

**CONSIDER OBJECTIONS TO PROPOSED RESIDENTS PARKING SCHEME  
AMENDMENTS IN COLERIDGE ROAD, CAMBRIDGE**

*To:* Cambridge Joint Area Committee

*Meeting Date:* 4<sup>th</sup> June 2019

*From:* Executive Director – Place & Economy

*Electoral division(s):* Romsey and Queen Edith's

*Forward Plan ref:* n/a                      *Key decision:* Yes / No

*Purpose:* To determine objections and other written representations received to proposed amendments to the residential parking scheme in Coleridge Road.

*Recommendation:* a) Introduce the proposed amendments as shown on the drawing shown in Appendix 1 as published.  
b) Inform the objectors accordingly

| <b><i>Officer contact:</i></b> |  | <b><i>Member contacts:</i></b> |  |
|--------------------------------|--|--------------------------------|--|
| Name:                          | Gary Baldwin   | Names:                         | Councillor Linda Jones   |
| Post:                          | Engineer (Policy & Regulation)   | Post:                          | Chair  |
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## **1. BACKGROUND**

- 1.1** A residential parking scheme was introduced in the Coleridge West area of Cambridge in Autumn 2018. Essentially, the scheme restricts most on-street parking to permit holders only (residents and their visitors) from Monday to Friday between 10am and 6pm. There is also some short-stay parking provision at selective locations. The implementation of the parking scheme followed an extensive public consultation exercise, including the consideration of objections by this Committee on 24<sup>th</sup> July 2018.

## **2 MAIN ISSUES**

- 2.1** In the weeks following the implementation of the scheme, both the County and City Councils received a significant amount of correspondence from residents of Coleridge Road expressing concerns about the layout of parking in their road. Before the scheme was implemented, many drivers were in the habit of parking partially on the footway, which allowed for two-way traffic to pass. In line with the Council's agreed policy, the scheme sought to remove parked cars from the footway and now most are parked fully on the road. However, at several locations along Coleridge Road this has created vehicular conflict and short duration delays, particularly when larger vehicles, such as refuse trucks, are using the road. In addition, cyclists have expressed concerns that the resultant narrowing of the road has caused them to feel more vulnerable.
- 2.2** As a result of the aforementioned concerns, officers and Members agreed to review the parking layout in Coleridge Road with a view to removing the main "pinch-points" to ease traffic flow and address any safety concerns. An on-site review was carried out and a revised scheme was drawn up. The proposed amendment would result in the loss of about 25 spaces, but approximately 50 would remain. Wherever possible, the remaining parking spaces have been retained on alternate sides of the road to create a chicane effect, with the aim of moderating traffic speeds. The revised parking layout is shown in Appendix 1.
- 2.3** It was felt that the proposed changes would have only a negligible impact on other roads in the area, so at that stage only residents of Coleridge Road were directly consulted on the revised plan to gauge their initial views. Although, there was some opposition, it was felt that the Council should proceed to the statutory TRO stage. This requires the Council to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, including the emergency services. This provides an opportunity for any interested party to submit a written representation on the proposal.
- 2.4** The proposed residential parking scheme amendments were advertised in the Cambridge News on 6<sup>th</sup> March 2019 and the statutory consultation period ran until 29<sup>th</sup> March 2019.
- 2.5** It was agreed that all written representations, including those received immediately prior to the publication of notices, would be considered and reported to this Committee for a decision. A total of 26 representations were received from 185 households in Coleridge Road. The majority of those responses were generally opposed to or concerned about some aspects of the amended plan. A small number of those who responded offered support for the proposed changes. The main points raised in relation to the proposals are

summarised in the table in Appendix 2 and officer responses are also given in the table.

- 2.6** Cambridgeshire Police do not object to the proposals.
- 2.7** It is acknowledged that there is some local opposition to the proposed changes, but there would also appear to be support for amending the current layout. There are concerns with the present layout of parking spaces, which creates some vehicular conflict and a potential hazard to some users, such as cyclists. It is strongly recommended that Members adhere to the County Council's policy of not introducing new footway parking schemes. It is important to maintain safe and convenient provision for pedestrians and others, such as wheelchair and pushchair users. Consequently, it is recommended that the published proposal to amend the current layout be approved and implemented.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

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

The main objectives of the Council's programme of residential parking schemes is to give parking priority to residents and to discourage non-resident travel into Cambridge, with the aim of reducing congestion and improving air quality.

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

*There are no significant implications for this priority.*

#### **3.3 The best start for Cambridgeshire's children**

*There are no significant implications for this priority.*

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The residential parking schemes, including modifications to them, are being funded through the Greater Cambridge Partnership.

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

*There are no significant implications for this priority.*

#### **4.3 Statutory, Legal and Risk Implications**

The required statutory process for this proposal has been followed.

#### **4.4 Equality and Diversity Implications**

The recommended retention of carriageway parking, rather than a return to partial footway parking is beneficial to disabled people, including those with visual impairments and wheelchair users. It is felt that we need to re-inforce the point that footways are for pedestrians, particularly vulnerable adults and children, and that they should not have to cope with parked vehicles in "their" space.

#### **4.5 Engagement and Communications Implications**

The statutory consultees have been engaged, including the Police and the Emergency Services. Notices were placed in the local press and were also displayed on the road

affected by the proposal. The documents associated with the proposal were available to view in the reception area of Shire Hall and online.

#### 4.6 Localism and Local Member Involvement

All relevant County and City Councillors were consulted.

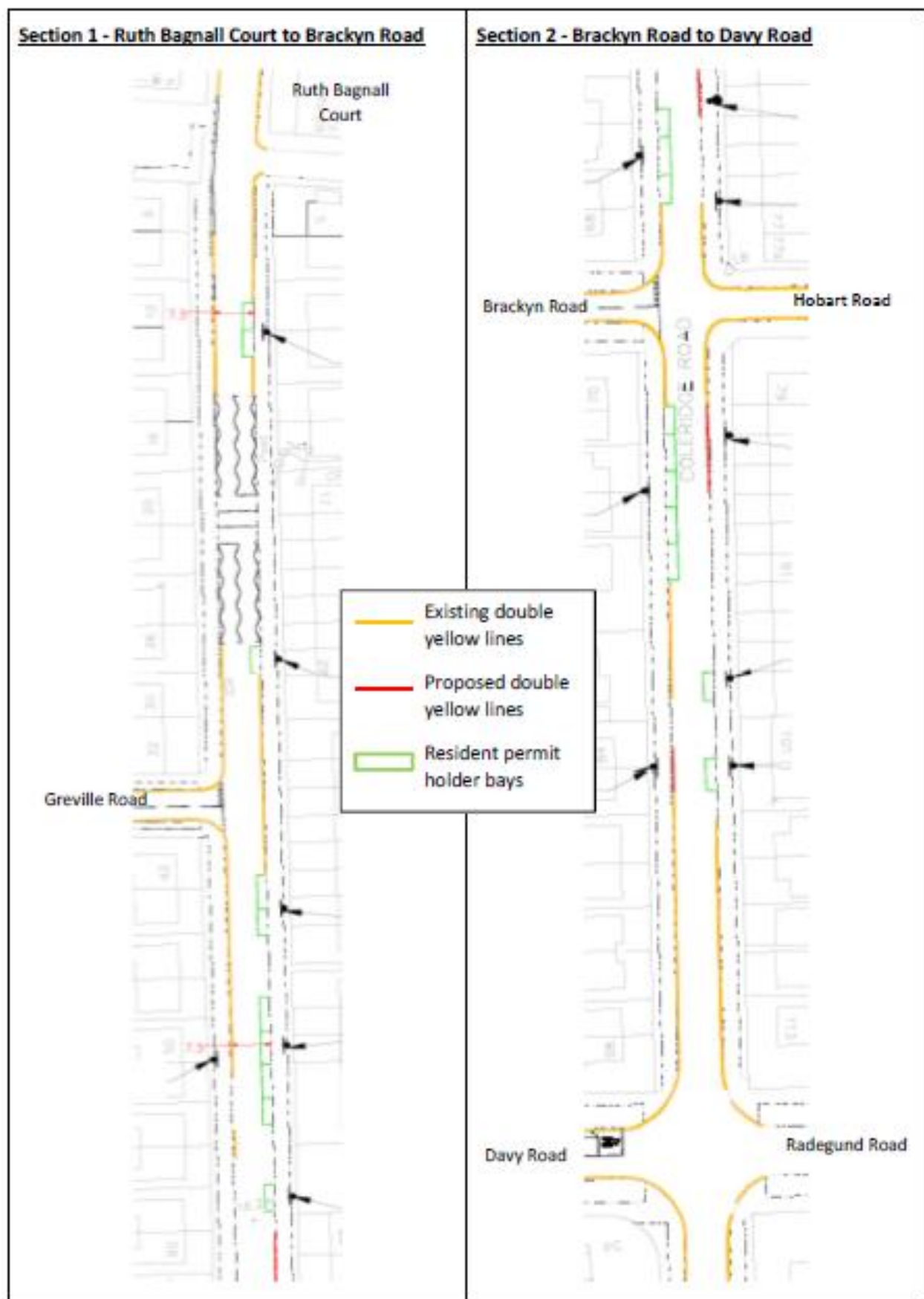
#### 4.7 Public Health Implications

*There are no significant implications for this priority.*

| Implications  | Officer Clearance                               |
|---|---|
|   |   |
| Have the resource implications been cleared by Finance?   | Yes<br>Name of Financial Officer: Sarah Heywood |
|   |   |
| Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? | Yes<br>Name of Officer: Gus de Silva            |
|   |   |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law?  | No<br>Name of Legal Officer: no response        |
|   |   |
| Have the equality and diversity implications been cleared by your Service Contact?  | Yes<br>Name of Officer: Elsa Evans              |
|   |   |
| Have any engagement and communication implications been cleared by Communications?  | No<br>Name of Officer: no response              |
|   |   |
| Have any localism and Local Member involvement issues been cleared by your Service Contact?                                   | Yes<br>Name of Officer: Elsa Evans              |
|   |   |
| Have any Public Health implications been cleared by Public Health   | Yes<br>Name of Officer: Stuart Keeble           |

| Source Documents  | Location   |
|---|--|
| Copies of written representations (redacted) received during the public notice period | Highways Office<br>Vantage House<br>Huntingdon<br>PE29 6SR |

## Appendix 1



### Section 3 - Davy Road to Fanshawe Road



### Section 4 - Fanshawe Road to Cherry Hinton Road



- Existing double yellow lines
- Proposed double yellow lines
- Resident permit holder bays

## Appendix 2

| No. | Summary of Objections/<br>Representations ranked by<br>number of times mentioned<br>(includes issues raised in 2 or<br>more representations)   | Officer's Response  |
|-----|--|---|
| 1   | <p><u>Loss of parking spaces for residents and visitors (raised in 16 representations)</u></p> <p>The amended parking layout will result in the loss of parking spaces for residents, visitors, tradespersons, deliveries, carers, etc. There are also concerns about whether the parking scheme contains sufficient capacity for those using the recreation ground, particularly during busier periods in the summer.</p> | <p>The proposed amendments will remove approximately 25 resident permit holder bays from Coleridge Road. About 50 spaces will remain.</p> <p>During the working day, observations indicate that there will be ample parking capacity. Clearly there is greater demand overnight and at the weekend, but the proposed layout appears to contain sufficient spaces to satisfy that demand. Many properties in Coleridge Road have off-street parking and, during the process to implement the RPS, a number have applied for dropped kerbs to enable them to construct driveways. If all resident spaces are full, drivers do have the option of parking in the side streets, some of which contain fairly low levels of on-street parking.</p> <p>A wider review of the parking scheme will take place approximately 12 months after implementation and will consider the adequacy of on-street parking provision. That would also be the right time to consider whether there is sufficient short-stay parking for recreation ground users.</p> |
| 2   | <p><u>Opposition to the removal of footway parking (raised in 12 representations)</u></p> <p>Before the residential parking scheme was implemented, residents parked their vehicles partially on the footways along Coleridge Road. This did not create any significant problems, primarily because the footways are wide enough to accommodate parking. There is no evidence of this creating any</p>                     | <p>The County Council's policy on residential parking is:-</p> <p><i>"The Council has a responsibility to keep footways safe to use, to maintain safe passage for pedestrians, rather than to facilitate parking. Parking on footways:-</i></p> <ul style="list-style-type: none"> <li><i>• Creates safety issues for pedestrians and can hide other vehicles particularly on bends, narrow roads and at junctions.</i></li> <li><i>• Creates an obstruction and hazard for the visually impaired, disabled and elderly people and those with prams and pushchairs.</i></li> </ul>  |

|   |  |   |
|---|--|---|
|   | <p>real problems for pedestrians, cyclists or other traffic. Hence, footway parking should be restored. The Council has used this approach elsewhere, such as in roads off Mill Road, which have narrower footways, so why can it not be used in Coleridge Road.</p>   | <ul style="list-style-type: none"> <li>• <i>Can cause damage to the footway. Parking on the footways would be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles."</i></li> </ul> <p>Applying that policy to Coleridge Road, a case could not be made for allowing footway parking.</p> <p>It is true that there are very few reports of any serious incidents caused by footway parking, but anecdotally there are wide concerns about it. It effectively gives priority to the needs of car owners above vulnerable road users, such as pedestrians. Allowing footway parking is at odds with both Councils' general aim of encouraging more people to walk and use other more sustainable modes of transport in preference to using a private car.</p> <p>There are roads in the Coleridge area of Cambridge that have marked out footway parking, but these have been in place for a number of years. They were introduced as a means of better managing parking in narrow roads with extremely high demands for on-street parking.</p> |
| 3 | <p><u>Speeding concerns (raised in 8 representations)</u></p> <p>There are already concerns about excessive speed and non-compliance with the 20mph speed limit in Coleridge Road. The removal of parking spaces will encourage drivers to travel even faster. There is little or no enforcement of the 20mph limit.</p> | <p>The current layout does restrain vehicle speeds due to the level of on-street parking which creates pinch-points. However, some drivers are likely to accelerate to reach a gap before an opposing vehicle, thereby avoiding the need to slow down and wait. The amended layout has deliberately been designed to create a chicane effect which should help to moderate speeds. A road safety review has been undertaken to assess whether the proposed scheme is likely to create any foreseeable hazards and there are no significant concerns. It is felt that whilst the removal of some on-street parking may result in a marginal increase in speeds, this is offset by the removal of the current vehicular conflict.</p>   |



|   |  |  |
|---|--|--|
|   |  | <p>Ideally, 20mph speed limits should be self-enforcing, so that they do not place a heavy burden on the police as they have insufficient resources to enforce them. However, many drivers do comply with the 20mph limit, which is very likely to result in overall speeds being lower than they would be for a 30mph limit.</p> <p>Physical traffic calming measures could be considered, possibly via the Local Highways Improvement initiative.</p>  |
| 4 | <p><u>Operational hours of the residential parking scheme (raised in 2 representations)</u></p> <p>One respondent believes that the current hours of Mon-Fri 10am-6pm are excessive and the scheme could operate successfully with shorter hours. Another would support a scheme extending to cover the weekend.</p> | <p>The operational hours of residential parking schemes are primarily set by resident preference. They need to be long enough to tackle the underlying issue with non-resident parking, but not create undue inconvenience for residents. Use of resident spaces in Coleridge is unrestricted during the evening, overnight and at weekend, so that visitors during those periods will not need to purchase a permit. It is also less burdensome on residents. It is felt that on balance the current operational times are correct.</p>   |
| 5 | <p><u>Cycle issues (raised in 2 representations)</u></p> <p>The parking scheme has created difficulties for cyclists. As a result of parked cars being removed from the footways, more cyclists are now using them. This can create a danger to pedestrians.</p>   | <p>The current parking layout has created pinch-points that probably result in cyclists being squeezed by drivers giving them insufficient clearance. Therefore, clearing the footways of parked cars might have encouraged some cyclists to use them for safety reasons. The removal of the current pinch-point might well result in cyclists feeling more comfortable on the road. Hence, the proposed layout is considered to be an improvement on the current layout for cyclists.</p> <p>The Council's cycling team was asked for a view on whether it would be feasible to convert the footways to shared space for pedestrians and cycles, but they felt that there was deemed to be insufficient footway width for this.</p> |