

## Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge

To: Cambridge Joint Area Committee

Meeting Date: 29 July 2024

From: Executive Director of Place and Sustainability

Electoral division(s): County Council divisions within Cambridge: Arbury, Chesterton  
City Council wards: West Chesterton

Executive summary: The Milton Road Area Residential Parking Scheme covers predominantly residential side streets off Milton Road, Chesterton Road and Arbury Road in Cambridge. The proposal would give priority for on-street parking to residents of those streets. The purpose of this report is to inform Members of the feedback received to the publication of these proposals and consider whether the parking scheme should proceed.

### Recommendation:

The Committee is asked to:

- a) Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Members, approve the introduction of the Milton Road Area Residential Parking Scheme, as published; and
- b) Approve a review of on-street parking in the affected area six months after the Residential Parking Scheme commences operation.

Officer contact:

Name: Gary Baldwin  
Post: Policy & Regulation Engineer  
Email: [gary.baldwin@cambridgeshire.gov.uk](mailto:gary.baldwin@cambridgeshire.gov.uk)  
Tel: -

Officer contact:

Name: James Hostler  
Post: GCP Project Manager  
Email: [james.hostler@cambridgeshire.gov.uk](mailto:james.hostler@cambridgeshire.gov.uk)  
Tel: -

Officer contact:

Name: Nicola Gardner  
Post: Parking Policy Manager  
Email: [nicola.gardner@cambridgeshire.gov.uk](mailto:nicola.gardner@cambridgeshire.gov.uk)  
Tel: -

Officer contact:

Name: Lynne Miles  
Post: GCP City Access Programme Director  
Email: [lynne.miles@cambridgeshire.gov.uk](mailto:lynne.miles@cambridgeshire.gov.uk)  
Tel: -

# 1. Background

- 1.1 Residents Parking Schemes (RPSs) are generally used in areas where there is competing parking demand from a mixture of users such as residents, businesses and shoppers. They aim to give residents who live in a designated street a fair chance of parking close to their homes but do not guarantee a parking space.
  - 1.2 Following a period where delivery of new parking schemes in Cambridge was paused, the Highways and Transport Committee agreed at its meeting on 4 November 2021 to restart the programme and asked the Greater Cambridge Partnership (GCP) to initiate delivery of new residents' parking schemes.
  - 1.3 The GCP Executive Board agreed in June 2021 that the GCP should aim to deliver parking controls across the whole city over time, with the areas that make up the Milton RPS being part of the first tranche of schemes to be funded from the GCP's City Access budget.
  - 1.4 The proposed Milton Road Area RPS covers the Ascham, Elizabeth, and Hurst Park areas, and it includes and supersedes the existing Ascham RPS. The specifics of the scheme have been developed in line with resolutions put forward by the Milton Road Local Liaison Forum, and following requests from local resident associations and Councillors as a priority area in need of an RPS.
  - 1.5 The proposals were supported by 54% of residents of the proposed RPS following a public consultation carried out in October and November 2022. The summary report of that consultation is attached at Appendix 4.
  - 1.6 In line with feedback from residents through consultation, and in discussion with Local Members, a number of amendments were made to the designs. These were further amended in response to the findings of a Road Safety Audit, attached at Appendix 5. The primary amendment following consultation was the re-instatement of proposed bays on Arbury Road, following feedback from residents which demonstrated a clear need for parking capacity in this area.
  - 1.7 Before introducing new on-street parking restrictions, there is a statutory requirement for the Council to publish a notice of intention to inform interested parties of the proposed Traffic Regulation Order (TRO). This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21-day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
  - 1.8 The notice for the Milton Road area RPS was published in the Cambridge News on 18 March 2024, and the statutory consultation period ran until 12th April 2024. Additional information was available on the Council's website, in Cambridge Central library and notices were posted on-street. All households and businesses in the area were individually consulted by letter.
  - 1.9 A total of 381 written representations were received, which included 288 objections, 75 offering support and 18 neutral responses. Copies of all written representations received are attached at Appendix 7. The main issues raised are summarised in Appendix 3, with officer responses also given.
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## 2. Main Issues

- 2.1 The RPS would involve the installation of on-street parking restrictions in a number of streets, as identified in the public notice attached at Appendix 2. On-street parking would become either resident permit holders' parking; would be subject to no waiting at any time or would remain unrestricted (such as across private driveways). In addition, it is proposed to provide some mixed-use bays (2 hour or permit holders) near the dental practice on Hurst Park Avenue.
- 2.2 Most drivers would need to display a permit during the scheme's operational hours (Monday-Friday 9.30am to 3.00pm). Existing disabled parking bays in the area would remain. Blue badge holders (of any address) would be able to park within the RPS area without needing a permit.
- 2.3 Residents within the scheme boundary will be able to apply for resident, visitor and medical permits in line with the existing Resident Parking Policy.
- 2.4 The Milton Road RPS is split into three sub-zones, with the number of responses and opinions varying across each area as follows:
- a) The existing Ascham RPS area (introduced in May 2019), which would be absorbed into the proposed Milton Road area. 4 responses received (2 objections, 1 support and 1 neutral).
  - b) The Chesterton Triangle area (Herbert Street, Chesterton Hall Crescent, Hawthorn Way, etc.) where most properties have no off-road parking. As a result, the level of on-street parking has historically been at or above capacity. 119 responses received (92 objections, 25 support and 2 neutral).
  - c) Arbury Road/Hurst Park Avenue/Leys Road area, which is further away from the city centre. Many properties, with the exception of Arbury Road itself, have off-road parking, so there is generally less pressure on on-street parking. 242 responses received (184 objections, 45 support and 13 neutral).
- A summary of all written representations is attached at Appendix 6.
- 2.5 There has been some feedback from private residents on the north side of Arbury Road, who are outside the boundary and as such not eligible for permits, that the scheme will impact their ability to park near their properties.
- 2.6 The majority of these comments are from Havenfield, a private retirement village housing a number of flats with limited private off street parking facilities. These comments have been reviewed and extensive discussions have taken place with residents and Members. However, it is felt that, at this time, including the north side of Arbury Road (particularly given the large number of properties here) could negate the purpose of the scheme, due to extreme capacity issues, resulting in few residents within the area being able to park near their homes.
- 2.7 It is proposed that this, alongside any other issues arising after implementation, be considered under a 6-month review. Should concerns be borne out, and post-operation capacity is demonstrated to be available, there should be consideration to extend the boundary to include these properties.

## 3. Significant Implications

### 3.1 Finance Implications

Funding has been identified from the GCP's agreed budgets.

#### 3.2.1 Legal Implications

The statutory processes relating to the requirement to publish and consult on such proposals have been followed.

### 3.3 Risk Implications

There are risks, as with the majority of parking schemes, that parking displacement could occur to outside the scheme boundary following install. This would be reviewed, and if shown, amendments made both at 6-month scheme review and consideration for additional scheme areas around the proposed Milton RPS area.

### 3.4 Equality and Diversity Implications

The Equality Impact Assessment is attached at Appendix 8.

### 3.5 Climate Change and Environment Implications

RPSs give priority for on-street parking to residents and their visitors. These schemes deter all day parking by non-residents, such as city centre workers and commuters, so may discourage people from driving into Cambridge in search of free on-street parking. This means that RPSs have the potential to reduce congestion and improve air quality.

## 4. Source Documents

### 4.1 [The Council's Resident Parking Scheme Policy](#)