

**RESIDENTS' PARKING DELIVERY REVIEW**

*To:* **Highways & Infrastructure Committee**

*Meeting Date:* **10<sup>th</sup> March 2020**

*From:* **Steve Cox - Executive Director, Place and Economy**

*Electoral division(s):* **All**

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

*Purpose:* **To review the delivery of Residents' Parking Schemes and determine future delivery across Cambridge City.**

*Recommendation:* **The Committee is asked to:**

**Consider the three options outlined in this report and agree the most appropriate way forward for residents' parking schemes in the short, medium and long term.**

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## **1. BACKGROUND**

- 1.1 The Residents' Parking Scheme (RPS) Policy which underpins the delivery of RPSs across the county, was developed during 2016 in conjunction with local Members (County & Cambridge City). The policy was endorsed by the Cambridge City Joint Area Committee (CJAC) on 24 January 2017 and approved by Highways & Community Infrastructure Committee (H&CI) on 14 March 2017.
- 1.2 To address specific parking issues and challenges within Cambridge City, a Cambridge Residents' Parking Schemes Extension Delivery Plan (EDP) was produced alongside the policy. The EDP was endorsed by CJAC on 24<sup>th</sup> January 2017 with approval by H&CI on 14 November 2017.
- 1.3 The Cambridge Residents' Parking Schemes EDP was supported by the Greater Cambridge Partnership (GCP), who committed £1million to cover the implementation costs associated with delivering the proposed schemes. This funding was later increased to £1.1million as scheme implementation costs were higher than initially forecast. This funding will be reviewed after a four year period, in January 2021.
- 1.4 RPSs support GCP's overarching objectives, as the removal of free, unlimited parking forms part of the City Access Plan. Seeking to encourage the use of alternative, more sustainable transport modes, thereby reducing congestion and improving air quality.
- 1.5 The Cambridge Residents' Parking Schemes EDP is not a document that was to be considered in isolation, but as part of a wider programme which supports more sustainable travel choices and tackles congestion. It was anticipated that the 'sticks' in the form of on-street parking controls, would go hand-in-hand with 'carrots' in the form of improved sustainable transport alternatives.
- 1.6 However the development and implementation of GCP initiatives is taking longer than expected. To date, none of the initiatives which were anticipated have been fully implemented. Major schemes such as the new park and ride site at Hauxton, Cambourne to Cambridge dedicated bus route, Cambridge South West Travel Hub, Chisholm Trail, Milton Road and Histon Road schemes are still works in progress.
- 1.7 As detailed in the RPS Policy, when considering the implementation of a scheme, consideration must be given to parking displacement alongside the availability of transport and parking alternatives.

## **2. PROGRESS TO DATE**

- 2.1 26 new RPSs (appendix 1) were identified in the Cambridge Residents' Parking Schemes EDP. To date the following schemes have been either implemented or deferred:

<b>Installed</b>			
Morley	Accordia (2)	Staffordshire (26)	Ascham (10a)
Victoria (6)	Coleridge West (3)	Newnham (1)	

<b>Pending Installation</b>
Benson North (12)

<b>Deferred due to lack of resident support (public consultation)</b>		
York (9)	Stretten (11)	Stourbridge (25)

<b>Deferred due to lack of resident support (informal consultation)</b>		
Chesterton West (22)	Chesterton East (23)	Chesterton South (24)

- 2.2 The following schemes have been proposed by the Local County Councillor, although no formal consultation has yet been undertaken.

<b>Proposed by local County Councillors</b>		
Coleridge East (4)	*Elizabeth (5)	*Romsey West (7)
*Hurst Park (10b)	Wilberforce (13)	Perse (17)
Glebe (18)	Nightingale (19)	Wulfstan (20)

\*Councillors have undertaken informal consultation in these areas, which have shown, in principal, residents would support the introduction of a RPS.

- 2.3 No interest has been expressed in the implementation of schemes in the following areas.

<b>Not yet been considered</b>			
Romsey East (8)	Chaucer (14)	Trumpington (15)	Walpole (21)

### 3. MAIN ISSUES

- 3.1 As the implementation of schemes moves further out from the city centre, access to transport alternatives becomes more of a challenge, particularly for commuters. For example, Park and Ride is not always a viable alternative for visitors to the RPS areas, as Park and Ride services may not go to or stop in the vicinity. Similarly cycling is not a suitable alternative for all.
- 3.2 In light of the lack of viable transport alternatives, the challenge now is how to phase the implementation of further RPSs. Any future roll-out should be undertaken in-line with the availability of alternative transport options to support and maximise the benefits of modal shift.
- 3.3 Three options have therefore been explored for the future delivery of RPSs across Cambridge City. All of these options assume the Benson Zone is implemented as design has been completed and works ordered to start on site at the end of March.

- Option 1 – continue with implementation as per the existing RPS policy and associated extension delivery plan;
- Option 2 – pause all work on the development and implementation of all RPS for 12 months;
- Option 3 – proceed with the implementation of only those schemes listed in section 2 of this report where some local consultation has been undertaken (Hurst Park, Elizabeth, Romsey West), but do not undertake any work on any other schemes for a 12 month period.

3.4 The options are set out below, along with the advantages and disadvantages and implications for consideration.

3.5 Option 1 – continue implementation as per the existing policy and associated delivery extension plan.

<b>Advantages</b>	<b>Disadvantages</b>
Better overall management of on-street parking across the city, improved road safety and traffic flow particularly for emergency/refuse vehicles.	Promoting RPSs too early, i.e. before residents see a need for them.
Ability to adjust priorities dependent on resident demand and/or on-street parking pressures.	Lack of mitigation for parking displacement, particularly for communities outside of Cambridge.
Addressing issues related to parking displacement and that of commuter parking on-street within the city boundary.	Reduction in parking capacity, i.e. in order to accommodate junction/access protection, pay & display, disabled and car club bays.
Encourages modal shift to more sustainable modes of transport, reduction in congestion and improved air quality in-line with GCP objectives.	No guarantee that GCP funding will be extended or increased, an alternative funding stream would need to be sought.
Continues the ongoing RPS delivery momentum.	Increased parking pressures from displacement in other adjoining residential areas.

Wider implications would be:

- Ongoing staff resources and the phasing of any new RPSs in-line with current staffing levels.

- There is an agreement with GCP to deliver RPSs based on the current Residents' Parking Scheme Policy. GCP committed £1.1m over a four year period. To extend the agreed time period or increase the level of funding, a formal approach would need to be made to GCP.
  - For legitimately mitigating parking displacement as in many of the proposed areas, there are no or limited viable parking/travel alternatives/options.
- 3.6 This option demonstrates that local highway authority is actively managing on-street parking and committed to tackling wider traffic issues. It supports current staffing levels, meeting the expectations of local councillors and residents.
- 3.7 It was however, always intended that RPSs should not be considered in isolation, but as part of a wider package of measures which balances the needs of both those that live in the city and those that visit or work in the city.
- 3.8 This option does not require an amendment to the RPS Policy or Cambridge Residents' Parking Schemes EDP.
- 3.9 Option 2 - pause all work on the development and implementation of all RPS for 12 months

<b>Advantages</b>	<b>Disadvantages</b>
Existing and imminent schemes would have time to settle, giving us a better understanding on the further restrictions needed and where.	Frustration, as there is an expectation from residents/councillors for delivery in areas where parking control would be beneficial.
Allows the provision of more sustainable travel measures to be implemented.	Increased parking/displacement pressures in other residential areas.
Enable us to mitigate parking displacement as RPSs would form part of the wider programme of measures.	Reputational damage to Council.
With the ongoing growth and parking displacement, a delay may lend further support to any future schemes being considered.	No guarantee that GCP funding will be extended or increased, therefore an alternative funding stream would need to be sought.

Wider implications would be:

- Negative publicity from residents and local members, loss of faith in the council's ability to deliver schemes.
  - Potential inequality between areas that now have a scheme and those not given the opportunity.
  - The number of vehicles entering the city seeking free, unlimited parking and the impact on congestion/ pollution.
  - Loss of staff through redundancy or redeployment, with no guarantee that resource would be readily available again in 12 months' time (subject to recruitment, training etc.).
  - The number of proposed schemes 'back-logged' awaiting progression.
  - As the funding agreement made with GCP will have expired, there is no guarantee that GCP funding will be available at this time. However the council could consider approaching GCP for further funding.
  - The possibility that in a years' time, the alternative transport measures ('carrots') are still no nearer.
  - A commitment has been made to review schemes already implemented (i.e. Victoria, Ascham and Benson North) 12 months after their implementation date.
- 3.10 Whilst this option would demonstrate that we are still taking a holistic approach to the delivery of RPSs, it also shows that the introduction of RPSs is part of a wider programme that supports more sustainable travel choices, tackling congestion and the evolving needs of the city.
- 3.11 As this option is only placing a pause on the consideration/delivery of further schemes, no change to the RPS Policy is required. As detailed in the RPS policy, whilst formal requests will be considered annually (August–November) and programmed in-line with available resources, scheme approval (in principle) is required from the Executive Director of the Highways.
- 3.12 The Cambridge Residents' Parking Schemes EDP simply offers a 'fast track' alternative to the RPS policy, removing the requirement of a Councillor lead informal consultation. However it does not negate the requirement for the Executive Director's approval.
- 3.13 Should this option be chosen as the way forward it is suggested that a subsequent report be brought back to committee in twelve months' time seeking a steer from members as to how committee wishes to proceed following the pause. Such a report would provide an update regarding funding and the GCP programme to help inform the committee discussion
- 3.14 Option 3 – proceed with the implementation of only those schemes listed in section 2 of this report where some local consultation has been undertaken

(Hurst Park, Elizabeth, Romsey West), but do not undertake any work on any other schemes for a 12 month period.

This option solely focuses on the schemes highlighted in section 2 of this report where councillors have already undertaken some level of informal consultation.

Advantages	Disadvantages
Residents' have (in principal) expressed support for these RPSs and as such, some initial work has already been undertaken.	There is an expectation in these areas that RPSs will be considered.
Focuses on areas that that are in need of a RPS.	Increased parking pressures in other residential areas, as parking will displace to surrounding streets.
Better overall management of on-street parking across the city, improved road safety and traffic flow particularly for emergency/refuse vehicles.	Reduction in parking capacity, i.e. in order to accommodate junction/access protection, pay & display, disabled and car club bays.
Continued RPSs delivery momentum, although somewhat slower.	Lack of mitigation for parking displacement, particularly for communities outside of Cambridge
Encourages modal shift to more sustainable modes of transport, reduction in congestion and improved air quality in-line with GCP objectives.	No guarantee that GCP funding will be extended or increased, an alternative funding stream would need to be sought.

Wider implications would be:

- Negative publicity from residents and local members.
- Increased issues related to parking displacement, due to areas without a RPS remaining vulnerable.
- Possible loss of staff through redundancy or redeployment.
- Future funding will need to be considered as the current agreement with GCP expires in January 2021.
- Legitimately mitigating parking displacement due to the lack of viable parking alternatives.
- The possibility that in a years' time, the alternative transport measures

(‘carrots’) are no nearer.

- Uncertainty surrounding what happens next.

3.15 This option would again demonstrate that we are actively managing on-street parking and are committed to tackling wider traffic issues. However it is unlikely to support current staffing levels or meet the expectations of local councillors and residents.

3.16 As this option along with Option 2, is only placing a pause on the consideration/delivery of further schemes, no change to the RPS policy or the Cambridge Residents’ Parking Schemes EDP is required.

## **4. ALIGNMENT WITH CORPORATE PRIORITIES**

### **4.1 A good quality of life for everyone**

The main objectives of the Council’s programme of RPSs is to give parking priority to residents and to discourage non-resident travel into Cambridge, with the aims of reducing congestion and improving air quality. This should go together with the need to provide alternative, sustainable parking options for those that visit and work in Cambridge.

### **4.2 Thriving places for people to live**

A RPS will reduce the conflicting demands for on-street parking. By removing free, unlimited non-resident parking, the aim is to reduce though traffic and as such, reduce air pollution.

RPSs offer a range of permit types which support residents, including free Medical Visitors’ Permits for those that need care in their own homes, dispensations for health worker professionals providing care and Tradesperson Permits.

### **4.3 The best start for Cambridgeshire’s children**

There are no significant implications for this priority.

### **4.4 Net zero carbon emissions for Cambridgeshire by 2050**

Effective management of parking including the introduction of RPSs, compliments the Local Transport Plan and support the Climate Change and Environment Strategy.

## **5. SIGNIFICANT IMPLICATIONS**

### **5.1 Resource Implications**

The GCP have committed to covering the costs associated with the implementation of the 26 identified/proposed RPSs. The subsequent, ongoing

costs will be covered by permit fees. Permit fees are set at a rate which should ensure that RPSs as a whole are cost neutral to the Council. This commitment will be reviewed after a period of four years.

GCP funding may be lost if RPSs are not delivered as first anticipated.

There may also be human resource implications in the event that there is a reduction in delivery which could also result in financial implications

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

There are no significant implications within this category.

## **5.3 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.
- Offering alternative, sustainable modes of transport

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

## **5.4 Equality and Diversity Implications**

There are no significant implications with this priority, as there is no change to the process surrounding the delivery of RPSs. See Equality Impact Assessment attached in appendix 2.

## **5.5 Engagement and Communications Implications**

In the event that RPS do not proceed as initial planned, Officers will liaise with the relevant local county councillors to manage the potential reputational impact.

## **5.6 Localism and Local Member Involvement**

There are no significant implications within this category.

## 5.7 Public Health Implications

There are no significant implications within this category.

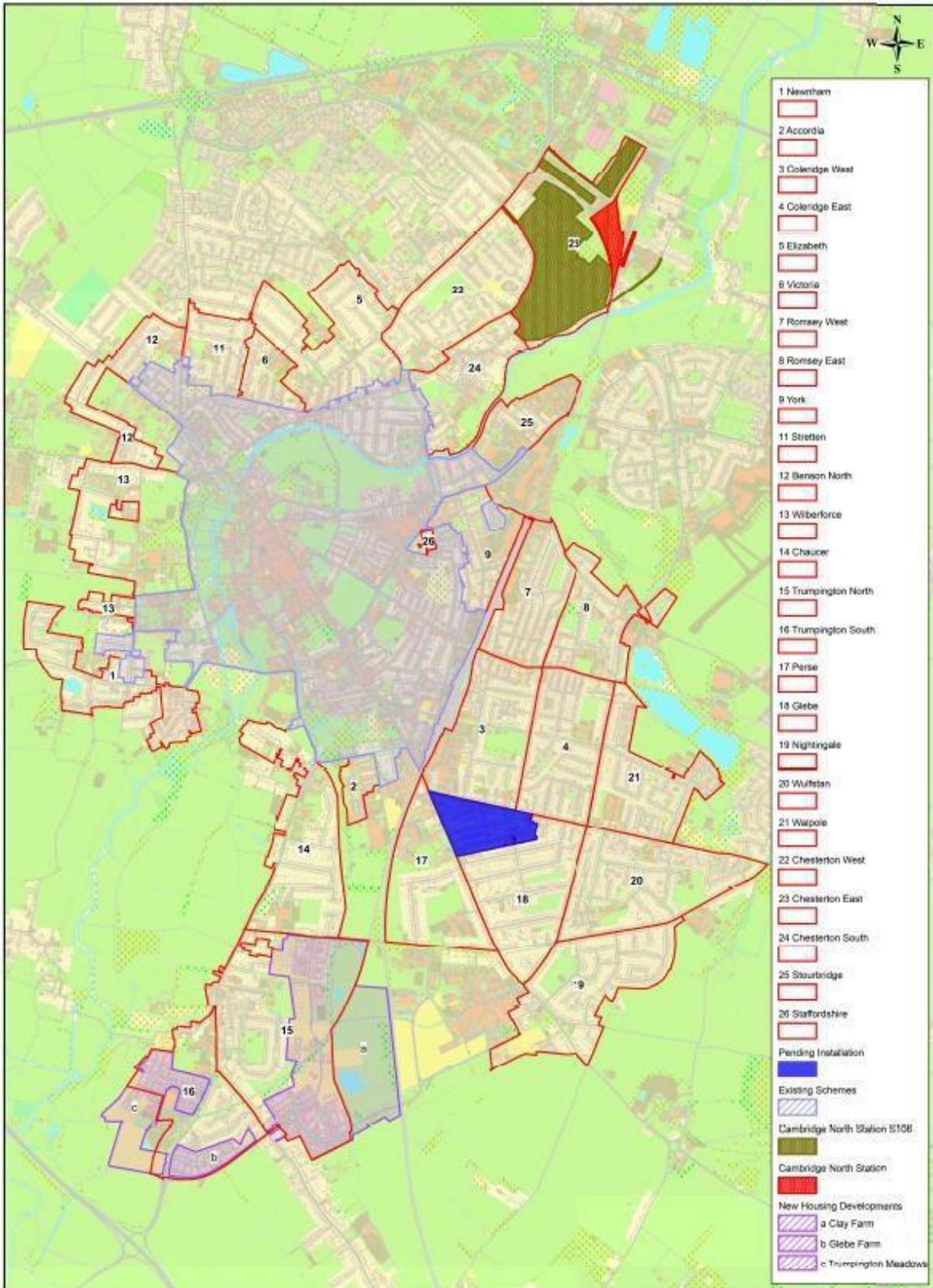
<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	<b>Yes</b> Name of Monitoring Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	<b>Yes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

<b>Source Documents</b>	<b>Location</b>
Residents' Parking Scheme Policy	<a href="https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Residents%20Parking%20Scheme%20Policy.pdf">https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Residents%20Parking%20Scheme%20Policy.pdf</a>
Cambridge Residents' Parking Schemes Extension Delivery Plan	<a href="https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridge%20Residents%20Parking%20Schemes%20Extension%20Delivery%20">https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridge%20Residents%20Parking%20Schemes%20Extension%20Delivery%20</a>

	<a href="#">Plan.pdf</a>
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Appendix 1.

Cambridge Residents' Parking Schemes



## Equality Impact Assessment For employees and/or communities

### Section 1: Proposal details

<b>Directorate / Service Area:</b>		<b>Person undertaking the assessment:</b>	
Place & Economy		<b>Name:</b>	Nicola Gardner
<b>Proposal being assessed:</b>		<b>Job Title:</b>	Parking Policy Manager
Delivery of Residents' Parking Scheme (RPS)		<b>Contact details:</b>	01223 727912
<b>Business Plan Proposal Number:</b> (if relevant)		<b>Date commenced:</b>	30/01/20
		<b>Date completed:</b>	
<b>Key service delivery objectives:</b>			
The aim of this report is to discuss and establish how to phase the implementation of further RPSs. Whilst the removal of free/unlimited parking via the introduction of RPSs aims to reduce congestion and cut air pollution, consideration should be given to mitigating parking displacement by offering alternative transport options which maximise and encourage modal shift.			
<b>Key service outcomes:</b>			
To ensure a balanced approach is adopted in relation to the delivering RPSs, an approach which forms part of a wider programme which supports more sustainable travel choices, tackles congestion and improves air quality.			
<b>What is the proposal?</b>			
To ascertain how to phase the implementation of further RPSs to balance the evolving needs of those that live, work and visit Cambridge.			
<b>What information did you use to assess who would be affected by this proposal?</b>			
As no change in the process surrounding the introduction of RPSs is being proposed, no one will be directly affected. The challenge now is how to phase the implementation of further RPSs, in-line with the roll out of alternative transport options to maximise the encouragement of modal shift.			
<b>Are there any gaps in the information you used to assess who would be affected by this proposal?</b>			
No			
<b>Who will be affected by this proposal?</b>			

N/A

## Section 2: Scope of Equality Impact Assessment

Scope of Equality Impact Assessment				
<i>Check the boxes to show which group(s) is/are considered in this assessment. Note: * = protected characteristic under the Equality Act 2010.</i>				
*	Age	<input type="checkbox"/>	* Disability	<input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	* Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	* Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	* Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>		
	Rural isolation	<input type="checkbox"/>	Poverty	<input type="checkbox"/>

## Section 3: Explanation of 'no foreseeable risk' EIA screening

		Characteristic / group of people	Explanation of why this proposal will not have a foreseeable risk of negative impact
1	*	Age	This process does not introduce any new content. So, no foreseeable risk of negative impact has been identified.
2	*	Disability	'As per 'Age' above'
3	*	Gender reassignment	'As per 'Age' above'
4	*	Marriage and civil partnership	'As per 'Age' above'
5	*	Pregnancy and maternity	'As per 'Age' above'
6	*	Race	'As per 'Age' above'
7	*	Religion or belief (including no belief)	'As per 'Age' above'
8	*	Sex	'As per 'Age' above'
9	*	Sexual orientation	'As per 'Age' above'
10		Rural isolation	'As per 'Age' above'
11		Poverty	'As per 'Age' above'

#### Section 4: Approval

I confirm that I have assessed that a full Equality Impact Assessment is not required.

<b>Name of person who completed this EIA:</b>	
<b>Signature:</b>	
<b>Job title:</b>	
<b>Date:</b>	

I have reviewed this Equality Impact Assessment – Screening Form, and I agree that a full Equality Impact Assessment is not required.

<b>Name:</b>	
<b>Signature:</b>	
<b>Job title:</b> <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	
<b>Date:</b>	