

Appendix 6

CCC644135809

Directorate: Place and Sustainability

Service: Project Delivery

Team: Design and Delivery

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Your job title: Project Engineer

Directorate: Place and Sustainability

Service: Project Delivery

Team: Design and Delivery

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Proposal being assessed: Parking restrictions - Riverside Cambridge

Business plan proposal number:

Key service delivery objectives and outcomes : Active travel, including walking and cycling, is a priority and a local transport objective in Cambridgeshire. Employment - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the regions prosperity. Resilience- Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time and reliability. Accessibility - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. Health and Wellbeing - Provide 'healthy streets' and high quality public realm that puts people first and promotes active lifestyles. Climate change - Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change and the funding and delivery of an accessible, resilient, sustainable and safe transport network. The Design and Delivery Team's key ambitions include a Net Zero target by 2045, reduce health inequalities by encouraging more people to use non-motorised forms of transport and lead healthy safe independent lives, a commitment to engage effectively with communities to help places prosper and provide sustainable, low cost travel options which allow children and young people to thrive. Double and single yellow lines are generally implemented in locations where the parking of vehicles (at all times or during defined periods) presents safety risks that impact other road users. Such measures align with the authorities' ambition to ensure "travel across the county is safer and more environmentally sustainable." In this instance, the lining is being funded through the local highways improvement (LHI) initiative, which is an annual community driven programme giving local people influence over bringing forward highway improvements. Through the initiative external groups are invited to apply for funding of up to £10,000 per project, subject to these groups providing at least 10% of the total cost of the scheme. Applications are scored and assessed, and funding is allocated on a priority basis. As the allocated budget for the LHI initiative is finite, many applications are unsuccessful in securing the necessary funding. The lining seeks to address local concerns of obstructive parking near a busy active travel route / popular green space. Whilst also addressing sanitation concerns associated with the disposal of refuse and human waste, and other antisocial actions to enable people enjoy healthy, safe and independent lives through timely support that is most suited to their needs – the location is popular with those residing in adapted vehicles as

a tourist to the City, though some individuals are residing in similar vehicles on a more permanent basis.

What is the proposal: The proposal – viewable at: Public Consultation (appyway.com) – involves the install of double yellow lines on both side of Riverside, from its access with Stourbridge Common (north-eastern end of road), south-westwards, to a point 6.5 metres southwest of its junction with Stanley Road (measured from the centreline of the junction). Additionally, it has been proposed that the existing single yellow lines on the north-western side of the road be extended from its current end point, outside 79 Riverside House, to the terminus of the proposed double yellow lines, and that the hours of operation of the entire length of single yellow lining be changed to 7am to 7pm Monday to Saturday (currently 7am to 5pm Monday to Saturday). As the access to Stourbridge Common experiences high levels of pedestrian and cyclist traffic (the convergence of three greenway schemes in the area has the potential to further increase such traffic), the lining addresses a safety risk associated with restricted visibility, near miss incidents witnessed involving refuse lorries and cyclists manoeuvring in the same area. Considering the area is popular with tourists residing in (large/high sided) adapted vehicles, with some individuals residing in such vehicles on a more permanent basis (with drivers often opting to park perpendicular to the kerb on the north-western side of the road) the access to the common is periodically impeded by such vehicles. There is also a safety risk associated with tow hooks protruding into the carriageway and refuse and sanitation risks associated with the disposal of rubbish and human waste in the nearby watercourse and surrounding area, which the lining looks to address.

What information did you use to assess who would be affected by this proposal?: The lining is being funded through the local highways improvement initiative, which is an annual community driven programme. Informal consultation with local residents helped design the proposals and formal consultation has ratified the level of public support from the wider community, whilst also helping to identify the potential affected groups. Considering their past and continued involvement in the area, the county council's enforcement officer was consulted. There were asked about their perception or existing and past levels of individuals residing in adapted vehicles, in the area, and were also supplied with an information pack to provide to such individuals, so that (current and future occupants) are aware of the lining proposals.

Are there any gaps in the information you used to assess who would be affected by this proposal?:
No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?:
Improving visibility benefits vulnerable road users, such as pedestrians, children, cyclists and those with impaired mobility and or sight. Note, members of the public report that pedestrians tend to walk in the carriageway as there is only a singular narrow footway, which compounds the risk of pedestrian vehicle conflicts. Addressing sanitation risks affects all road users, and those using the nearby watercourse, whilst also having ecological benefits. Considering numerous consultation responses highlighted that some individuals residing in adapted vehicles are defecating in the bushes of the Common and or the child's playpark, restricting parking in this area should have further positive impacts on children using the Common. Removal of parking in the area could have a negative effect on disabled members of the public that may wish to visit the Common by car, however, as they should be able to park on the lining for up to three hours using their blue badge, the effect should be minimal, also there is a disabled parking bay located on Stanley Road, 75m from

the Stourbridge Common entrance and one located on Riverside o/s 7 to 10 which is approx. 170m from the Stourbridge Common entrance. The lining would likely have a negative impact on those residing in adapted vehicles, but this is no different as to when parking restrictions are installed elsewhere in the City. Nothing prevents such individuals from moving to a similar unrestricted area of the public highway. Note, the number of individuals residing in such vehicles on a more permanent basis is typically significantly lower than those visiting as a tourist. The restrictions reduce the amount of parking spaces near the common, which could negatively impact access to the common by car and or those that currently park in the area as a means of unrestricted parking whilst they work in the area. This could also impact carers attending properties nearby.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Mixture of over/under represented and in line with population, depending on the group

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: Improving visibility will allow people with protected characteristics to walk and cycle more safely, lessening the likelihood of conflicts with vehicles. This aligns with the authorities' ambition to ensure "travel across the county is safer and more environmentally sustainable" and is especially important in this location due to the high levels of pedestrian and cyclist traffic – only set to increase as improvements are made to the City's active travel / greenways network. Note, members of the public report that pedestrians tend to walk in the carriageway as there is only a singular narrow footway, which compounds the risk of pedestrian vehicle conflicts. Removal of parking in the area could have a negative effect on disabled members of the public that may wish to visit the Common by car, however, as they should be able to park on the lining for up to three hours using their blue badge the effect should be minimal also there is a disabled parking bay located on Stanley Road, 75m from the Stourbridge Common entrance and one located on Riverside o/s 7 to 10 which is approx. 170m from the Stourbridge Common entrance. The proposals will affect those that reside within adapted vehicles, however, nothing prevents such individuals from parking elsewhere on the public highway, meaning the overall impact should be minimal. Note, though parking on the public highway is permitted, there is no right or priority. The restrictions reduce the amount of parking spaces near the common, which could negatively impact access to the common by car and or those that currently park in the area as a means of unrestricted parking whilst they work in the area. This could also impact carers attending properties nearby. Unrestricted parking is available on Riverside itself and also 20m in from the junction on Stanley Road.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Socio-economic inequalities

Research, data and /or statistical evidence: CCC 'Equality, Diversity and Inclusion Strategy (2023-27)'. People with protected characteristics have been considered, and the aforementioned guidance referred to, during the design of the scheme. Elected members, statutory consultees and members

of the public views of local community were logged as part of the statutory public consultation. At the time of the public consultation, the Council's enforcement officer made contact with those residing in vehicles in the area, gaining an understanding of the reasons why they were there and ensuring they were made aware of the proposals.

Consultation evidence: Prior to Formal consultation and the LHI application being submitted the Local Member discussed issues in the area with local residents including those with permanent moorings, the information gathered was then fed into the application. The information included in the LHI Application was used to draw up options available, a further informal consultation took place with the Local Member, Local Resident Association and individual resident, the most popular option was then put forward for formal consultation. The statutory consultation for this scheme was carried out between the 24th of January and the 14th of February 2024. The statutory consultees, including the police and emergency services, and County and City Councillors were informed of the proposals. A public notice was advertised in the Cambridge News, letters were sent to nearby residents that were deemed to likely be directly affected by the proposals and site notices were erected on-street. Comments could be submitted by email or letter, or through the Council's online consultation portal (Public Consultation (appyway.com)). A total of 210 representation were received with a split of: 68 wholly object, 16 partly object, 2 neutral, 21 partly support and 103 wholly support. Of the 210 responses, 69 were identified to residents of Riverside or adjoining streets that could be affected by the proposal i.e. as a result of referral parking, of which 22 objected and 47 submitted supportive representations.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Improved visibility for all road users, will create a safer environment for pedestrians and cyclists, aiding active travel. Reduced refuse and waste disposal on the public highway and or in private bins, will have positive impacts on sanitation whilst also improving air and water quality in the area. A decrease in antisocial activities reported in the area and a reduction in noise pollution has quality of life benefits to nearby residents. All of this will enable people enjoy healthy, safe and independent lives through timely support that is most suited to their needs.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: Those currently residing in the affected area would be displaced, negatively impacting them and residents of nearby streets – could impact the ability for residents to find a parking place near their property and could result in obstructive parking / parking that impacts safety, in other locations. The restrictions reduce the amount of parking spaces near the common, which could negatively impact access to the common by car and or those that currently park in the area as a means of unrestricted parking whilst they work in the area. This could also impact carers attending properties nearby.

How will the process of change be managed?: Letters will be sent to residents prior to the install of any such lining, outlining when the works is planned to be carried out and requesting that no parking take place in the area. Site notices will also be erected on site and the Council's enforcement officer will be notified, should they need to make contact with those with no fixed address. A public notice will also be advertised in the Cambridge News, informing members of the public of the making of an Order/signalling the point after which enforcement of any such lining would take place.

How will the impacts during the change process be monitored and improvements made (where required)?: In the event of issues arising during the works, we will ensure that members of the public are able to contact CCC and the contractor quickly and easily. Should parked cars prevent the install of lining, we will attempt to contact the owner for removal and if unable will return on a future date

to complete the work. We will make very effort to ensure access through the area by active modes of travel is maintained throughout the duration of the works and or that any impact is minimised. Post-implementation we will rely upon public involvement to ascertain the success of the scheme and to identify any other locations that may require work as part of a future scheme. We will liaise with the local community including local members to ensure walking, cycling, and wheeling trips around the works area remain safe and accessible during the construction period and the temporary loss of any parking spaces is well publicised.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
Those currently residing in adapted vehicles in the affected area would be displaced.	Socio-economic inequalities	Low	Although parking on the public highway is permitted, there is no right or priority. The majority of adapted vehicles are owned by tourists so those residing on a more permanent basis should be able to be accommodated on nearby streets with minimal impact to all. Unrestricted parking is available on Riverside and Stanley Road which is all within 100m.	Eleanor Seymour	01/07/2025
The loss of parking facilities may mean those with protected characteristics who travel to the area by car have reduced access to the common.	Age, Disability	Low	Those in possession of a blue badge will be able to park on the lining for up to 3 hours. Unrestricted parking is also available on neighbouring streets, disabled parking bays are located 75m from the Stourbridge Common entrance on Stanley Road and further along Riverside 170m from the entrance.	Eleanor Seymour	01/07/2025
The loss of parking facilities would impact the ability for carers to park	Age, Disability	Low	Although parking on the public highway is permitted, there is no right or priority. Parking cannot be reserved for carers who may or may	Eleanor Seymour	01/07/2025

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
near to properties they are attending.	Socio-economic inequalities	Low	<p>not be in attendance. The majority of properties on Riverside have access to private off-street parking facilities, which can be utilized for such a purpose. Unrestricted parking will also remain on neighbouring streets, including Riverside itself and Stanley Road. Note, the lining addresses known safety risks of which this demand does not outweigh.</p> <p>Although parking on the public highway is permitted, there is no right of priority. Unrestricted parking will also remain on neighbouring streets, including Riverside itself and Stanley Road. Note, the lining addresses known safety risks of which this demand does not outweigh.</p>	Eleanor Seymour	01/07/2025

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Confirmation: I confirm that this HoS is correct

Status: Approved