

**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

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## 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)	TOTAL NO. OF SIGNS
<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.

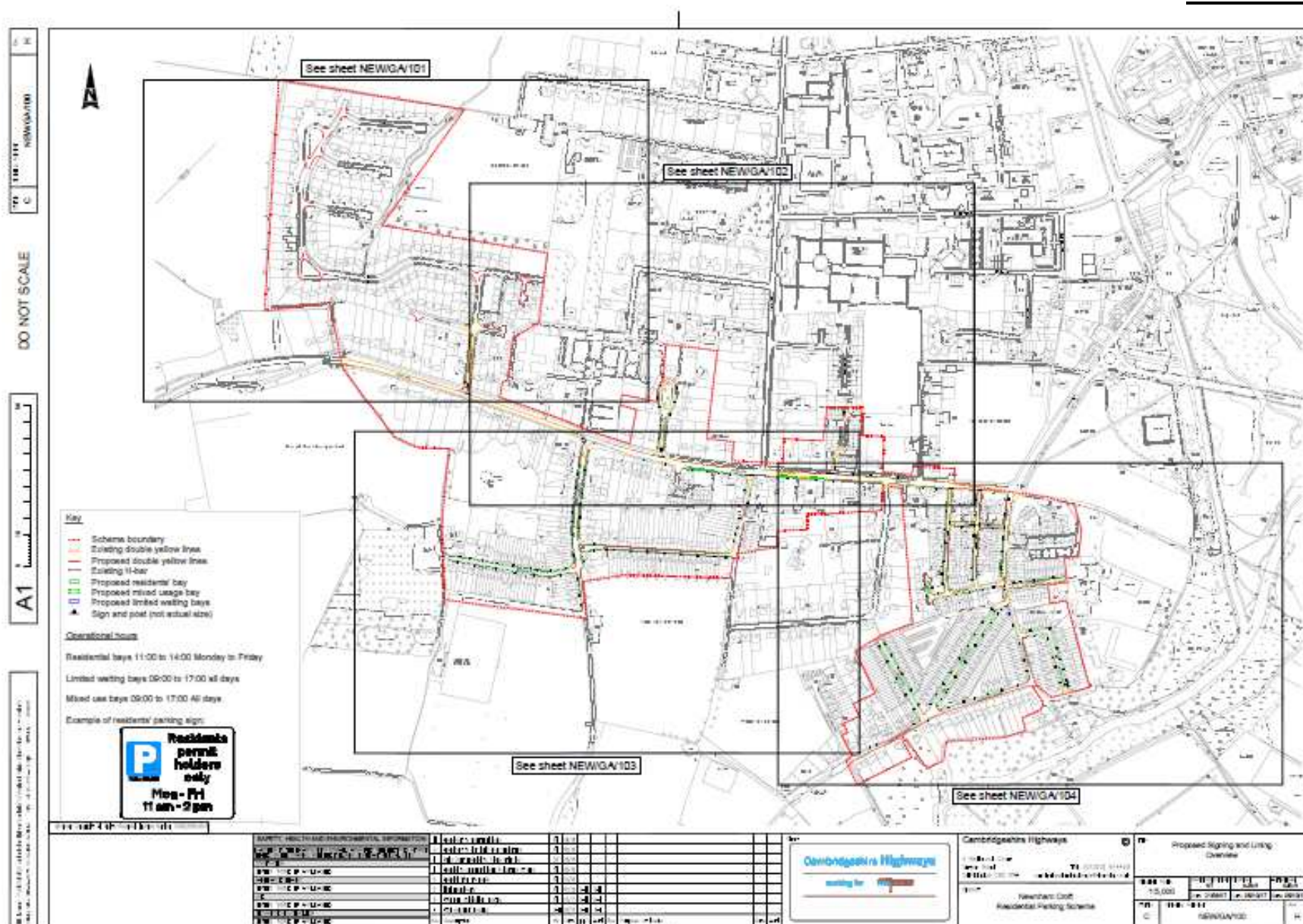
Implications	Officer Clearance
<b>Have the resource implications been cleared by Finance?</b>	<b>Yes</b> Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	<b>No Response</b> Name 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

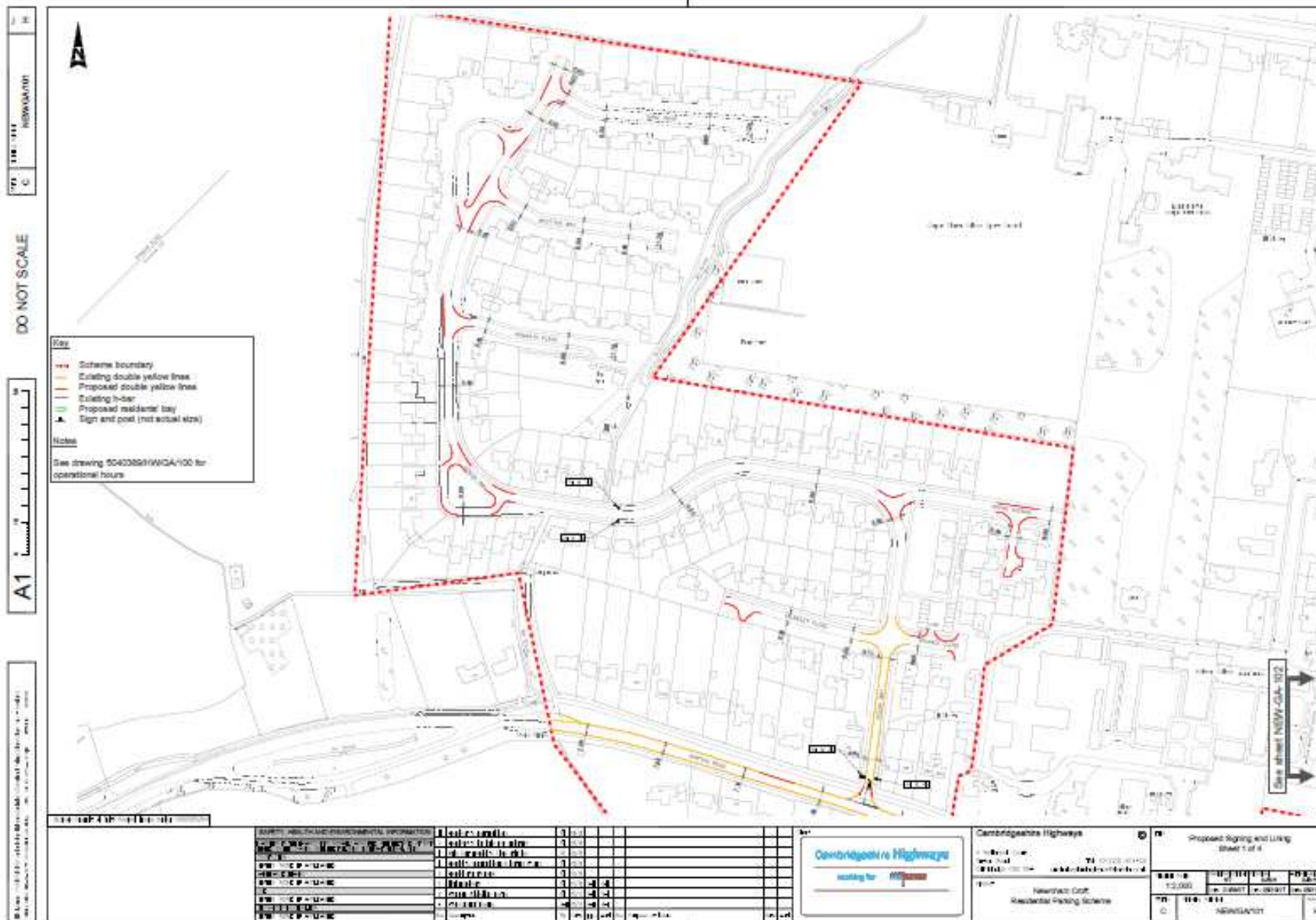
Source Documents	Location
Residents' Parking Scheme Policy	<a href="https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true">https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%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'Leary, 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>



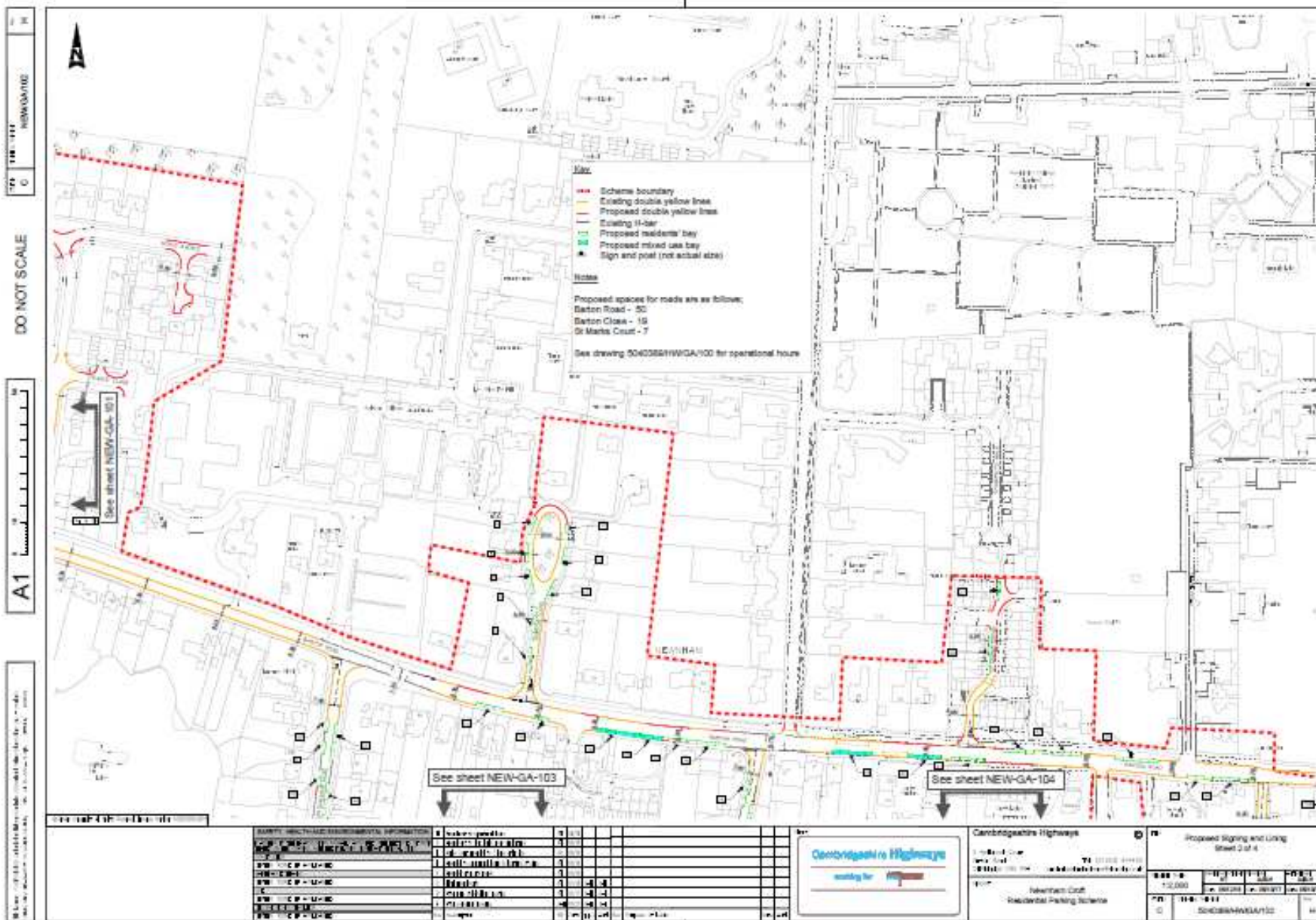
## Appendix 1

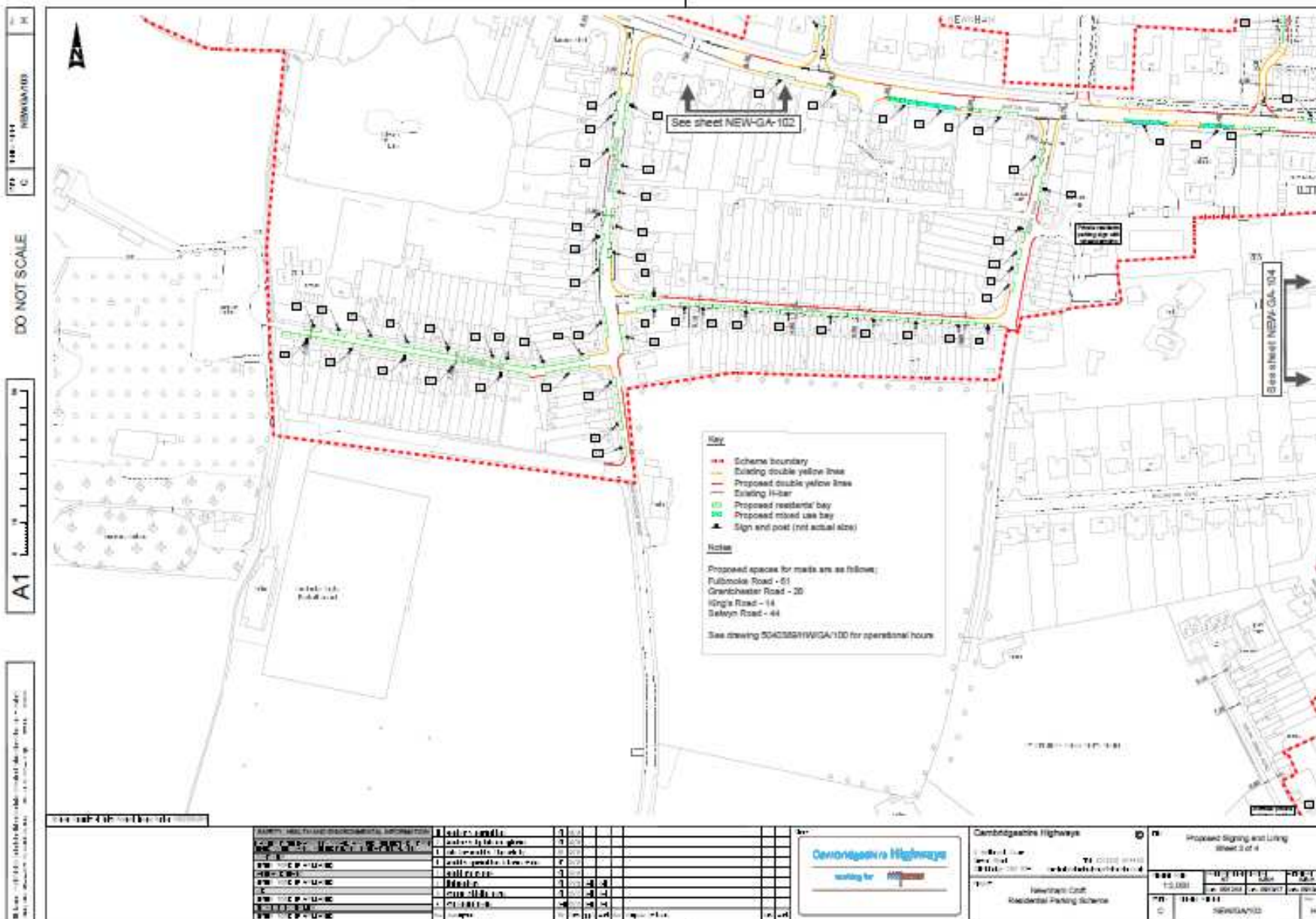
### Plan 1.1 - Newnham



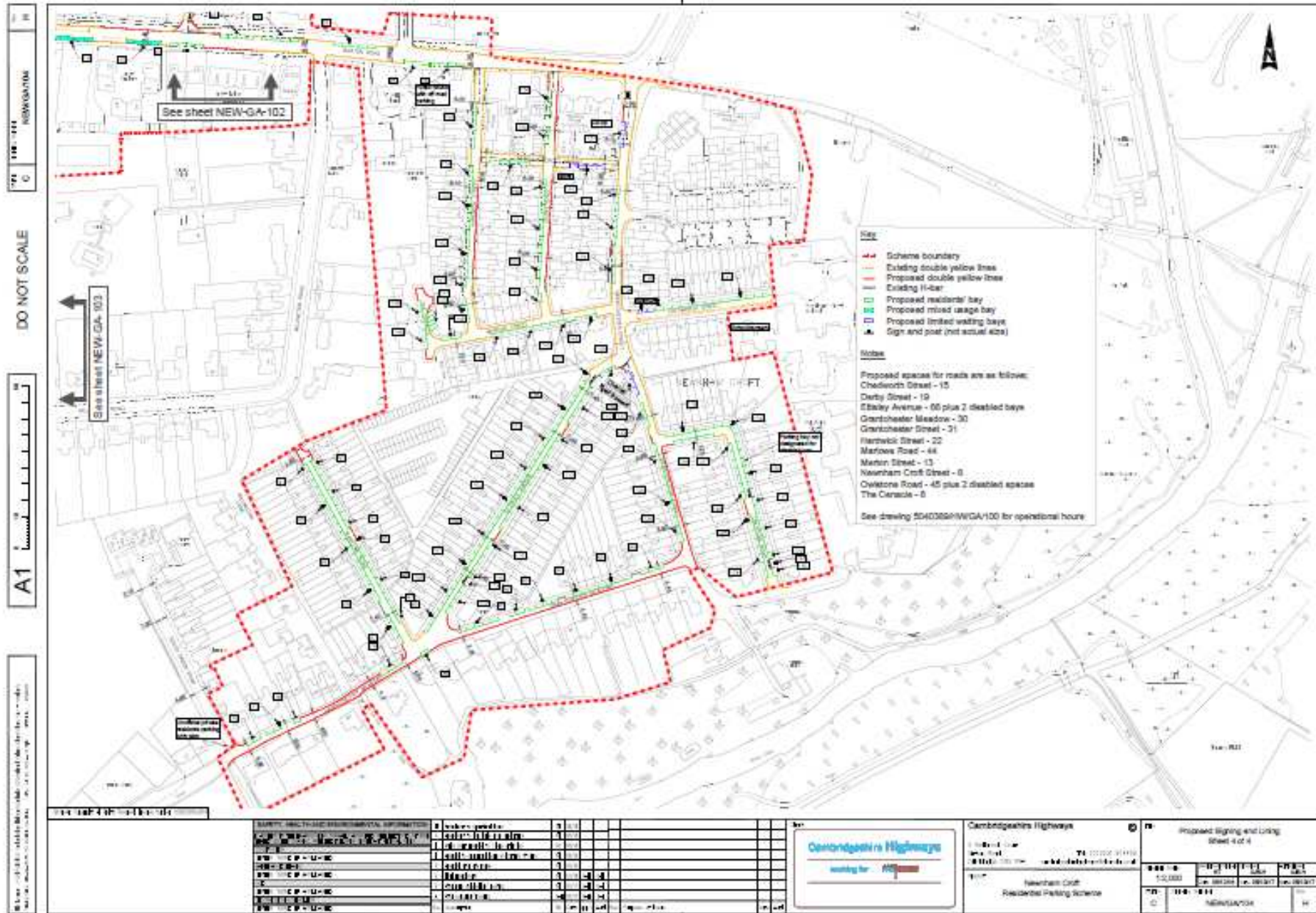








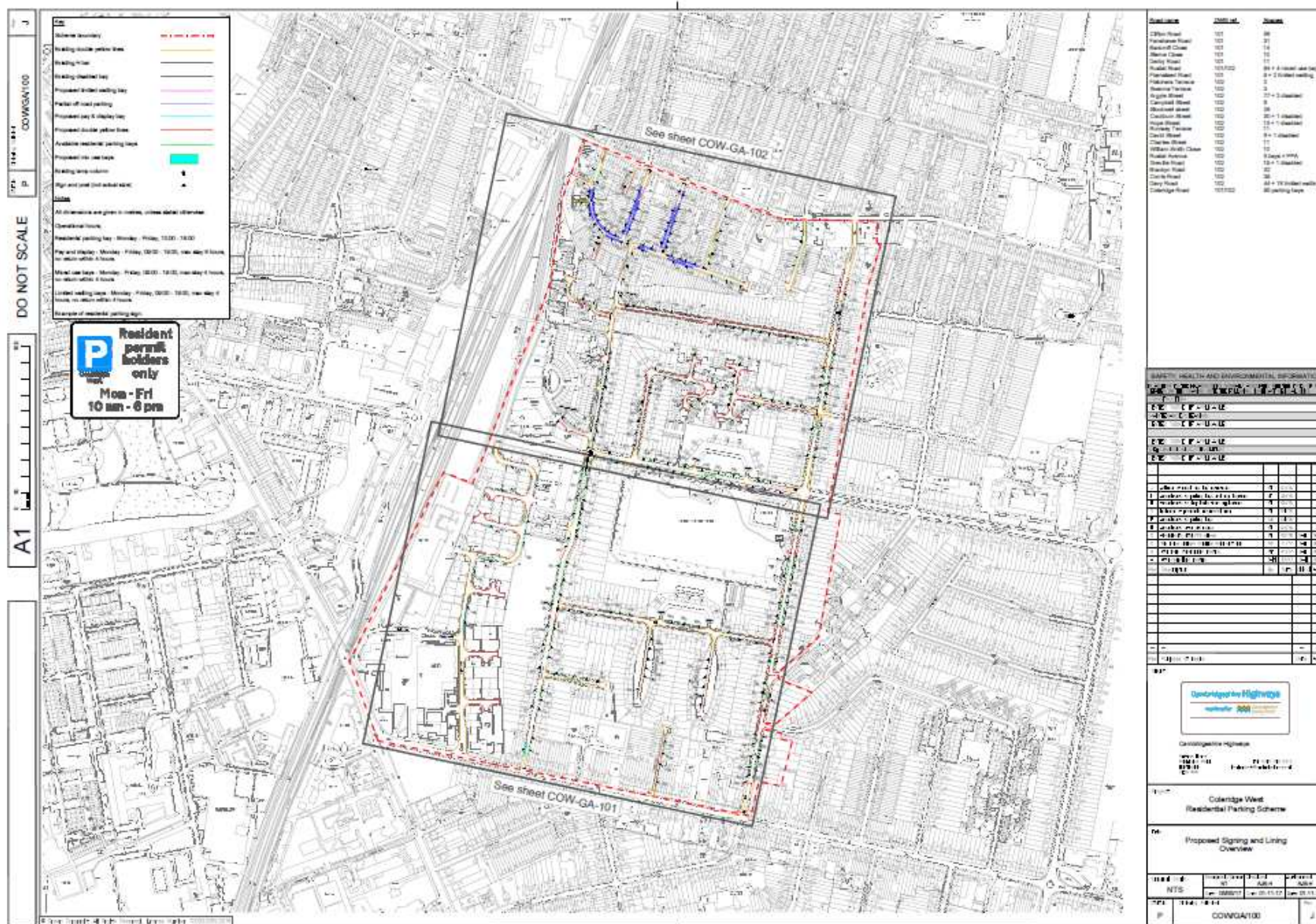






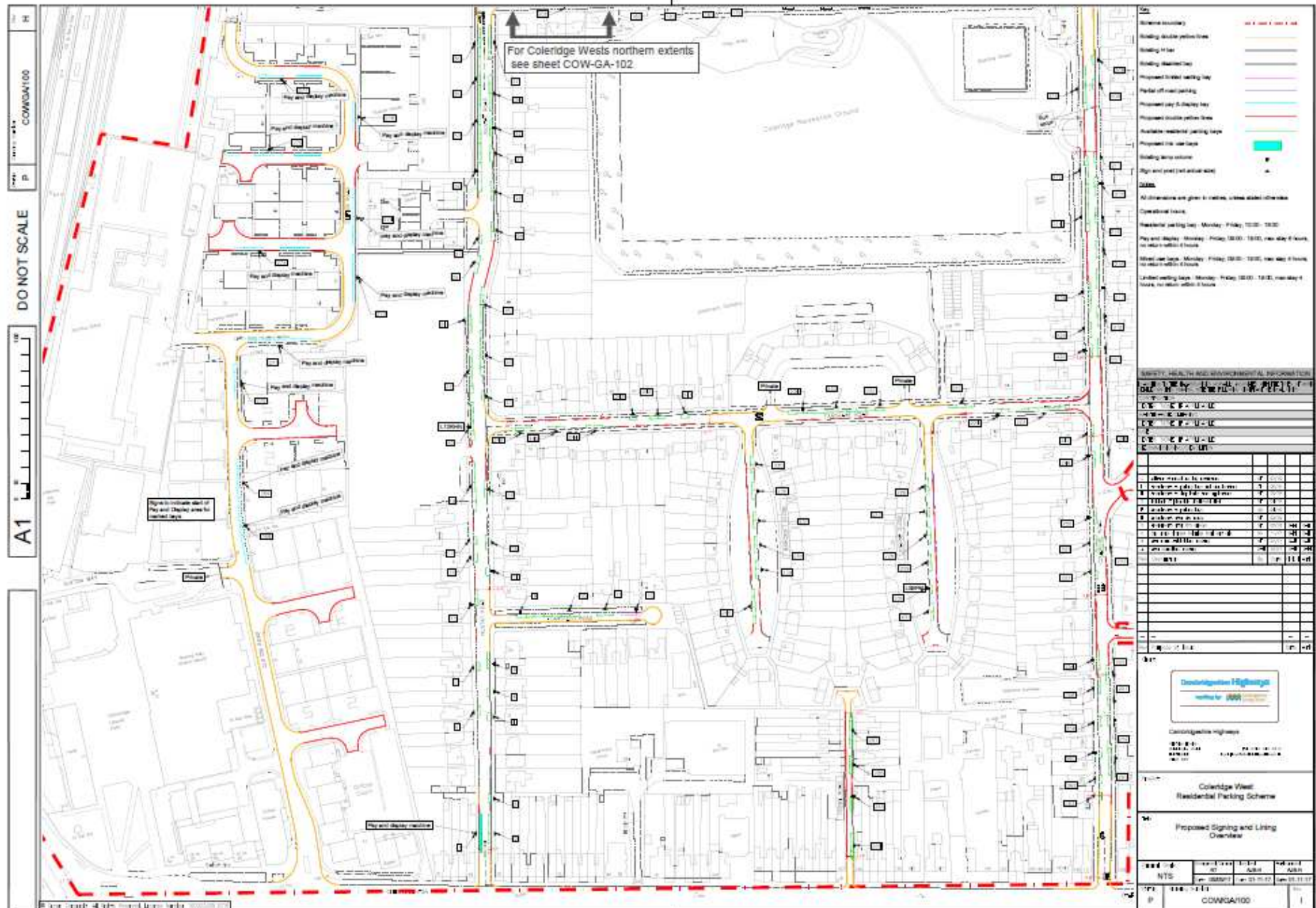
## Appendix 2

### **Plan 2.1 (Coleridge West)**





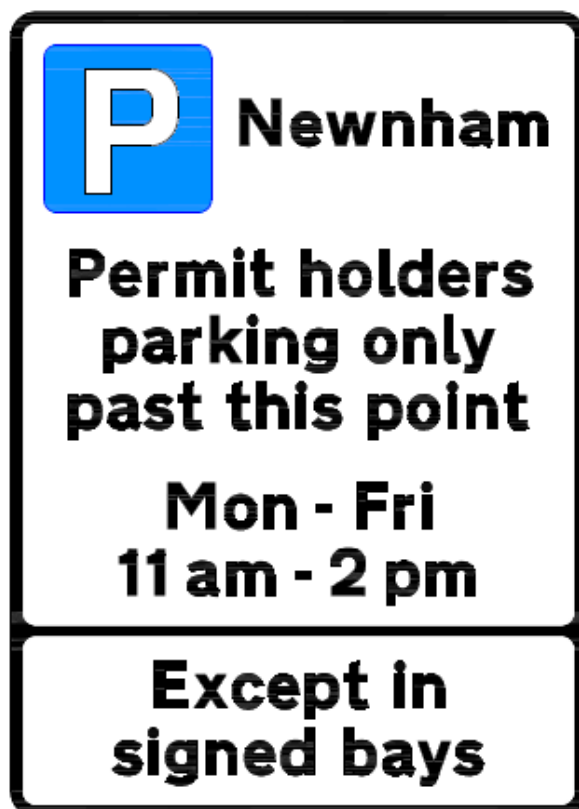
# Plan 2.2 (Coleridge West)











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>

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Project  
**NEWNHAM  
PROPOSED RESIDENTS PARKING**

Title  
**RESIDENTS PARKING  
SIGN DESIGN**

Drawing Number  
**NEW-1200-009**

Scale  
NTS

Status  
NT

Date  
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	0.14m²

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Project	NEWNHAM PROPOSED_RESIDENTS_PARKING	
Title	RESIDENTS_PARKING SIGN_DESIGN	

Drawing Number NEW-1200-004		
Scale NTS	Drawn NT	Date 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>

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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>

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Project  
**NEWNHAM  
PROPOSED\_RESIDENTS\_PARKING**  
Title  
**RESIDENTS PARKING  
SIGN\_DESIGN**

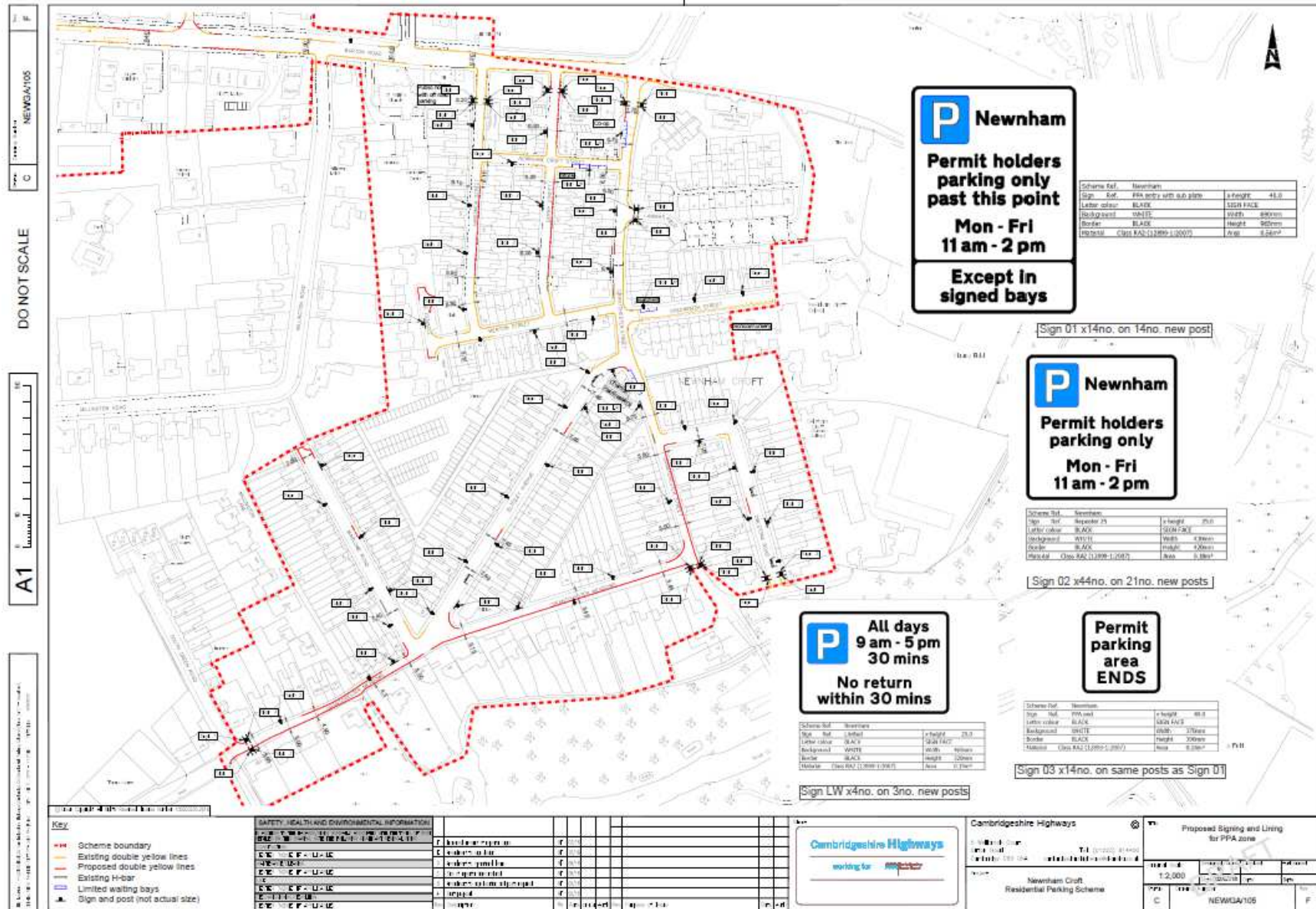
Drawing Number  
**NEW-1200-001-REVB**  
Scale  
NTS  
Drawn  
NT  
Date  
27/02/18



**Cambridgeshire  
County Council**

## 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?		
e.g. Council officers, partners, service users and community representatives.		
<p>The Residents' Parking Scheme Policy which supports the introduction of these schemes was developed to address parking issues and future challenges within Cambridgeshire that affect access and/or residents' vehicular parking availability. It created a framework for the consideration of the introduction/extension of formalised RPSs. A Member Working Group was established to help develop this policy along with stakeholders.</p> <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.