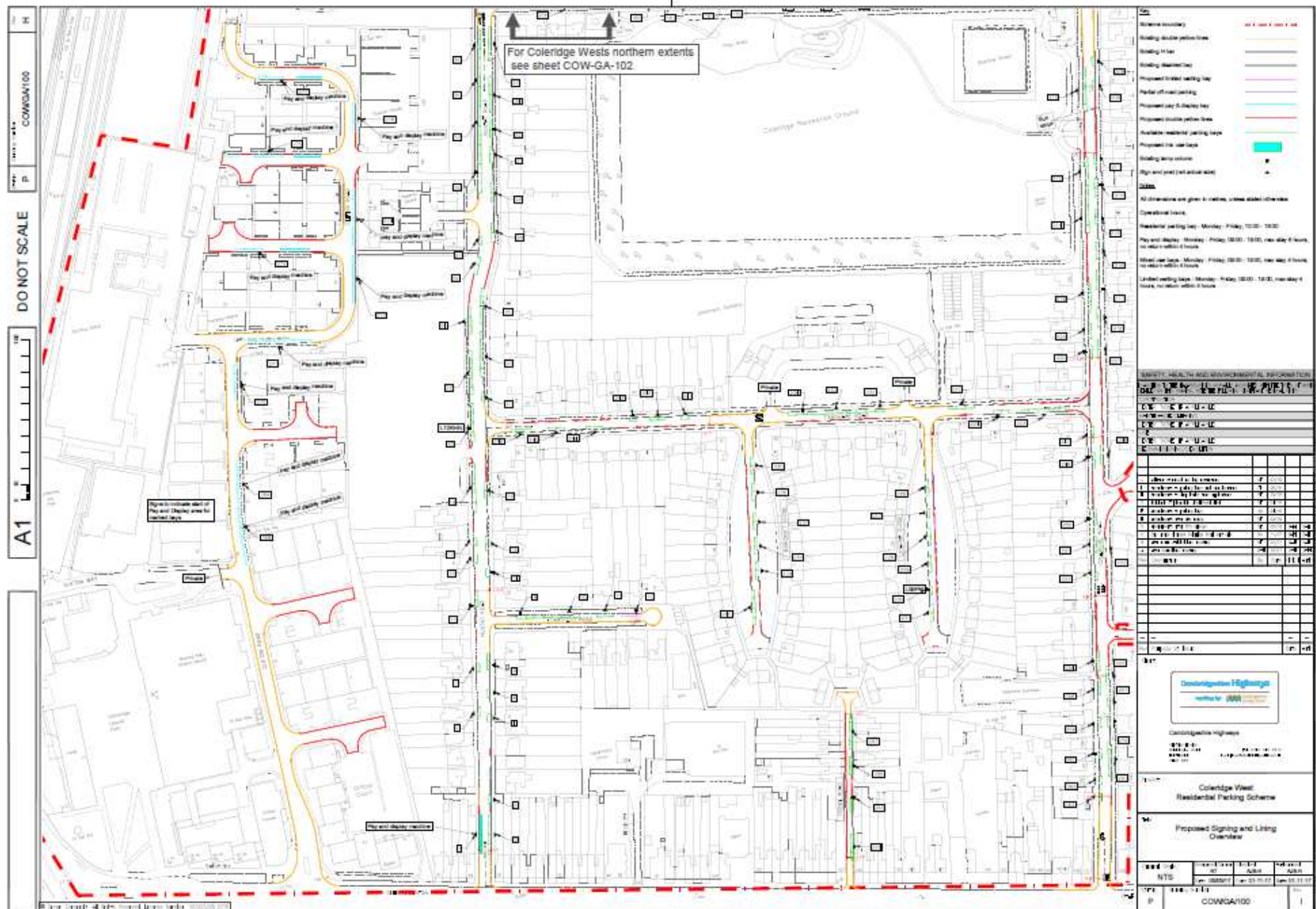




### Plan 2.1 (Coleridge West)

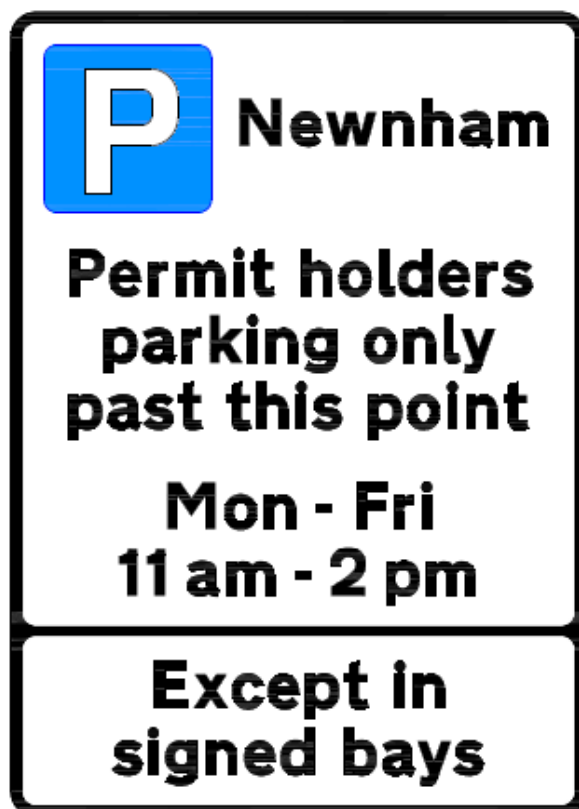












Scheme Ref.	Newnham		
Sign Ref.	PPA entry with sub plate	x-height	40.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	690mm
Border	BLACK	Height	965mm
Material	Class RA2 (12899-1:2007)	Area	0.66m <sup>2</sup>

Based upon Ordnance Survey material with the permission of the controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes copyright and may lead to prosecution.  
© Crown Copyright and database rights (2015) Ordnance Survey 100023205

Project  
**NEWNHAM  
PROPOSED RESIDENTS PARKING**

Title  
**RESIDENTS PARKING  
SIGN DESIGN**

Drawing Number  
**NEW-1200-009**

Scale	Drawn	Date
NTS	NT	03/07/18



**Cambridgeshire  
County Council**



Scheme Ref.	Newnham		
Sign Ref.	PPA end	x-height	40.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	370mm
Border	BLACK	Height	390mm
Material	Class RA2 (12899-1:2007)	Area	0.14m <sup>2</sup>

Based upon Ordnance Survey material with the permission of the controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes copyright and may lead to prosecution.  
© Crown Copyright and database rights (2015) Ordnance Survey 100023205

Project  
**NEWNHAM  
PROPOSED\_RESIDENTS\_PARKING**

Title  
**RESIDENTS\_PARKING  
SIGN\_DESIGN**

Drawing Number  
**NEW-1200-004**

Scale	Drawn	Date
NTS	NT	27/02/18



**Cambridgeshire  
County Council**



Scheme Ref.	Newnham		
Sign Ref.	Repeater 25	x-height	25.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	430mm
Border	BLACK	Height	420mm
Material	Class RA2 (12899-1:2007)	Area	0.18m <sup>2</sup>

Based upon Ordnance Survey material with the permission of the controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes copyright and may lead to prosecution.  
© Crown Copyright and database rights (2015) Ordnance Survey 100023285

Project  
**NEWNHAM  
PROPOSED RESIDENTS PARKING**

Title  
**RESIDENTS PARKING  
SIGN DESIGN**

Drawing Number  
**NEW-1200-006-REVB**


Scale	Drawn	Date
NTS	NT	10/05/18



**Cambridgeshire  
County Council**



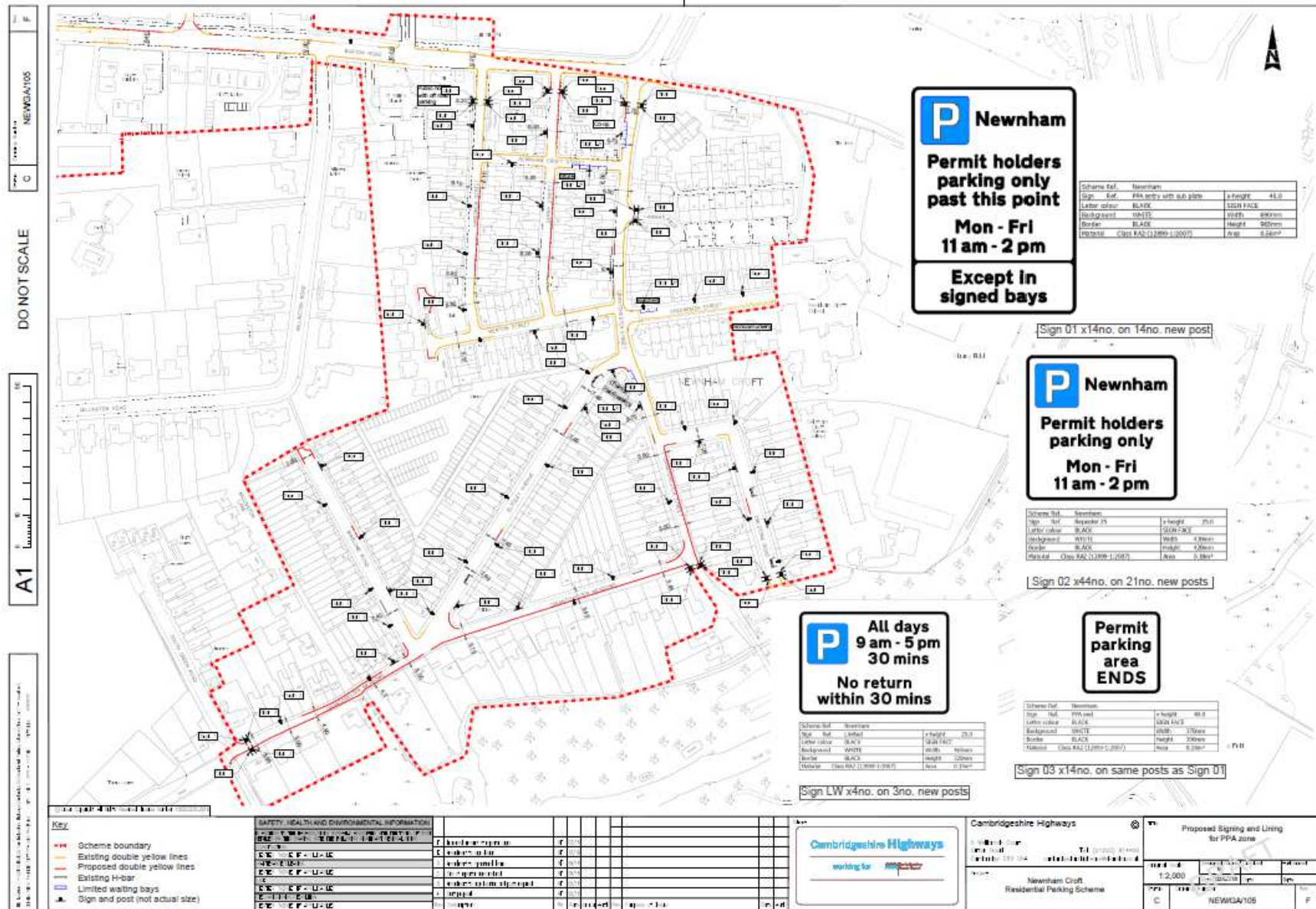
Scheme Ref.	Newnham		
Sign Ref.	Residents Parking	x-height	25.0
Letter colour	BLACK	SIGN FACE	
Background	WHITE	Width	445mm
Border	BLACK	Height	360mm
Material	Class RA2 (12899-1:2007)	Area	0.16m <sup>2</sup>

Based upon Ordnance Survey material with the permission of the controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes copyright and may lead to prosecution. © Crown Copyright and database rights (2015) Ordnance Survey 100023285	Project	NEWNHAM PROPOSED_RESIDENTS_PARKING		Drawing Number NEW-1200-001-REVB		 Cambridgeshire County Council
	Title	RESIDENTS PARKING SIGN_DESIGN		Scale NTS	Drawn NT	Date 27/02/18



## Appendix 4

#### **Plan 4.1 (The Croft – Location and level of signs required to support a PPA)**



**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 Newnham and Coleridge West areas by enabling:</p> <ul style="list-style-type: none"> <li>• Improved parking facilities for city residents and short stay parking for visitors to local shops and businesses.</li> <li>• Reduced availability of free, unrestricted parking within the city.</li> <li>• Prioritisation of parking space to residents and other permit holders.</li> </ul> <p>The Greater Cambridge City Deal Executive Board has agreed to fund the consultation and implementation costs.</p>		
Who is involved in this impact assessment?		
<p>e.g. Council officers, partners, service users and community representatives.</p> <p>The Residents’ Parking Scheme Policy which supports the introduction of these schemes was developed to address parking issues and future challenges within Cambridgeshire that affect access and/or residents’ vehicular parking availability. It created a framework for the consideration of the introduction/extension of formalised RPSs. A Member Working Group was established to help develop this policy along with stakeholders.</p> <p><b>Members Working Group</b></p>		

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

### **Stakeholders**

Resident Associations  
Universities  
Trade Associations  
Disability Group  
FeCra  
Smarter Cambridge Transport

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

The implementation process includes a number of public consultations:

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

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



**TRUMPINGTON MEADOWS, CAMBRIDGE**  
**CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS**

**To:** Cambridge joint Area Committee

**Meeting Date:** 24<sup>th</sup> July 2018

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

**Electoral division(s):** County:- Trumpington and Sawston & Shelford  
City:- Trumpington

**Forward Plan ref:** n/a **Key decision:** No

**Purpose:** To determine objections received in response to the publication of waiting restrictions in Trumpington, Cambridge

**Recommendation:** a) Implement the restrictions in Trumpington Meadows as published.  
b) Inform the objectors of the decision.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
Name:	Richard Lumley	Name:	Councillor Kevin Blencowe
Post:	Assistant Director, Highways	Post:	Chair
Email:	<a href="mailto:richard.lumley@cambridgeshire.gov.uk">richard.lumley@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:kevin.blencowe@gmail.com">kevin.blencowe@gmail.com</a>

## **1. BACKGROUND**

- 1.1** The Trumpington Meadows development is located on the south-western edge of Cambridge, approximately 2½ miles from the city centre and adjacent to the park & ride site. The majority of the development site is within Cambridge City, but part of it is located within South Cambridgeshire District Council's administrative area. Trumpington Meadows forms part of the Cambridge Southern Fringe development area.
- 1.2** There is a pressing need to tackle congestion and improve air quality in the city. Hence, the planning vision for Trumpington Meadows was that multiple car ownership be discouraged to reduce the dominance of vehicular traffic with the intention of lowering vehicle emissions and encouraging a safer and less cluttered street scene. With this in mind, most dwellings are limited to one off-street parking space each. To avoid an overspill of parking onto the road network, it was deemed necessary to introduce some form of on-street parking control. Hence, the planning consent included a requirement to prohibit on-street parking for residents, but to provide facilities for visitor parking.
- 1.3** Trumpington Meadows is relatively remote from the city centre, but it is close to Addenbrooke's Hospital and the Trumpington park & ride site. Hence, there is a possibility of non-residents parking in the development to avoid car parking charges and on-street restrictions. This has probably reduced since the removal of the £1 parking charge at the park & ride sites, but Trumpington operates at near capacity on most working days. In addition, the Council has an ongoing commitment to better manage parking in Cambridge's residential streets. As more parking restrictions are introduced in residential areas closer to the centre of Cambridge this will gradually increase the possibility of non-resident parking migrating to areas further out of the city. It is not uncommon for city centre workers to park in residential areas on the fringes of Cambridge and use a cycle for the final part of their journey to work.
- 1.4** Residents of Trumpington Meadows have several travel options available as an alternative to using private cars, such as park & ride and the busway, which provides easily accessible transport to the city centre and railway station. Local amenities, such as food stores, the local centre and country park are easily accessible by foot or cycle. The County and City Councils and Greater Cambridge Partnership have a long term strategy to offer more sustainable transport solutions to those who live and work in Cambridge.
- 1.5** Part of the Trumpington Meadows site is complete and the developer is ready for the County Council to adopt the roads as public highway under a section 38 agreement. At present a private firm is enforcing the no parking requirement, which applies at all times and on all days. The current arrangements cannot continue after adoption, so there is a need to introduce formal on-street restrictions that the Council's civil enforcement officers can enforce.
- 1.6** The published proposal is to prohibit parking on all roads due for adoption from 8am to 6pm on all days, except for the constructed parking bays which would be restricted to visitor permit holders only during those times. There would be no on-street restrictions in operation outside of those hours. These times allow residents to park on-street overnight, at which time the numbers of larger vehicles requiring access will be lower. Also, there is likely to be little or no enforcement of any restrictions between 6pm and 8am. It is logical to apply the

same operational hours to the visitor permit spaces or drivers will park on the road itself in preference to paying for a permit to park in the visitor spaces.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory 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 minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2** The TRO was advertised in the Cambridge News on 22<sup>nd</sup> November 2017 and the statutory consultation period was due to run until 15<sup>th</sup> December 2017, although this was extended to 5<sup>th</sup> January 2018 to give residents more time to respond.
- 2.3** A total of 77 written representations have been received, of which 55 objected to the proposal or are strongly opposed to some elements of it. These have been summarised in the table in Appendix 4 and the officer responses to the objections are also given in the table. A total of 9 respondents offered general, but qualified, support for the principle of introducing parking controls.
- 2.4** The most common issues raised by those submitting representations were as follows:-
- The cost of visitor permits is too high and the number that can be applied for is too restrictive.
  - Parking controls are not needed as there are no real issues to resolve, the site is away from the city centre and there is no evidence of non-resident parking.
  - The absence of parking restrictions overnight will lead to roads being blocked, including to emergency vehicles. Some roads should have double yellow lines prohibiting parking at all times.
  - The proposals will create significant problems for those households with more than one vehicle.
  - There was inadequate public consultation.

## **3. CONCLUSIONS AND OPTIONS**

- 3.1** It is clear that there are a variety of opinions on the published proposals, including some outright opposition to any form of on-street parking control. There appear to be several options available to take this forward and the officers' recommendation is option A:-

<b>No.</b>	<b>Option</b>	<b>Implications</b>
A	Implement the scheme as published, i.e. a Restricted Zone imposing a general prohibition of waiting from 8am to 6pm on	There is some local opposition to the published proposals on the grounds identified in paragraph 2.4 above. The parking controls are designed to restrain multiple car ownership and the associated

	all days with visitor permit holders parking in designated bays. There would be no formal parking restrictions outside of those times.	rise in traffic movements, which is a fundamental principle of the Southern Fringe developments. The restrictions represent a balance between tackling non-resident parking during the day time, but still allow residents and others to park from 6pm to 8am. It is acknowledged that this may lead to some indiscriminate parking practises overnight.
B	Implement the scheme as published, but increase the operational hours either into the evening or to cover all days and all times.	It is clear that some residents object to the principle of introducing parking controls in Trumpington Meadows, so any proposal that would result in a more restrictive parking regime is likely to be met with strong opposition from some people. Conversely, some residents have asked for the scheme to operate on a 24/7 basis and/or for parking to be prohibited at all time on certain roads. Enforcement outside of the working day is likely to be minimal, so there could be widespread abuse of any restrictions that are in force at other times. This proposal would require an additional consultation exercise.
C	Consider some form of resident permit parking scheme, possibly prohibiting parking at all times or some lesser period on most roads, with permit holder only parking in the designated bays.	This would go against the general principle of limiting residential parking capacity. The number of on-street parking bays provided was designed to allow a limited number of spaces for visitors only. This would be inadequate to satisfy the needs of residents, who having purchased a permit would expect to be able to find parking within Trumpington Meadows. It is likely that the majority of spaces would be taken by residents, leaving little space for visitors. This proposal would require an additional consultation exercise.
D	Do not implement any parking restrictions at this time.	At present the roads are privately owned, notices inform drivers of the restrictions and enforcement is carried out by a private firm. Hence, there are currently few parking issues in the area. When the roads are adopted, the current arrangements will end and a legally enforceable Order will need to be in place to enable the Council to enforce any restrictions. If no restrictions are introduced this could lead to the roads being used as free parking by non-residents. Furthermore, residents themselves will be able to park anywhere on the adopted roads, which will be contrary to the planning principles of minimising car ownership and having a less cluttered street scene. If the parking creates an obstruction post-adoption, which is likely, the Council could subsequently have to



		introduce some form of parking control at the tax-payers expense.
--	--	---

### **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**

None. The parking restriction scheme is developer-funded.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for this category.

#### **4.3 Statutory, Legal and Risk Implications**

The statutory process relating to the introduction of the required Traffic Regulation Order has been followed.

#### **4.4 Equality and Diversity Implications**

There are no significant implications for this category.

#### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services. Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall.

#### **4.6 Localism and Local Member Involvement**

Relevant Councillors engaged with residents at an early stage, prior to the publication of statutory notices, and were given the opportunity to comment as part of the statutory process. No adverse comments were received.

#### **4.7 Public Health Implications**

There are no significant implications for this category.

## Appendix 1 – Location of Trumpington Meadows



## Appendix 2 – Proposed Restrictions



#### **Appendix 4 – Summary of Objections and Representations on Trumpington Meadows Proposals, including Officer Responses**

No.	Summary of Objection/ Representation ranked by number of times mentioned (includes concerns raised in 3 or more representations)	Officer Response
1	<p><u>General Issues</u></p> <p>a) The current bus service to/from Trumpington Meadows is poor, so is not a suitable alternative mode of transport (This issue was raised in 9 responses)</p> <p>b) The boundary between Cambridge City and South Cambridgeshire (shown on the drawing in Appendix 2) needs to be amended so that the whole development is within the city boundary to avoid any confusion (This issue was raised in 6 responses)</p> <p>c) The proposal will affect the market value of properties (This issue was raised in 4 responses)</p> <p>d) Will disproportionately affect less wealthy families due to permit costs (This issue was raised in 3 responses)</p> <p>e) All residents were advised of these proposals at the time of purchase, so should not have come as a surprise (This issue</p>	<p>The County Council has limited influence over bus services and market pressures will dictate. There are very regular services from 7am to 6.30pm from the Trumpington park &amp; ride site. It is hoped that improved transport options will ultimately become available through the Greater Cambridge Partnership initiative.</p> <p>This boundary issue does not affect the introduction of on-street parking restrictions which would apply equally to roads whichever Council area they are located within. However, the County Council will need to expand the Special Parking Area to enable civil parking enforcement to take place in South Cambridgeshire as well as in the city. This requires an application to central government, which will be made. If this cannot be achieved enforcement of any restrictions in SCDC's area will be a police matter.</p> <p>The principle of limiting off-street parking provision and on-street controls is expected to become increasingly common in Cambridge and other towns and cities. This allows for denser housing, tackles congestion and reduces the impact of private cars on the environment. It is difficult to determine what effect this approach might have on house prices as some people will support it.</p> <p>Alternative and cheaper parking is available for visitors in the area, notably at the park &amp; ride site. Parking will be permit-free for blue badge holders and those requiring medical support can apply for free permits.</p> <p>There was a requirement for the developer and their agents to inform potential buyers of the planned on-street parking restrictions. The fact that some residents have mentioned this, confirms</p>

	was raised in 3 responses)	that this did occur in some cases.
2	<p><u>Visitor Permit Concerns</u></p> <p>a) The cost of visitors permits is too high (This issue was raised in 35 responses)</p> <p>b) The number of permits that a household can apply for is too low (This issue was raised in 16 responses)</p> <p>c) The Council should provide one or two permits per household for a nominal fee or free of charge (This issue was raised in 12 responses)</p> <p>d) Visitor permit arrangements are too complex (This issue was raised in 6 responses)</p> <p>e) Barratt Homes did not mention permit costs at time of home purchase (This issue was raised</p>	<p>The cost of residential permits was reviewed by the Highways and Community Infrastructure Committee on 21<sup>st</sup> February 2018. Visitor permits previously cost the equivalent of £1.60 per day and it was decided to increase these to £2.40 per day. The comments received are based on the advertised figure of £3.00 because at the time of publication of this proposal revised permit costs had not been agreed.</p> <p>Each person in a household could previously have applied for an unlimited number of visitor permits, but there was evidence to suggest that this was abused. The current policy is that each person (not household) can apply for up to 20 permits per annum, equating to 100 separate visits. This could create a problem if households received daily visitors. However, other parking is available in the area, such as at the park &amp; ride site. The proposed restrictions would apply from 8am-6pm, so evening/overnight visitors wishing to park outside of those times would not need a permit.</p> <p>Any permitting arrangements introduced in Trumpington Meadows would need to match those that operate in other parts of Cambridge, as any difference could be confusing and might be seen as unequitable. Other visitor permit systems are used by other Councils, including ones that provide a single permit that can be used on multiple occasions by any visitor. However, this is particularly prone to abuse. The vast majority of local authorities charge for resident and visitor permits to reflect the fact that permit holders effectively have priority parking over other drivers.</p> <p>It is relatively simple for a resident to obtain a batch of visitor permits and make them available to their visitors. In most cases, people will apply online. Safeguards have to be built in to avoid non-residents fraudulently applying for permits, so applicants must provide proof of residency.</p> <p>There was a requirement to explain to potential home buyers that on-street restrictions were proposed, but it would have been impractical to</p>

	in 3 responses)	explain the full details as these would not have been known at the time.
3	<p><u>Proposed Restrictions</u></p> <p>a) Parking will be unrestricted overnight, so drivers will park anywhere thus blocking roads to emergency vehicles and others (This issue was raised in 21 responses)</p> <p>b) The restrictions will cause severe problems to those residents who own more than one vehicle (This issue was raised in 21 responses)</p> <p>c) The proposed scheme is away from the city centre and is not needed as there are no real parking problems in the area (This issue was raised in 21 responses)</p> <p>d) There should be a residents' permit parking scheme and/or residents should be able to obtain a permit for visitor bays (This issue was raised in 8 responses)</p> <p>e) There should be double yellow lines on the main roads, narrow side roads and other critical</p>	<p>Any on-street restrictions could be in force 24/7 but that is seen as overly restrictive. Difficulties associated with non-resident parking usually occur during the working day, so any restrictions need to apply at those times and there is less justification for them overnight. Furthermore, there would be little or no enforcement of any restrictions overnight, so there may well be abuse of them. Regardless of any formal parking restrictions, all drivers have a wider responsibility to ensure that they do not obstruct the highway.</p> <p>The vision for Trumpington Meadows was that there would be limited off-street parking provided and the roads would be restricted to stop them being used as a de-facto car park. The estate design reflects this vision. Consideration could be given to providing car club bays in the area, which is particularly useful as a second car solution. Home buyers should have been fully aware of the restriction on parking in the development, but it is possible that this was not relayed to all, such as tenants renting in the area.</p> <p>There are few issues at present as parking is being managed by the developer who is using a private enforcement company. When the roads are adopted the Council will need to take over enforcement and the correct Traffic Regulation Order will need to be in place. In addition, it is inevitable that parking pressures will increase as a result of further residential development and the Biomedical Campus and the implementation of parking controls elsewhere in Cambridge.</p> <p>This would be contrary to the overall planning principle to minimise the level of on-street parking. The estate layout dictates that there would be insufficient parking space to accommodate parking by residents.</p> <p>This would require them to be physically marked on the road, which is contrary to the principle of having a relatively uncluttered street scene. The</p>

	<p>areas (This issue was raised in 6 responses)</p> <p>f) Insufficient visitor parking places have been provided (This issue was raised in 6 responses)</p> <p>g) The proposed operational hours (8am-6pm) are too long and should be shortened, e.g. Monday to Friday only and/or shorter times (This issue was raised in 6 responses)</p> <p>h) Drivers will park in residents' own off-street allocated spaces to avoid permit costs and/or if no other parking is available (This issue was raised in 4 responses)</p> <p>i) Why is Trumpington Meadows being subjected to these restrictions and not other nearby residential areas? (This issue was raised in 4 responses)</p> <p>j) Some parking spaces, such as in Bead Road, were not marked on the drawing, but should be for visitor use only (This issue was raised in 4 responses)</p>	<p>proposed single yellow lines would prohibit parking during the working day when most larger vehicle will need access. Double yellow lines would be seen as overly restrictive in a residential area.</p> <p>The road layout has been agreed as part of the planning application and approval. The roads have now been built, so there is no opportunity to change the estate layout.</p> <p>The hours could be shortened, but this would allow residents to park in the visitor bays earlier in the day, thereby denying space for visitors. There is the potential for parking issues at the weekend due to retail businesses operating seven days per week. In contrast, a small number of residents asked for the operational times to be increased to stop resident use of the visitor bays in the evening.</p> <p>There is little the Council can do to control parking in private areas. It will be for residents to secure their own spaces if problems develop.</p> <p>The proposed scheme is directly related to the residential development and associated planning consent. There is a requirement to introduce parking restrictions prior to the Council adopting the roads. The Council is planning to pursue residential parking schemes in various parts of Cambridge, including in the general Trumpington area, primarily to tackle non-resident parking, congestion and improve air quality.</p> <p>Some bays located on the highway were erroneously omitted from the drawing. All of the constructed parking bays that are located within the adopted highway would be designated for visitor permit holders' use.</p>
4	<p><u>Consultation and publicity</u></p> <p>a) There was inadequate consultation and residents should have received details individually (This issue was raised in 23 responses)</p>	<p>The proposals were published in the Cambridge News, on the Council's website and notices were posted on street. Relevant local Councillors of the County Council, City Council and SCDC were all consulted. Resident groups were also given the opportunity to have their say. At the time of purchase, all home buyers had been alerted to the</p>



		<p>planning requirement to introduce on-street parking restrictions when the roads are adopted. Hence, a door-to-door letter drop was not undertaken.</p> <p>The drawing was provided by the developer's consultant. There were several errors, some of which were corrected midway through the public notice period. Any remaining mistakes will be resolved if and when the legal Order is made. It is felt that the drawing still adequately indicated the area covered by the proposal.</p> <p>There were no plans to hold a consultation event to coincide with the publication of these proposals. It was coincidental that a residents' meeting was held during the public notice period for the parking restrictions.</p> <p>There are specific reasons defined in Regulations for introducing Traffic Regulation Orders, which sometimes do not appear appropriate. In any event the public notice adequately set out what was being proposed and other information, such as permit costs.</p>
	<p>b) There were street naming anomalies on the drawing used for consultation purposes (This issue was raised in 15 responses)</p> <p>c) There was no representative present at the residents' meeting that was held during the public notice period (This issue was raised in 8 responses)</p> <p>d) Some of the documentation, specifically the reasons for the restrictions, was misleading and inadequate (This issue was raised in 7 responses)</p>	



<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b>	Yes or No Name of Financial Officer: n/a
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Hannah Edwards
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	No comment Name of Officer: Sarah Silk/Joanne Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Stuart Keeble

### **SOURCE DOCUMENTS GUIDANCE**

<b>Source Documents</b>	<b>Location</b>
<b>Objections and other written representations (redacted)</b> <b>Draft Traffic Regulation Order</b>	Vantage House, Washingley Road, Huntingdon PE29 6SR



**CAVENDISH AVENUE AND BALDOCK WAY, CAMBRIDGE**  
**CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS**

*To:* **Cambridge joint Area Committee**

*Meeting Date:* **24<sup>th</sup> July 2018**

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

*Electoral division(s):* **Queen Edith's**

*Forward Plan ref:* **n/a** *Key decision:* **No**

*Purpose:* **To determine objections received in response to the publication of waiting restrictions in Cavendish Avenue, Lady Jane Court and Baldock Way, Cambridge**

*Recommendation:*

- a) Implement the restrictions in Cavendish Avenue, Lady Jane Court and Baldock Way (Cavendish Avenue to Blinco Grove section) as published.**
- b) Implement the restrictions in Baldock Way (Cavendish Avenue to Hills Avenue section) as published.**
- c) Inform the objectors of the decision.**

<b><i>Officer contact:</i></b>	
Name:	Richard Lumley
Post:	Assistant Director, Highways Service
Email:	richard.lumley@cambridgeshire.gov.uk
Tel:	01223 703839

## **1. BACKGROUND**

- 1.1** The Council has published proposals for two parking restriction schemes in Cavendish Avenue, Lady Jane Court and Baldock Way, Cambridge under the Local Highways Improvement (LHI) scheme. The proposals have been requested by local residents and are supported by local Councillors. The two proposals are as follows:-
- 1.2** Proposal 1 - Cavendish Avenue, Lady Jane Court and Baldock Way (Cavendish Avenue to Blinco Grove section). The proposal is for No Waiting at any time (double yellow lines) over relatively short lengths of Cavendish Avenue to keep its junction with Lady Jane Court clear of parked cars and maintain access into Lady Jane Court. On this length of Baldock Way the proposal is for No Waiting at any time on the whole of the west side of the road, a shorter length on the east side and a new disabled badge holder parking space outside Morley Court. A drawing showing the extent of the proposed restrictions can be found in Appendix 2.
- 1.3** Proposal 2 - Baldock Way (Cavendish Avenue to Hills Avenue section). The proposal is for No Waiting at any time (double yellow lines) on both sides for the full length. In addition, it is planned to install knee-high fencing to protect the verges and footways. A drawing showing the extent of the proposed restrictions can be found in Appendix 3.

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory 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 minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2** TRO proposal 1 was advertised in the Cambridge News on 15<sup>th</sup> March 2018 and the statutory consultation period ran until 6<sup>th</sup> April 2018. The statutory consultation on proposal 1 resulted in the receipt of 8 written representations, 3 of which were objections. These have been summarised in the table in Appendix 3 and the officer responses to the objections are also given in the table.
- 2.3** TRO proposal 2 was advertised in the Cambridge News on 16<sup>th</sup> May 2018 and the statutory consultation period ran until 8<sup>th</sup> June 2018. The statutory consultation on proposal 2 resulted in the receipt of 5 written representations, 3 of which offered unqualified support and 2 were generally supportive, but put forward an alternative type of restriction. These have been summarised in the table in Appendix 4 and 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 Local Highway Improvements process.

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for 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 for this category.

### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services. Notices were placed in the local press and were also displayed on the roads where it is proposed to implement the restrictions. The proposals were available to view in the reception area of Shire Hall.

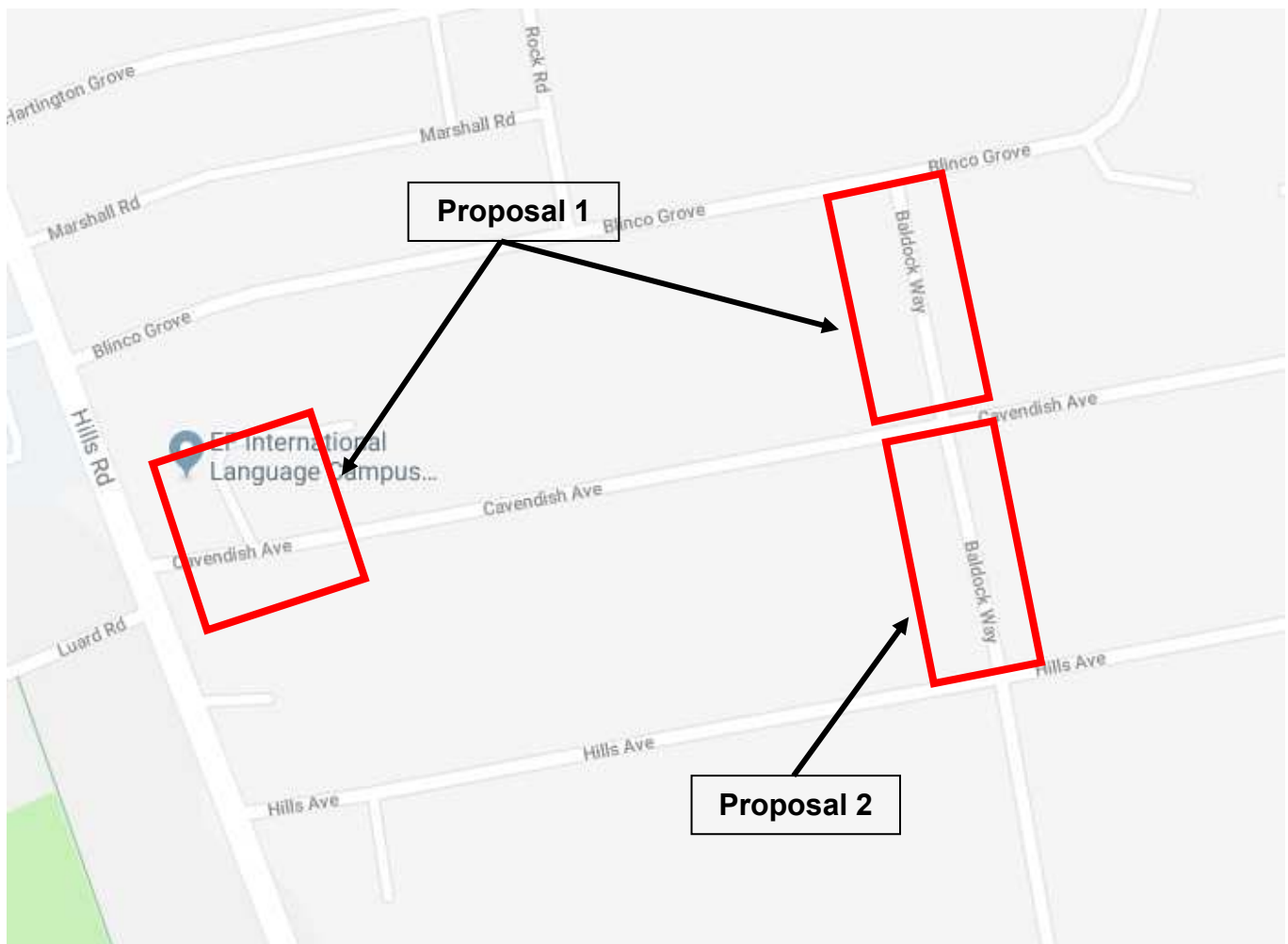
### **4.6 Localism and Local Member Involvement**

Relevant Councillors engaged with residents at an early stage, prior to the publication of statutory notices, and were given the opportunity to comment as part of the statutory process. No adverse comments were received.

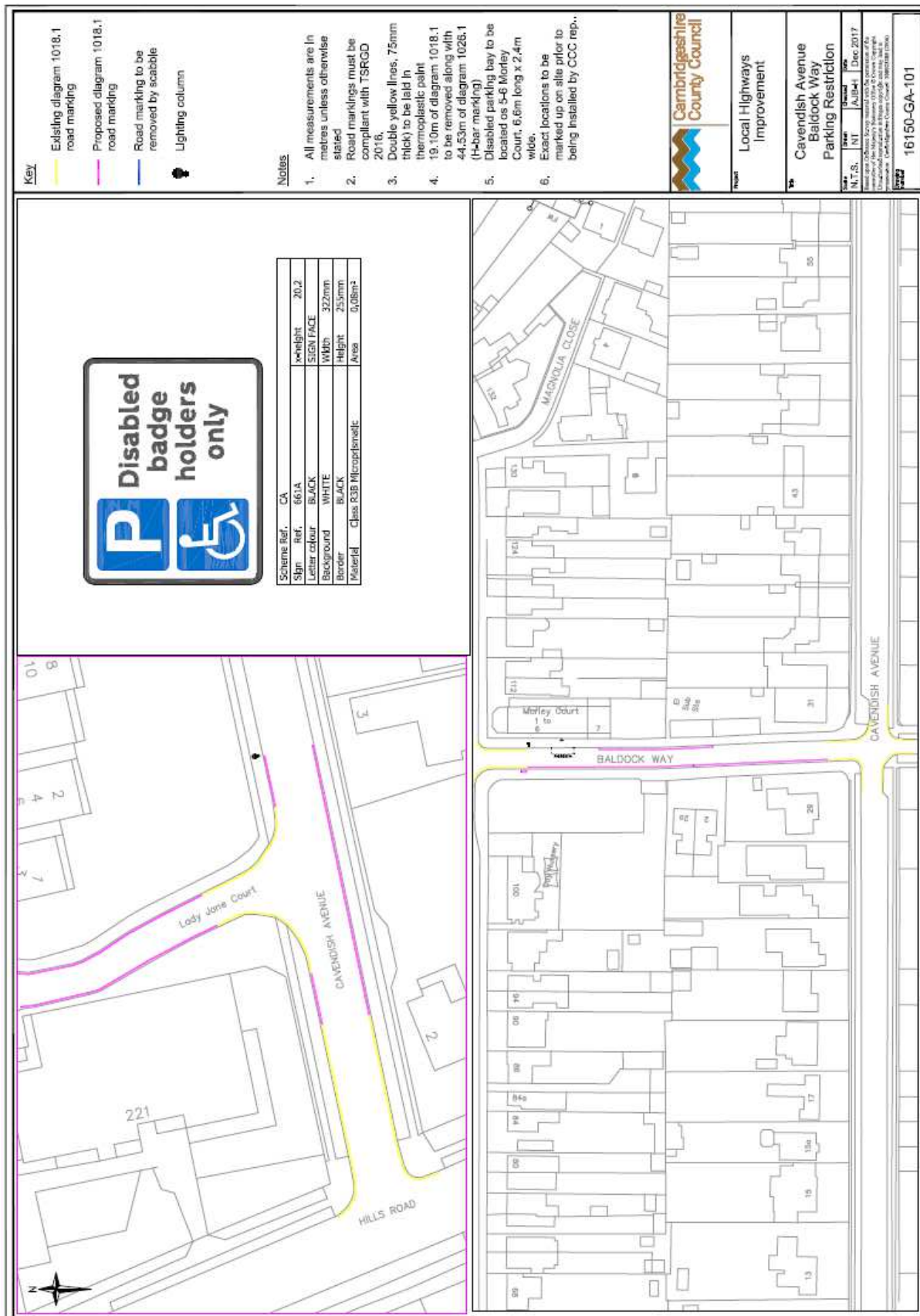
### **4.7 Public Health Implications**

There are no significant implications for this category.

## Appendix 1 – Locations of Cavendish Avenue, Lady Jane Court and Baldock Way



## **Appendix 2 – Proposal 1 - Restrictions in Cavendish Avenue and Baldock Way (Cavendish Avenue to Blinco Grove section)**



## Appendix 3 – Proposal 2 - Restrictions in Baldock Way (Cavendish Avenue to Hills Avenue section)





#### **Appendix 4 – Objections and Representations to Proposal 1**

No.	Summary of Objection/ Representation	Officer Response
1	<p>The current level of on-street parking in Cavendish Avenue and Baldock Way is a result of parking controls introduced in adjacent roads.</p> <p>(This issue was raised in 5 responses)</p>	<p>The Morley residents parking scheme was introduced towards the end of 2017 and it is likely that some parking has transferred to Cavendish Avenue and Baldock Way. The current proposals are intended to address parking displacement issues created by that scheme. In addition, the Cavendish Avenue/ Baldock Way area is also included in the wider Cambridge residents parking scheme programme, so it will be more fully assessed for a residents' scheme in due course.</p>
2	<p>Additional lengths of double yellow lines are needed in Cavendish Avenue to fully tackle the parking issue.</p> <p>(This issue was raised in 2 responses)</p>	<p>The proposals seek to strike a balance between tackling obstructive parking, but still retaining some on-street spaces. Additional double yellow lines would result in further migration of parking to other roads. This would also involve a further publication/consultation exercise. The more comprehensive potential scheme described in 1 above would also help.</p>
3	<p>The proposed restrictions in Baldock Way will limit the parking space available to visitors to the school and others needing to park in the road.</p> <p>(This issue was raised in 2 responses)</p>	<p>The restrictions will result in a net loss of spaces, but will mean that the parking is better managed and less likely to cause the road and footways to be obstructed. The local County Councillor is currently undertaking an informal survey of residents in the Morley area to see if they would be happy for a few residents' bays to be converted to short-stay spaces. School visitors should not need to park in Baldock Way as the school has its own car park.</p>
4	<p>The restrictions proposed for Cavendish Avenue will simply move the parking to other roads.</p> <p>(This issue was raised in 1 response)</p>	<p>It is inevitable that the introduction of parking restrictions will result in the migration of parking to other roads, but it is difficult to predict what roads might be targeted. The proposals for Cavendish Avenue cover short lengths of road to address concerns about junction parking, so are required on road safety grounds.</p>

5	The yellow lines in Cavendish Avenue will effectively provide parking spaces for taxis and coaches. (This issue was raised in 1 response)	Drivers are permitted to park on double yellow lines for short periods, such as for loading/unloading. Taxi and coach drivers could use them for short duration stops, but should not be parking there for longer periods. Strong enforcement action may be required to ensure that this does not become common practice.
6	The extent of the restrictions proposed for Lady Jane Court are greater than required for a road of this type. (This issue was raised in 1 response)	There are already double yellow lines covering the immediate junction area of Lady Jane Court and Cavendish Avenue. However, there have been instances of vehicles being parked further into the Court, which restricts access, particularly for wider vehicles.
7	General support for the double yellow lines in Baldock Way but there are still concerns about parking in the the remainder of that road, including verge parking. (This issue was raised in 1 response)	At present double sided parking takes place in Baldock Way, with many cars parked partially on the footway. Although the footways are relatively wide, the parked cars still create problems for pedestrians and other vulnerable road users. The proposed restrictions covering the whole of the west side will result in single sided parking which should be fully on the carriageway. The restrictions on the east side mainly cover dropped kerb accesses. Proposal 2 will go some way towards addresssing this and the work mentioned in 1 above would look at these additional lengths of road.
8	It is suggested that 30 minutes limited waiting to introduced in Baldock Way which would remove commuter parking but still allow visitors to park. (This issue was raised in 1 response)	That could be a solution, but the proposed double yellow lines would still be needed to tackle the issue of double-sided and footway parking. Short-stay parking would prevent commuter parking which would result in further displacement to other roads. Such a proposal would require an additional publication/consultation exercise.
9	The introduction of a residents permit parking scheme in the area would be a better solution. (This issue was raised in 1 response)	As for the response to item 1. Any wider residents permit parking scheme would require an extensive consultation process and support from a majority of residents.

## **Appendix 5 – Representations on Proposal 2**

1	<p>If double yellow lines are introduced there will be nowhere for visitors, contractors and delivery drivers to park. This will be a particular concern for those properties with little off-street parking. The main parking problem occurs during the working week, so single yellow lines would mean that people could park there overnight and at the weekend.</p> <p>(This issue was raised in 2 responses)</p>	<p>It is acknowledged that the proposed restrictions would stop parking at all times on all days of the week. However, yellow line type restrictions do allow loading/unloading to take place at any time, so deliveries would be largely unaffected. The Council's residents parking scheme policy on road widths is that a clear width of 3.1 metres is required to enable larger vehicles, such as a fire appliance, to pass and a width of 1.8 metres is allowed for a parked vehicle. Hence, an overall width of 4.9 metres is required to allow on-street parking to take place. This length of Baldock Way is only 4 metres, so is not sufficient to allow any parking to take place. If overnight/weekend parking was allowed, larger vehicles are likely to be forced to mount the kerb to get through, thereby continuing to cause verge damage.</p>
2	<p>The current parking is mainly as a result of the recently introduced Morley parking scheme, students, commuters and builders' vehicles.</p> <p>(This issue was raised in 2 responses)</p>	<p>The Morley residents parking scheme was introduced towards the end of 2017 and it is likely that some parking has transferred to Baldock Way. See Appendix 4, item 1.</p>
3	<p>The parked cars create a hazard to emergency vehicles, pedestrians and damage the verges.</p> <p>(This issue was raised in 1 response)</p>	<p>This is mainly due to the width of Baldock Way which is insufficient to safely accommodate parked vehicles. The proposed restrictions are intended to address these problems.</p>

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?</b>	n/a Name of Financial Officer: n/a
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Hannah Edwards
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	No comment Name of Officer: Sarah Silk/Joanne Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Stuart Keeble

Please include the table at the end of your report so that the Chief Executive/Executive Directors/Directors clearing the reports and the public are aware that you have cleared each implication with the relevant Team.

### **SOURCE DOCUMENTS GUIDANCE**

<b>Source Documents</b>	<b>Location</b>
<b>Objections and other written representations (redacted)</b> <b>Draft Traffic Regulation Order</b>	Vantage House, Washingley Road, Huntingdon PE29 6SR