

**HIGHWAYS AND INFRASTRUCTURE COMMITTEE – 10<sup>th</sup> MARCH 2020**

**PUBLIC QUESTION TIME**

<b>No.</b>	<b>Question from:</b>	<b>Question to:</b>	<b>Question/Subject</b>
1.	Graeme Hodgson	The Highways and Infrastructure Committee	<p>"As a local resident of Romsey and activist in that community, I have received over 170 communications about the Residents Parking Scheme from fellow residents. The majority of these were favourable to implementation of an RP scheme in Romsey, but with some caveats. One of the issues identified is that of the large number of HMOs (Houses with Multiple Occupants) which may require 4 or more spaces for a single residential address. It is felt by many that this is more of a problem than parking by commuters.</p> <p>Furthermore, commuter parking in Romsey is recognised as an issue, particularly since RP was implemented in Coleridge and Petersfield. To address this, a significant number of my neighbours felt it would be sensible to have a period during the day, such as 11am-12pm during which residents permits would be required as this would allow tradespeople, delivery vehicles, care workers, visiting family members etc. the opportunity to park at all other times whilst, at the same time, making it less likely that people park in Romsey in order to catch a train to London or Stansted or to walk into central Cambridge each day.</p> <p>Will the Highways Committee agree to investigate the possibility of a scheme whereby a residents permit is not required at most times, but only for a small window each day from Monday to Friday to deter commuters, whilst preserving free parking for local workers and residents' family?</p> <p>Thanks,</p> <p>Graeme Hodgson</p> <p>Romsey Resident and Local Activist</p>

2.	Question from:	Question to:	
	Jim Chisholm	The Highways and Infrastructure Committee	<p>Highways and Environment Committee March 10th 2020 Agenda Item 10: RESIDENTS' PARKING DELIVERY REVIEW</p> <p>Councillors and Officers</p> <p>After school, in my very first job, as a junior at Guildford Council, I spent many days surveying car parking. That was in an early 'controlled parking' zone, but the issues of parking have not changed in over 50 years!</p> <p>I understand the concerns of those who feel they have no choice other than to drive to Cambridge, but we all know that the solution is to give more people better choices such as bus, rail, cycle and walk, and that people fear sticks before carrots.</p> <p>Establishing Residents Parking Schemes is necessarily bureaucratic and involves consultations, and Traffic Regulation Orders, hence being slow. Any new schemes developed now are not likely to be implemented within a year, and can be 'paused' when approved. Once established they will give unexpected benefits. I've heard that in Newnham, car traffic and pollution is much reduced, in part because drivers no longer cruise the area in the hope of picking up a parking space...</p> <p>.</p> <p>BUT, in fact, 'Carrots' are very soon to be on offer, and the price is not high, neither for County, GCP, CA, nor for users:</p> <ul style="list-style-type: none"> <li>• <i>At the end of this month courtesy of Stagecoach, <b>and at their commercial risk</b>, a very significantly improved bus service is being offered into the City from North of Cambridge</i></li> <li>• <i>In addition we have the Combined Authority working to support express buses from Papworth and Cambourne directly to the Science Park and to the Biomedical Campus 'within 6 months'</i></li> <li>• <i>Finally before the end of this year, <b>and we have been waiting</b>, the first sections of the Chisholm Trail should be available, starting to give some who currently drive a pleasant traffic free cycle route, that can take less time than driving.</i></li> </ul> <p>If we wish to encourage such mode switching actions, hence making bus services better</p>

			<p>and more commercially viable, we need to help reduce congestion.</p> <p>Reducing free commuter car parking within Cambridge is a big help. It is private cars, entering Cambridge at peak times that create the congestion that delays buses, making them slow and unreliable.</p> <p>100 car drivers make a queue of around half a mile, yet all would fit on just one new Stagecoach bus. Removing just 200 free commuter parking spaces in residential areas can help to create a tipping point by reducing car traffic on essential bus routes into Cambridge. In addition, removing such commuter car parking, some bordering on the illegal, makes residential areas safer and more pleasant, especially for those locals walking and cycling.</p> <p><b>Don't kick the can down the road</b> by stalling this process; use it to help enhance our bus services by reducing congestion, pollution and other nuisances caused by free commuter parking within the City.</p> <p>Brian Smith, formerly of this Parish, when introducing, against significant opposition, both the first bollard scheme in Cambridge, and cycle lanes on Hills Road Bridge, encouraged Officers and Councillors to take brave decisions. Who now would dare to reverse those now clearly beneficial schemes?</p> <p>Jim Chisholm</p>
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3.	Question from:	Question to:	
	Caroline Brettell	The Highways and Infrastructure Committee	<p>I am a resident of Herbert street , in the proposed parking zone known as Elizabeth , and thank you for the chance to explain our parking predicament and why we need to progress a parking scheme without delay.</p> <p>It is the design of the parking zones that has caused much of our problem. The original Elizabeth zone spanned a larger area, but following ward boundary changes , it was divided into the three zones now known as Ascham , Elizabeth and Hurst park . This has created an Elizabeth zone of Victorian streets with a high on street parking density , contrasting dramatically with the space in adjacent zones.</p> <p>We have fewer than one car per household , yet 60 or more would be unable to park if we apply county RPS guidelines to our narrow streets. We are grateful to Mathew Shuter for visiting to see if a pragmatic approach to emergency vehicle access would help us, but despite many hours seeking creative solutions , the conclusion is that a stand alone scheme is not viable. The only way forward is to amalgamate with adjacent zones who have spare capacity .</p> <p>The second factor , is that Elizabeth zone has ended up sandwiched between two parking schemes , which has the double impact of squeezing all the local commuter parking in to our zone and removing the option for Elizabeth residents to park in adjacent zones. Ascham RPS has capacity to share, usually 60 empty spaces day and night . Irksome for commuters and extremely so for Elizabeth residents who can't find anywhere to park .</p> <p>We have been having public meetings working towards residents parking as far back as February 18 . At the CJAC meeting of November 18 , we explained how we would be adversely impacted by the Ascham RPS . In recognition of this , although the TRO was passed , all committee members supported a move to amalgamate Elizabeth and Ascham parking zones , by asking Ascham residents for their approval .</p> <p>Since then, Hurst park zone have joined in the consultation process as it is evident that a three zone merger would allow for more flexibility and we were told a letter would be sent to Ascham residents last November .</p> <p>Finally we have a time pressure added by the Milton road upgrade the aim of which ,is to</p>

			improve the bus and cycle experience for commuters, but the collateral damage for residents in Elizabeth is the removal of 40 parking spaces on Milton road , spaces we have relied upon for all the 30 years I have been living in Herbert street . Promises to mitigate for the loss of these spaces have not materialised and we need to have residents parking in place before they disappear. For that reason I ask you to vote for options 1 or 3 .
4.	<b>Question from:</b>	<b>Question to:</b>	
	Michael Page	The Highways and Infrastructure Committee	<p>As Chair of the Hurst Park Estate Residents' Association, I would like to register my concern at the proposal to call a halt to the roll-out of residents' parking schemes, particularly where a huge amount of time and effort has already been expended by residents and councillors in preparing the ground for a formal consultation.</p> <p>Our association covers households in seven streets on the north-west side of Milton Road and we have been in discussion with our county councillor as well as people in the Elizabeth area on the south-east side of Milton Road for around two years working towards a formal consultation that we had understood was to take place this spring. Our area has become more and more congested and is now dangerous for cyclists and pedestrians and difficult for drivers as a result of cars parked on both sides of the streets, obstructing driveways, and too close to junctions. Air quality is noticeably worse as a result of vehicles cruising around looking for parking spaces.</p> <p>Residents have long been demanding something to be done and the proposal suggested by the CJAC committee to include Hurst Park and Elizabeth into an expanded Ascham zone seemed to offer a good way forward, but progress has stalled in recent months.</p> <p><u>News about public transport</u> - from March 15th, Park and Ride buses from Milton, and two weeks later, Busway buses from St Ives, will be making stops for the first time on Milton Rd at Union Lane and Mitcham's Corner offering just the sort of 'carrot' that we have been asking for to enable commuters to reach places of employment and other facilities in this area without needing to use a car. Together with a parking scheme this long-awaited initiative from Stagecoach should help to encourage a shift away from private car use as a step towards the zero-carbon future desired by the Council and the GCP.</p> <p>I am therefore asking Members to vote in favour of Option 1 or Option 3 in the officers' report so that all the work carried out so far is not lost and, along with it, the confidence of residents in the Council, its officers and local members.</p>

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