



CAMBRIDGE JOINT AREA COMMITTEE

Wednesday, 18 September 2024

Democratic and Members' Services
Emma Duncan
Service Director: Legal and Governance

16:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

**Council Chamber, Guildhall
Market Square, Cambridge, CB2 3QJ**

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

- 1 **Apologies for Absence and Declarations of Interest**
Guidance on declaring interests is available in [Chapter 6 of the Council's Constitution \(Members' Code of Conduct\)](#)
- 2 **Minutes - 29 July 2024** **3 - 14**
- 3 **Public Questions**

DECISIONS

4	Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions on Riverside, Cambridge	15 - 46
5	Pavement Parking, Red Routes and Resident Parking Schemes Delivery Plan Update	47 - 56
6	Cambridge Joint Area Committee Agenda Plan	57 - 58

The County Council and City Council are committed to open government and members of the public are welcome to attend Committee meetings. They support the principle of transparency and encourage filming, recording and taking photographs at meetings that are open to the public. They also welcome the use of social networking and micro-blogging websites to communicate with people about what is happening, as it happens. These arrangements are set out in the [Filming Protocol](#).

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Meetings are streamed to the City Council's [YouTube website](#).

The Cambridge Joint Area Committee comprises the following members:

Councillor Katie Thornburrow (Chair) Councillor Philippa Slatter (Vice-Chair) Councillor Dave Baigent Councillor Alex Beckett Councillor Naomi Bennett Councillor Gerri Bird Councillor Mike Black Councillor Elisa Meschini Councillor Rosy Moore Councillor Richard Robertson Councillor Neil Shailer and Councillor Karen Young

Clerk Name:	Nicholas Mills
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Cambridge Joint Area Committee: Minutes

Date: 29 July 2024

Time: 4:00 p.m. – 6:45 p.m.

Venue: Council Chamber, Guildhall, Cambridge

Present: City Councillors: Naomi Bennett, Rosy Moore, Dinah Pounds
Richard Robertson, and Katie Thornburrow
County Councillors: Mike Black, Elisa Meschini, Lucy Nethsingha,
Catherine Rae, Neil Shailer and Philippa Slatter

9. Apologies for Absence and Declarations of Interest

Apologies for absence were received from Councillors Dave Baigent (substituted by Councillor Pounds), Alex Beckett (substituted by Councillor Nethsingha) and Gerri Bird (substituted by Councillor Rae).

Councillor Robertson declared a non-statutory disclosable interest in relation to Agenda Item 4 (Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge), as a resident of the Ascham Resident Parking Scheme.

10. Minutes – 12 June 2024

The minutes of the previous meeting, held on 12 June 2024, were agreed as a correct record and signed by the Chair.

The Committee noted its action log.

11. Public Questions and Petitions

The Committee was informed that thirteen public questions had been accepted and that the questions would be taken at the start of the relevant agenda items. It was noted that eleven questions related to Agenda Item 4 (Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge) and two questions related to Agenda Item 6 (Consider Objections to Proposed Waiting Restrictions in Headly Street, Eagle Street and Hazell Street, Cambridge). A further three public questions had not been accepted because they were received after the deadline for submission.

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

The Committee received a report proposing the implementation of a Residential Parking Scheme (RPS) in the Milton Road area, which had been developed by the Greater Cambridge Partnership (GCP) on behalf of the County Council. The report included feedback from various consultations held throughout the scheme's development, and it proposed a review of on-street parking in the affected area six months after implementation, in order to identify any issues and establish whether there was scope to incorporate more properties to the scheme.

Andrew Milbourn was invited to address the Committee on behalf of the Hurst Park Estate Residents Association (HPERA). Emphasising that HPERA had maintained a neutral stance on the proposals and tried to engage with the consultations throughout the scheme's development, Mr Milbourn argued that the consultation feedback had not been acted on sufficiently and highlighted that only a small majority of residents were in favour of the scheme. Suggesting that it would be beneficial to have different operating hours across the scheme, as was the case with the Benson RPS, he expressed concern about the visual impact of the scheme's signage in the area and highlighted the need for parking spaces for the shops close to the Milton Road / Arbury Road junction. Mr Milbourn also requested further information on the level of enforcement that would be carried out and sought clarification on whether resources were already in place to carry out the proposed review in six months.

Paul Harvey, a resident of Mulberry Close, was invited to address the Committee. Highlighting the significant financial impact the proposals would have on residents and the subsequent majority opposing them on Mulberry Close, Mr Harvey questioned whether a requirement to pay for parking would resolve the ongoing parking issues in the area. He suggested further evidence of commuter parking was necessary and expressed concern that it was a method for local authorities to raise funds. Mr Harvey also informed the Committee of comments submitted by a representative of Cambridge Housing Society, the owners of Ellis House on Mulberry Close, which emphasised the financial and medical precarities of its sheltered residents and questioned the need for the scheme's implementation in that particular area.

Michael Page, a resident of Hurst Park Avenue, was invited to address the Committee, and his question was read out by Andrew Milbourn. Expressing concern about how long it took the County Council to respond to two Freedom of Information requests, Mr Page argued that residents did not have enough time to prepare submissions for the meeting after the agenda had been published. Drawing attention to the consultation indicating there was a slim majority of residents in favour of the proposals, he noted that low response rate meant only 11% of residents in the area were in favour. On the other hand, he observed that 76% of written submissions were objecting the proposals, leading him to question whether there was sufficient mandate to implement the proposed scheme.

Andrew Barrett, a resident of Chantry Close, was invited to address the Committee. Highlighting residents' concerns about the cost of applying for a permit, Mr Barrett expressed concern that the proposals could exacerbate current problems of vehicles, particularly tradesman vehicles, parking on Chantry Close and blocking access for

residents and emergency vehicles. Noting that the issue had twice been raised unsuccessfully during the consultation process, he suggested that the installation of railings could help resolve the issue.

Anthony Weale was invited to address the Committee. Citing the success of parking restrictions in London with shorter operating hours, Mr Weale suggested that reducing the operating hours of the proposed scheme would lessen the impact on residents without undermining the scheme's objectives. He also highlighted that a significant majority of residents in the Arbury Road and Hurst Park Avenue area had objected to the scheme.

Linn Purr was invited to address the Committee on behalf of the residents of Havenfield, a retirement home on Arbury Road that was not included in the proposed scheme. Expressing concern about the significant impacts on residents, as well as their visitors and carers, of having no nearby parking available as a result of the proposals, Ms Purr highlighted that many residents had age-related disabilities that did not qualify them for blue badges, while exclusion from the scheme meant that their carers would not be able to apply for medical visitor parking permits. Arguing that the proposals contravened the councils' policies and equality legislation, she suggested that either Havenfield or the whole north side of Arbury should be included within the boundaries of the scheme. Ms Purr questioned the report's assertion that such an expansion of the scheme would exceed its capacity and negate its purpose, suggesting that the impact would be minimal, while also expressing concern that a review in six months would also not lead to such an expansion.

Alan Hart, a resident of Herbert Street, was invited to address the Committee. Expressing concern about the impacts of the proposal to remove parking on one side of Herbert Street, as well as Springfield Road, Mr Hart highlighted that residents would lose the ability to charge electric vehicles outside their property and would be required to walk further to their cars, which would be difficult for disabled people and vulnerable people, particularly when it was dark. He suggested that an exception could be made to the required width of roads, as was the case in Benson Street, arguing that the Department for Transport (DfT) had confirmed there was not a statutory requirement to make such a change, while the Cambridgeshire and Peterborough Fire and Rescue Service had agreed that changes to the street layout could be made without removing the whole side of parking.

Dr Jocelyne Scutt, former County Councillor for West Chesterton and Arbury, and former City Councillor for West Chesterton, was invited to address the Committee. Acknowledging that certain areas within the proposed scheme had been requesting the implementation of parking measures for many years, Dr Scutt drew attention to a commitment from the GCP to ensure there was sufficient parking available to residents as a result of spaces being removed as part of its project to improve Milton Road. Suggesting that local councillors and residents were unaware that the north side of Arbury Road would be excluded from the scheme before the TRO was advertised, she argued that Havenfield should be treated as an exception, due to the age and level of disabilities and medical requirements of its residents. Dr Scutt expressed concern that the proposed review would not take place, and that the north side of Arbury Road could also be excluded from other neighbouring RPSs.

Ann Galpin, a resident of Mulberry Close, was invited to address the Committee on behalf of Mulberry Close Residents' Society (MCRS). Expressing concern about the accessibility and presentation of the consultation process and agenda papers, Ms Galpin suggested that the proposals had not taken due to consideration from the consultation's feedback, despite continuous engagement from residents, which had therefore eroded trust and confidence in the consultation process. She paid tribute to some local councillors for supporting residents throughout the process but expressed concern that MCRS had not been invited to a consultation meeting, while other meetings had been cancelled. Arguing that Mulberry Close should not be included in the scheme, Ms Galpin drew attention to the difficulty for people with some disabilities in obtaining blue badges, while also suggesting that the whole approach of the scheme failed to acknowledge the social model of informal care support, which would result in residents' carers being unable to obtain medical visitor parking permits because of the informal nature of support provided.

Martin Lucas-Smith was invited to address the Committee. Expressing his support for the proposals in removing commuter parking, Mr Lucas-Smith nonetheless suggested that the scheme should go further and remove all parking along Arbury Road, except for some spaces alongside the shops, observing that there were no parking spaces on other main through roads in Cambridge apart from specially created parking bays. He highlighted the danger for pedestrians and cyclists of vehicles being forced to avoid parked cars, and argued that residents living on such a road should not expect to be able to park on the road, particularly when they had private land in front of their property could be used for parking instead. Mr Lucas-Smith also noted that the TRO process did not seek the submission of positive support for proposals, arguing that this meant the outcome of the consultation should not be considered a demonstration of the level of support for or against the proposals.

In response to the public questions, officers:

- Suggested that implementing different operating hours across the scheme could confuse drivers, while increasing challenges on the scheme's boundaries and causing drivers to park in different streets during different time periods, making it hard to predict and manage the impact of the scheme. It was also observed that consultation responses had called both for longer and shorter operating hours, and the proposed operating hours were considered to be a reasonable balance between the two, although the six-month review would be able to assess whether this was the case or whether changes should be considered. While shorter operating hours were more appropriate in one area of the city, they would not be appropriate in others, due to the differing parking patterns and pressures in each area.
- Clarified that although a small amount of flexibility was possible, the County Council followed DfT guidance on signage, and it was emphasised that unclear, inadequate or inconsistent signage was likely to result in challenges and an increase in the level of accidental non-compliance.
- Confirmed that free medical visitor parking permits were available for all residents living within a RPS area. It was also clarified that the fees paid for resident permits were to cover the cost of managing the scheme and traffic demand, rather than

seeking to raise funds for local authorities, and it was confirmed that the GCP had agreed to fund the design and implementation costs of the proposed scheme.

- Clarified that following a two-week period of warning notices to provide non-residents sufficient opportunity to change their parking behaviour, there would be an initial heightened level of enforcement of the scheme, which was likely to reduce as it became less necessary.
- Acknowledged the challenges faced by private land-owners of vehicles parking on unadopted roads, emphasising that the County Council could not carry out enforcement in such cases, although it was suggested that the implementation of an RPS in the surrounding area would decrease the likelihood of non-residents vehicles looking to park in the area in the first place, thereby helping to alleviate the situation on affected unadopted roads.
- Noted that the proposal to remove parking bays on the south side of Arbury Road was dismissed on the basis of feedback from the consultation and clarified that throughout the design and consultation process the north side of Arbury Road had never been included in the scheme, despite requests from various residents for its whole or partial inclusion.
- Acknowledged concerns about the impacts of removing a whole side of parking along roads such as Herbert Street but observed that commuter parking also resulted in the same impacts, and noted that such considerations were set out in the Equality Impact Assessment attached at Appendix 8 of the report. It was also highlighted that the Cambridgeshire Fire and Rescue Service agreed that changes were needed to the layout of certain streets within the scheme, including Herbert Street, and had indicated support for the proposals.
- Acknowledged the concerns of Havenfield residents and provided assurance that the decision to exclude the north side of Arbury Road had only been made after extensive analysis and consultation. An initial six-month period would allow a detailed review to be carried out to inform an assessment on whether the scheme had the capacity for a boundary expansion. It was clarified that the review process would not require residents of Havenfield or any other properties to provide evidence of when they were unable to obtain a parking space in the nearby vicinity, and that separate monitoring of the scheme and parking surveys would be undertaken.
- Acknowledged that support for proposals was not sought as part of the consultation stage, and therefore the figures included for objection and support were not indicative of the wider level of support for or against the scheme. It was also observed that the County Council used to require 50% support for a scheme to be considered for implication, but this was no longer the case for schemes within Cambridge City and those being delivered by the GCP, with other factors also taken into consideration, such as emergency vehicle access.
- Observed that travel patterns and parking patterns had evolved during and after the Covid-19 pandemic, although it was clarified that data indicated the general level of travel had returned to its original level, albeit with weekday movement now more

concentrated between Tuesdays and Thursdays. It was emphasised that monitoring of such data would continue to be collated, and that expected levels of housing and employment growth in the region were likely to exacerbate current travel and parking issues unless they were addressed.

- Emphasised that RPSs were initiated in line with conversations with local councillors and local liaison forums, and that the GCP had identified the Milton Road area as a priority area for a number of reasons. It was also noted that it was common practice for all related material to a scheme to be published together, to ensure that all relevant documents were considered as a whole.

Councillor Richard Swift, a City Councillor for the West Chesterton ward, was invited to address the Committee. Acknowledging there was a problem with commuter parking in the area that needed to be resolved, Councillor Swift nonetheless expressed concern about how the scheme had been developed and how consultations had been carried out, suggesting there was disagreement and confusion over whether the north side of Arbury Road had previously been considered for inclusion in the scheme. Noting that neighbouring residents had always been willing to accommodate the additional parking demands of Havenfield residents and their visitors due to the property's insufficient capacity, but would no longer be able to provide such community support, he expressed concern that underlying commitments from the GCP to ensure there would be sufficient parking capacity for residents affected by the Milton Road developments would not be fulfilled, and that Havenfield should be considered for inclusion in the scheme.

While discussing the report, individual Members:

- Emphasised the importance of resolving the issues resulting from commuters parking in residential areas, as well as for residents who lost parking spaces as a result of the Milton Road development, although it was suggested the situation was not comparable to London due to the proximity to the city centre and nearby areas of employment. Members requested further information on the kind of parking pressures that were causing issues in the area, which the proposed scheme would seek to overcome, and it was clarified that surveys carried out in 2022 identified differing stresses across different areas, although the greatest pressures were identified on weekdays, and in the Chesterton Triangle area.
- Highlighted the extensive amount of work that had been carried out in the development of the proposals and consultation on the scheme, noting that particular attention had been given to respond to the feedback wherever possible.
- Clarified that carers and other medical visitors for residents in Havenfield would not be eligible for medical visitor parking permits, as it was not within the boundaries of the proposed scheme. Members were informed that the County Council's Resident Parking Scheme Policy, in which such eligibilities were established, was currently under review.
- Suggested that the layout of the parking facilities at Havenfield could be reviewed to increase capacity, although it was acknowledged that this would still be unlikely to be sufficient to cope with the property's demand. Members queried whether the GCP had experience in advising or supporting organisations on developing their

infrastructure, and it was agreed to provide Havenfield with such advice. **Action required**

- Suggested that if a further consultation on the inclusion to the scheme of the north side of Arbury Road was to take place now, it was more likely to be rejected due to concern about the capacity of the scheme to incorporate the extra demand. If such a consultation was carried out after the scheme had been implemented and capacity had become clear, it was suggested that the proposal could receive more support. It was also argued that implementing the proposed scheme and then reviewing it after six months to assess whether the boundaries could be expanded would be the quickest option, given that undertaking a further consultation on the inclusion of the north side of Arbury Road would delay the process by a number of months anyway. Members noted that implementation at the current time would coincide with the completion of the Milton Road development works.
- Clarified that changes to the proposed scheme could not be made without further consultation of affected areas within the scheme, which would take a few months due to the summer holidays and a backlog of other consultations due to the recent general election.
- Acknowledged that removing a whole side of parking on roads such as George Street would be inconvenient for some residents but emphasised that the narrow width of the road was unsuitable for parking on both sides. It was also noted that the consultation received 71% support for the proposals from residents on Herbert Road.
- Drew attention to the fact that residents would not be able to charge electric vehicles from their own supply if their vehicles were not parked in front of their own house, with commercial rates being charged at a significantly higher cost, and it was noted that the County Council was investigating how on-road vehicle charging issues could be overcome on a wider basis.
- Confirmed that additional resources had been put aside for potential changes following the review, although it was not anticipated that the nature of such changes, such as signage and road markings, would result in significant expenditure.
- Drew attention to the experiences of residents before and after the implementation of the Newnham RPS, which had also involved the removal of parking on whole sides of streets. It was noted that residents had expressed similar concerns about the loss of spaces before the scheme was implemented, but it was highlighted that once the scheme had been implemented, the commuter parking issue had been alleviated and residents found that there was an excess of parking space available.
- Suggested that the six-month review could also consider the addition of 90-minute parking spaces in the vicinity of Havenfield, rather than expanding the scheme's boundary, as they could provide the necessary capacity that its residents and visitors required.
- Expressed concern that the wider approach of the scheme did not address the inherent problems with the carer industry, such as excessively short visit times,

frequent staff turnover and a tendency for providers to not provide formal medical care to reduce insurance costs. Members expressed concern that such difficulties would be exacerbated by carers being unable to park close to Havenfield, or being required to frequently apply for new permits, which many would not be eligible for in the first place.

- Noted concerns raised by members of the public about accessibility of the consultation, agenda papers, and wider permit scheme, and suggested that such matters should be considered by both councils and the GCP.
- Agreed that an exclusive email address should be set up to receive comments about the scheme following its implementation and in the build-up to a review after six months. **Action required**
- Clarified that public questions were not published or circulated to Members in advance of the meeting because members of the public were not required to submit the full text of their questions or comments in advance.

It was resolved unanimously 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.

13. Vinery Road One-way Experimental Traffic Regulation Order

The Committee received a report proposing that an Experimental Traffic Regulation Order involving the reversal of a one-way system on Vinery Road be made permanent.

Councillor Neil Shailer, the County Councillor for the Romsey division, was invited to address the Committee. Highlighting that he was not aware of any strong objections to the scheme, despite some initial objections that had been raised to some of its particular aspects early on in the scheme, Councillor Shailer welcomed its success in achieving its objectives. He noted there were some persistent, minor parking infractions within the scheme, and it was confirmed that some additional changes were proceeding through the TRO process to address this.

While discussing the report, individual Members drew attention to the potential loss of the local Post Office service, which currently operated in a store on Vinery Road that was for sale, and it was suggested that the impacts of the scheme contributed to the decision for the potential sale. While Members acknowledged the service to the local community and paid tribute to how it improved over recent years, it was emphasised that it related more to the modal filter aspect of the scheme, which had been discussed in detail at a meeting of the County Council's Highways and Transport Committee on 5 December 2024.

It was resolved unanimously to:

Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Member, approves that the Experimental Traffic Regulation Order on Vinery Road, as set out in the report, be made permanent.

14. Consider Objections to Proposed Waiting Restrictions in Headly Street, Eagle Street and Hazell Street, Cambridge

The Committee received a report on proposed waiting restrictions in Headly Street, Eagle Street and Hazell Street, which included feedback on the proposed restrictions.

Martin Lucas-Smith was invited to address the Committee. Arguing that the proposals merely represented the implementation of decisions that had already been made by the City Council during the planning process for nearby developments, Mr Lucas-Smith drew attention to persistent issues of parked vehicles obstructing pavements, cycle routes and crossing points, which he suggested was due to the road's design not intended to accommodate parking in the first place. Expressing concern that the inclusion of four short-term spaces within the scheme could be expanded in the future, he expressed frustration at the slow progress of the scheme and queried when implementation would take place, if the TRO was approved. Members were informed that the short-term spaces had been approved in the original planning permission, apart from one additional space that had been requested by the community centre. It was also noted that although most of the works had already been completed, finer parts of road marking had not been completed due to cars always been parked on the road.

Alan Smith was invited to address the Committee. Drawing attention to the low use of the underground car park that had been built to provide off-street parking for houses in the area, Mr Smith highlighted regular issues faced by people with disabilities as a result of inappropriate parking on the streets and pavements. Seeking clarification on whether TROs could be implemented and enforced on unadopted roads, he also expressed frustration at the length of the process and queried when the separate redevelopment of the Headly Street / Milton Road junction would take place. It was confirmed that a TRO could be implemented and enforced on an unadopted road, as long as the required road markings were in place and there was agreement between the landowner and the enforcement agency. It was also noted that work had been carried out on the Headly Street / Milton Road junction, with a narrowing of the road and the adjustment of a railing on the bridge parapet, with no further highways improvements scheduled.

Councillor Richard Howitt, the County Councillor for the Petersfield division, was invited to address the Committee. Indicating his support for the comments made by Mr Lucas-Smith and Mr Smith, Councillor Howitt highlighted the length of time taken to overcome the parking issues in the area and suggested that lessons should be learned to avoid new developments being the cause of similar avoidable disruption to residents in the future. He nonetheless paid tribute to the City Council and local City Councillors for their longstanding support in resolving the issues. While frustration over the length of the process was acknowledged, it was noted that planning processes and TRO processes were separate legal requirements that had to be treated accordingly.

Councillor Richard Robertson, a City Councillor for the Petersfield ward, was invited to address the Committee. Emphasising the difficult and lengthy process to adopt a road, alongside the complexity of implementing a TRO on an unadopted road, Councillor Robertson highlighted that restricted on-road parking had always been intended and included in the planning permission for surrounding developments, with residents informed of this in advance. Acknowledging the low use of the underground car park, he informed the Committee that the City Council was considering a charge reduction to incentivise greater use.

While discussing the report, individual Members:

- Welcomed the proposals and expressed concern about the situation in the area, noting that residents often found non-residents waiting in cars to occupy their spaces when leaving their properties.
- Suggested that £20 per week for a space in the underground car park, while cheaper than nearby alternatives, was not affordable for everyone, particularly given that it did not guarantee users with a certain space or provide a high level of security.
- Queried whether additional short-term spaces, for example to accommodate 90-minute visits by medical carers, could be added to the scheme. Members were informed that an extension to the number or the proposed time limits would require a mini-consultation and cause further delay to the implementation of the scheme, and it was suggested that a review at a later date could consider such issues.

It was resolved unanimously to:

Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Member, approves the implementation of the Traffic Regulation Order on Headly Street, Eagle Street and Hazell Street, as set out in the report.

15. Cambridge Joint Area Committee Agenda Plan

The Committee noted its agenda plan.

Chair
18 September 2024

Cambridge Joint Area Committee Minutes Action Log

This is the Committee's updated minutes action log, which captures the actions arising from recent Cambridge Joint Area Committee meetings and updates Members on the progress in complying with delivery of the necessary actions.

Minutes of the Committee Meeting Held on 12 June 2024					
Minute no.	Report	Officer responsible	Action	Update	Status
6.	Overview of City Council Services Relevant to the Cambridge Joint Area Committee	T Wetherfield / S Hansen	Produce a list of the related functions and responsibilities that overlap with each other, and which authority holds responsibility for each area.	A list of overlapping functions is being developed so that opportunities for closer liaison and co-operation can be explored	Ongoing
		S Hansen	Organise a workshop for the committee to discuss various parking issues.	The Greater Cambridge Partnership is scheduled to organise a workshop on parking later in 2024 as part of the development of the Integrated Parking Strategy.	Ongoing
		J Smith	Present a report on bus stops to the committee at a future meeting.	As bus stops are not an area within the Committee's remit, a report will not be presented to the committee.	Complete

Minutes of the Committee Meeting Held on 29 July 2024

Minute no.	Report	Officer responsible	Action	Update	Status
12.	Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge	L Miles	Provide Havenfield with advice or support on developing its parking infrastructure, if requested.	Awaiting update.	Ongoing
			Set up an exclusive email address to receive comments about the scheme following its implementation and in the build-up to a review after six months.	Awaiting update.	Ongoing

Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions on Riverside, Cambridge

To: Cambridge Joint Area Committee

Meeting Date: 18 September 2024

From: Executive Director of Place and Sustainability

Electoral division(s): County Council divisions within Cambridge: Abbey

City Council wards: Abbey

Executive Summary: This report informs the committee of the received objections regarding the proposed waiting restrictions on Riverside in Cambridge. Public consultation of the proposals resulted in 210 representations from members of the public – 84 in objection, 124 in support and 2 neutral. The committee is asked to consider how the received objections affect the progression of the scheme and to comment prior to the delegated decision-making process.

Recommendation: The Committee is asked to:

Recommend that the Executive Director of Place and Sustainability, in consultation with the local Member, approve the installation of the waiting restrictions, as advertised.

Officer contact:

Name: Sonia Hansen

Post: Traffic Manager – Transport Strategy & Network Management

Email: Sonia.Hansen@cambridgeshire.gov.uk

Tel: 0345 045 5212

1. Background

- 1.1 Riverside is a residential street that follows the southeastern bank of the River Cam, in the northeast of Cambridge City, as marked in Appendix 1. It runs parallel to Newmarket Road, one of Cambridge City's main arterial roads, to which it is linked by a variety of residential side streets.
- 1.2 The southwestern end of Riverside is included in a resident parking scheme (RPS), which ends at its junction with River Lane. The remaining length is split in two by a pedestrianised area in front of the Equilano Bridge, a popular cycle and footbridge that connects Abbey and East Chesterton. Access to Stourbridge Common is permitted at the northeastern end of the road, which further adds to the pedestrian and cyclist activity in the area.
- 1.3 Parking on Riverside typically consists of residents' vehicles, including those residing on the river at the various moorings, and those visiting the Common. However, due to the lack of parking restrictions, and the perceived element of privacy, the section closest to the Common has become popular with those living in and or visiting the city by campervan. This has led to concerns being raised regarding the disposal of refuse and human waste in the area.
- 1.4 Historically, drivers parking near the entrance to the Common park perpendicular to the northwestern kerb to maximise space. However, with large / high-sided vehicles adopting the same parking practices, the road space is significantly reduced and there are safety risks associated with such vehicles reversing into and out of these 'parking spaces', along with protruding tow hooks.
- 1.5 Parallel parking along the southeast kerb also impedes visibility at the junction with Stanley Road, increasing the risk of conflict between cyclists and other vehicles.
- 1.6 The proposal, set out in Appendix 2, is to install double yellow lines on both sides of Riverside from its access with Stourbridge Common, south-westwards, to a point 6.5 metres southwest of its junction with Stanley Road (measured from the centreline of the junction).
- 1.7 Additionally, it has been proposed that the existing single yellow lining on the northwestern side of the road be extended from its current end point, outside 79 Riverside House, to the terminus of the proposed double yellow lines, and that the hours of operation of the entire length of single yellow lining, which are currently 7:00am to 5:00pm, Monday to Saturday, be extended to 7:00am to 7:00pm, Monday to Saturday.
- 1.8 There would be an inevitable loss of on-street parking places associated with the proposals, and there would certainly be the risk of vehicles being displaced. However, it is estimated that the overall effect on residents would be minimal, as parking on the southeast side or on other nearby streets does not present the same privacy characteristics that draw camping visitors to this location. Overnight parking is being maintained along the majority of the north-western side of the road and the majority of residents on this section of Riverside have access to off-street parking facilities.
- 1.9 It is accepted that the loss of parking places would be likely to have a negative impact on those that visit the Common by car. However, visitors in possession of a blue badge would

be able to park on the proposed double and single yellow lines for a period of up to three hours.

- 1.10 Those of a socio-economic disadvantage residing in cars or vans in the area would be displaced, but nothing prohibits such individuals from parking in other locations that are not subject to parking restrictions.

2. Main Issues

- 2.1 The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority 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 formally support or object to the proposals in writing within a twenty-one-day notice period.
- 2.2 The TRO was advertised in the Cambridge News on 24 January 2024, and the statutory consultation period ran from 24 January 2024 to 14 February 2024.
- 2.3 The statutory consultation resulted in 210 representations, whereby 68 wholly objected to the proposals, 16 partly objected, 2 were neutral, 21 were partly supportive and 103 were wholly supportive. A bar graph providing a visual representation of the response categories is shown in Appendix 3, and the salient points of the received representations, along with officer responses, are outlined in a table in Appendix 4.
- 2.4 Included in the 16 partly objecting representations is a joint response from Cambridge City Council's Housing Services Manager, Community Development Manager, Safer Communities Manager and an Equality and Anti-poverty Officer. Due to the nature of the objection, the complete objection, along with the officer response, is outlined in the table in Appendix 5.
- 2.5 It should be noted that of the 210 representations, a total of approximately 69 were supplied by residents of Riverside or adjoining streets that could be affected by the proposals. Residents of the Riverside residents parking area were not included in this count.
- 2.6 Of these residents, 22 objected to the proposals and 47 submitted supportive representations.

3. Significant Implications

3.1 Finance Implications

The necessary resources have been secured through the Local Highways Improvement (LHI) scheme.

3.2 Legal Implications

The lining addresses a safety risk associated with restricted visibility, and consultation responses have highlighted the dangers of tow hooks protruding into the carriageway. Additional safety risks include vehicle manoeuvres taking place in close proximity to a popular active travel site, as well as refuse and sanitation risks associated with the disposal

of rubbish and human waste in the nearby watercourse and surrounding area.

The City Council has identified a risk associated with travellers residing in the area and that the proposed restrictions pose a risk of rendering them homeless. However, this is unsubstantiated.

3.3 Risk Implications

The lining addresses a safety risk associated with restricted visibility, and consultation responses have highlighted the dangers of tow hooks protruding into the carriageway. Additional safety risks include vehicle manoeuvres taking place in close proximity to a popular active travel site and refuse and sanitation risks associated with the disposal of rubbish and human waste in the nearby watercourse and surrounding area.

The City Council has identified a risk associated with travellers residing in the area and that the proposed restrictions pose a risk of rendering them homeless. However, this is unsubstantiated.

3.4 Equality and Diversity Implications

The loss of parking close to the entrance may have implications for those in the socio-economic inequality, age and disability groups as highlighted in the Equality Impact Assessment, attached at Appendix 6.

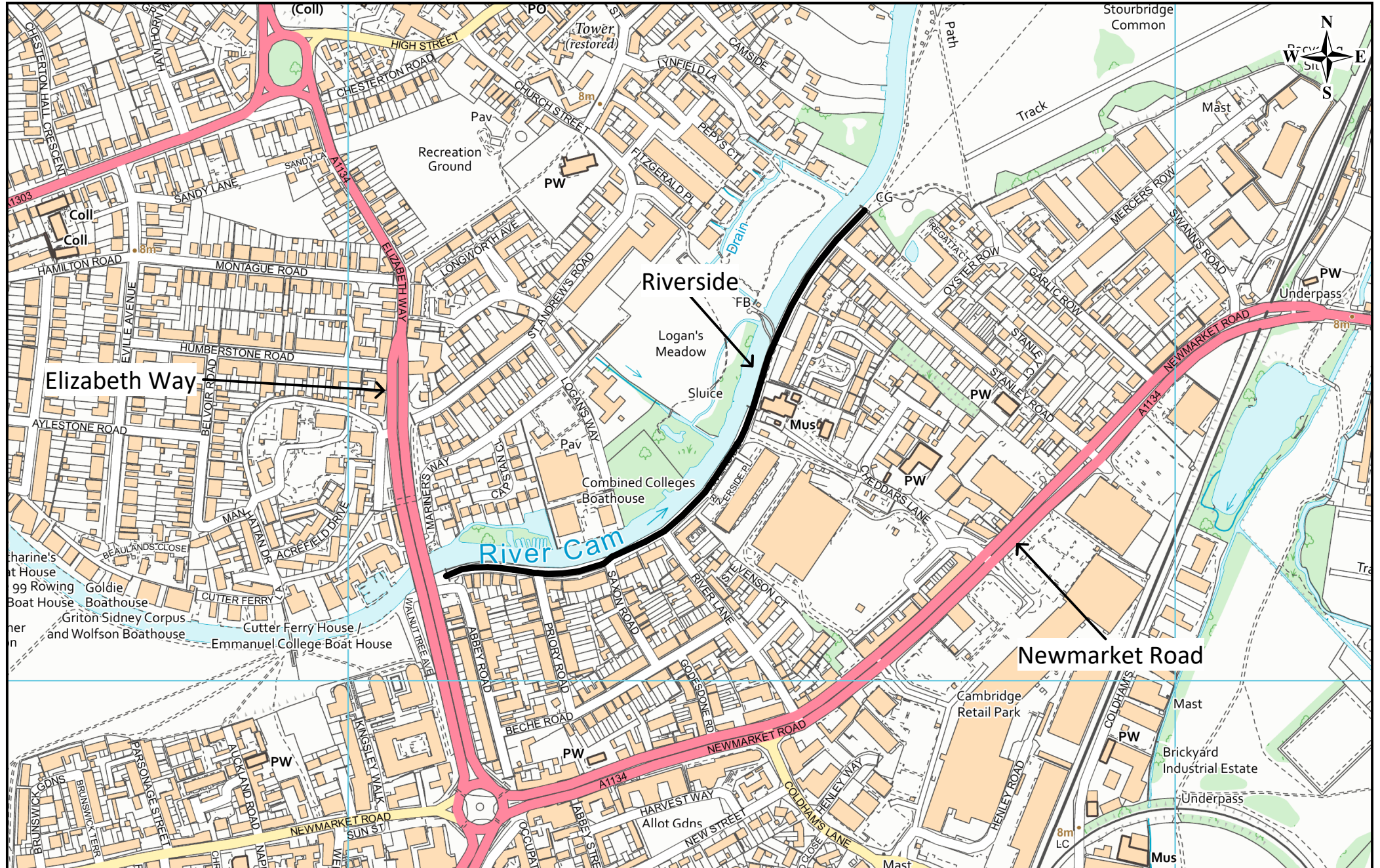
3.5 Climate Change and Environment Implications

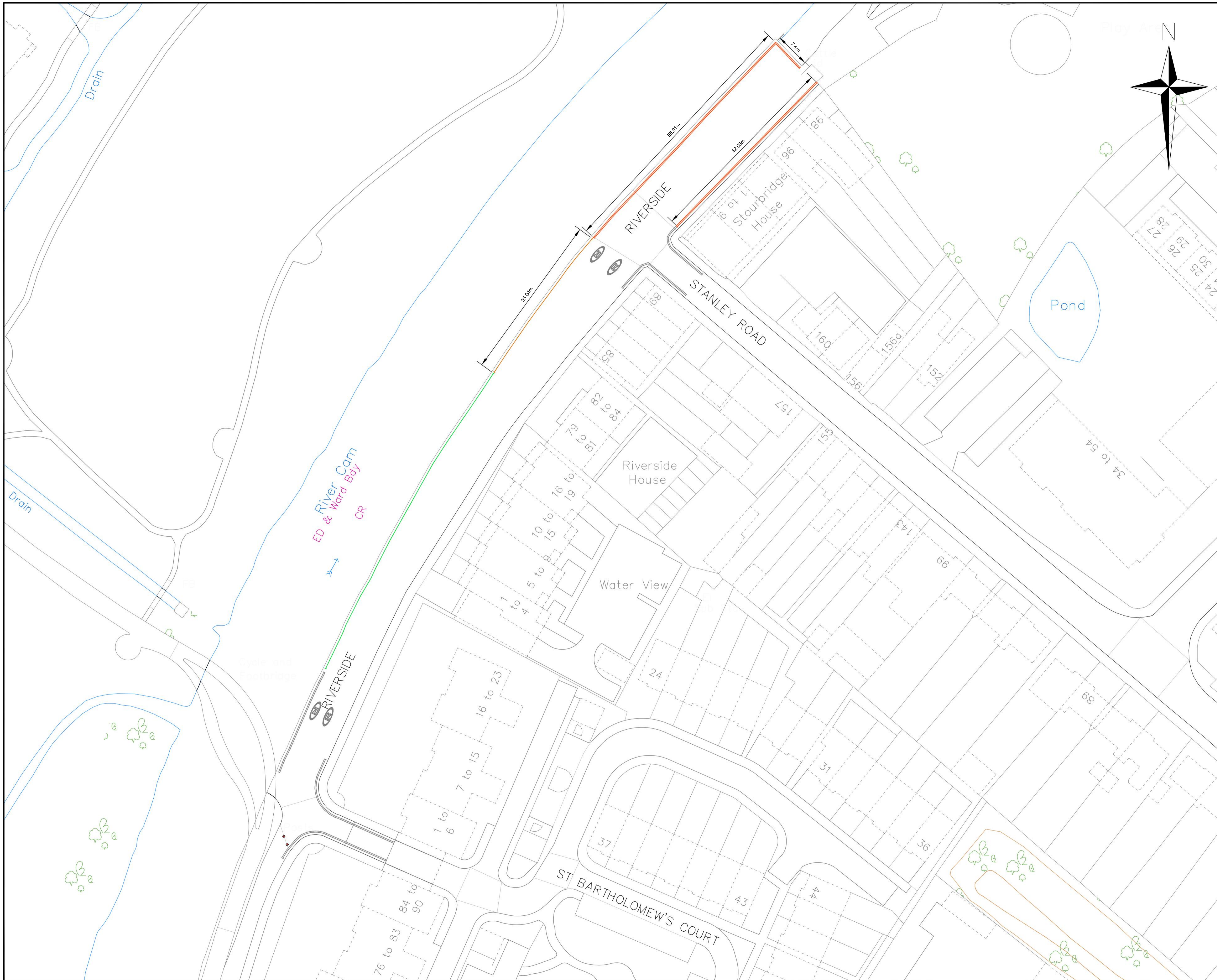
The disposal of rubbish and human waste on the highway, within the nearby watercourse and the surrounding area has environmental implications.

4. Source Documents

- 4.1 Copies of the written representations (redacted) received during the consultation period. Copies of the consultation documents (public notice, plans, site notices and consultation letters – sent to residents and consultees) are available upon request from the Policy & Regulation team, quoting PR1004 (policyandregulation@cambridgeshire.gov.uk). They are also available online at [Public Consultation \(appyway.com\)](https://www.appyway.com).

Appendix 1





Notes

Appendix 2

KEY:

- Existing Double Yellow Line
- Existing Single Yellow Line - Mon - Sat, 9am - 5pm
- Proposed Double Yellow Line
- Proposed Single Yellow Line - Enforcement times to be Mon - Sat, 7am - 7pm

Date	Rev	Description
	A	Single Yellow Line enforcement times added.

DRAFT



Project
 Cambridge City
 Abbey LHI 2023
 DYL & Unrestricted Bay

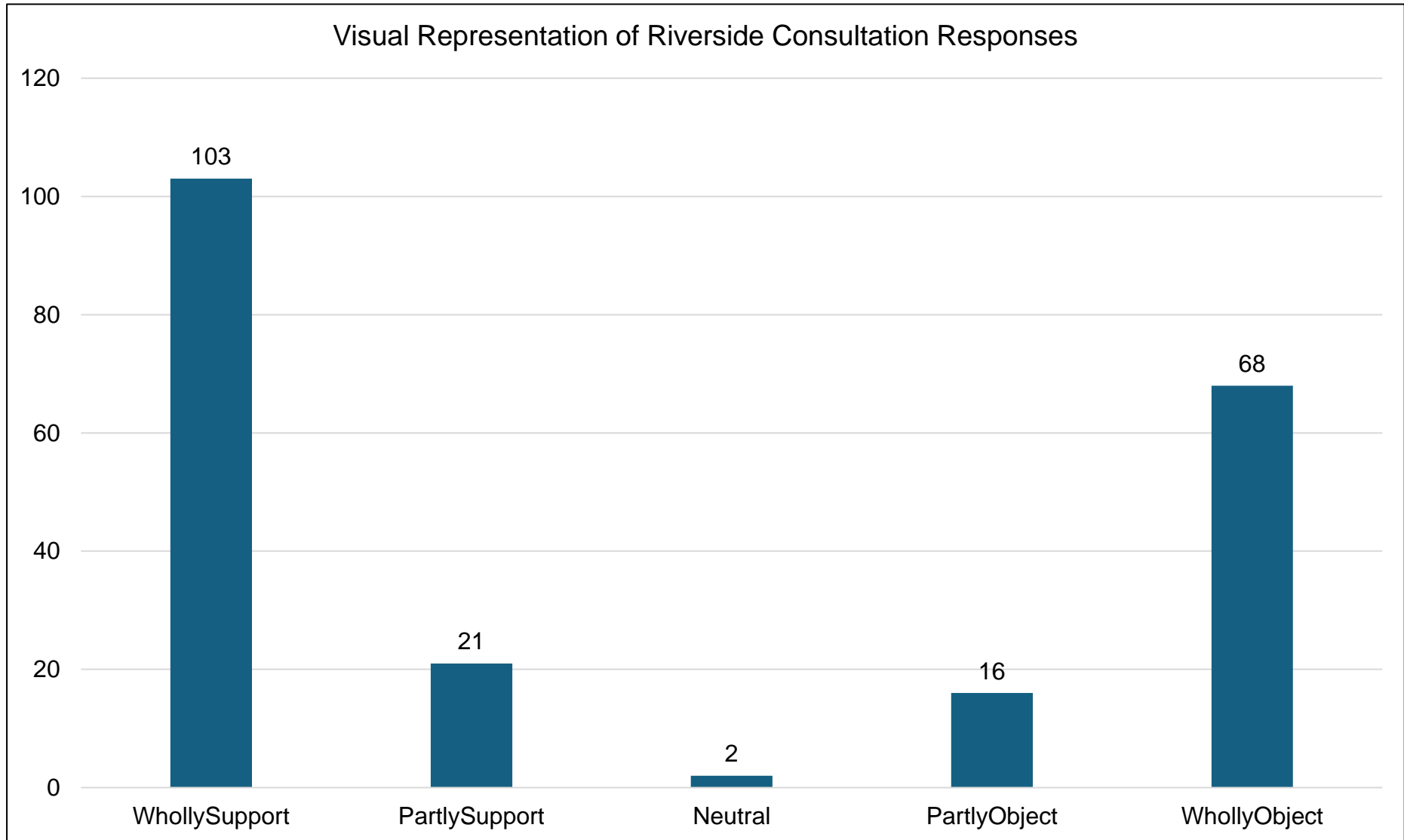
Title
 Riverside
 DYL & Bay
 Draft version

Scale 1/200	Drawn DN	Checked DN	Date
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Drawing number 30CPX04304_Riverside GA02	Rev A
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Appendix 3:



Appendix 4:

No	Point made	Officer response
Points made in objection to the scheme.		
1	<p>The proposals will only move the caravans further along Riverside, in front of our windows.</p>	<p>There is a risk of displacement parking, however, these other areas do not afford the same levels of privacy.</p> <p>If the proposals are implemented and displacement parking ends up being a concern, additional measures can be sought through a future scheme.</p> <p>Regardless of this concern, the proposals seek to improve visibility in the area, which should be prioritised to protect all manner of road users.</p>
2	<p>The proposals will result in referral parking onto nearby roads, which already experience similar problems. The ability for residents of Oyster Row and Stanley Road to park will be detrimentally affected and so too will pedestrian and cyclist safety.</p> <p>Oyster Row has the same issue with motorhome / general overnight parking, which is arguably more dangerous with two-way traffic travelling to and from Newmarket Road, Mercer's Row industrial estate and Murdoch House. Visibility, particularly on the corner of Oyster Row and at its junction with Stanley Road, is extremely poor due to parked vehicles, resulting in frequent near misses between cars and pedestrians / cyclists.</p> <p>Caravans and large vans parked opposite each other on Stanley Road prevent other large vehicles e.g. emergency vehicles or removal vans etc, from accessing Riverside. Vans often park opposite the access to Riverside House's carpark, making it difficult to access/exit, and this will only worsen if parking provisions are reduced.</p>	<p>As above (response to No. 1).</p>

	Residents of Newmarket Road also have to park on Stanley Road as they cannot park on the road outside their properties.	
3	Although visibility at the junction of Riverside and Stanley Road will be improved, this will not be by much as parking is already restricted here.	Whilst there are existing double yellow lines on the junction, visibility is still impaired by parked vehicles. The proposed lining would ensure clear visibility all the way up to the entrance to Stourbridge Common.
4	The proposed restrictions at the entrance to Stourbridge Common will restrict access for recreation, particularly on a Saturday.	It is accepted that some visitors use the existing parking provisions for this purpose, and that they would need to seek alternative parking provisions, but the proposals seek to; address the concern of camping in the area and the associated refuse it produces, to the benefit of both residents and those visiting; along with improve visibility, to the benefit of all road users.
5	This area provides much needed capacity for visitors to the housing area as well as anyone wishing to visit the park and or walk along the opposite bank. There is ample width for cyclists to pass on the cycleway without adding additional constraints that would hinder local people from receiving visitors or from those with more restricted mobility from accessing the river scape and parks.	It is accepted that this area can serve as a parking place for visitors, however, long term parking of campervans and some associated antisocial behaviour has led the Council to needing to address the issue. The proposals also seek to improve visibility, to the benefit of all road users. The proposals have been discussed at length and were seen, on balance, to be the most appropriate means of addressing the issue. Note, blue badge holders will be able park in the area for up to 3 hours.
6	Parking at the entrance to Stourbridge Common does not pose a threat to pedestrian or cycling traffic safety. Vehicles parked around the area in question do not block the entrance to the common and allow plenty of visibility for through traffic to move freely.	Vehicles – often high sided camper vans – currently park perpendicular to the northwest kerb where visibility is often obscured by adjacent vehicles. Vehicles parked opposite, along the southeastern kerb, restrict visibility at the junction with Stanley Road, increasing the risk of conflict between road users.
7	Removal of even more parking from Cambridge is just increasing isolation for many who can't use other modes of transportation. There are other ways to improve this space but further restrictions on vehicles are not something I can support.	The proposals seek to address the issue of campervan parking and the ensuing issue of refuse and human waste disposal. It is accepted that the loss of on street parking is not ideal but there are limitations on alternative measures that would achieve the same desired effect. Note, those in the immediate vicinity, likely to be directly affected, were

		informed of the proposals and no such concerns of isolation were received.
8	All nearby roads were considered collectively when the resident's parking scheme was discussed so how can they be separated now with no consideration of the impact on the adjoining streets?	A resident's parking scheme directly affects all included roads whereas these proposals mainly affect Riverside. The effect on adjoining roads was taken into consideration through the design process though it was deemed that the impact would likely be minimal.
9	<p>The enforced removal of caravans and campervans is discriminatory against people with different lifestyles and those of lower income. The character of this area is inclusive and has long included a mix of house boats and caravans, this should be celebrated as a sustainable affordable way to live, not targeted.</p> <p>Alternative parking should be provided to those that would otherwise be left homeless, along with those residing on the boats on the allocated moorings.</p> <p>The proposals go directly against the Council's policy of inclusiveness and welcoming diversity.</p>	<p>Though parking on the public highway is permitted, there is no right or priority. The removal of parking from this area affects all in the same manner and does not remove the ability to park elsewhere.</p> <p>There is no requirement to provide alternative parking provisions and removing motorhome parking in this area will not render such individuals homeless.</p> <p>The problem with long term parking of caravans on public roads is that it's not set up for such a purpose and thus refuse / waste disposal is a concern.</p> <p>The Council's enforcement officer, who has had many dealings with the area over the years, has been in contact with those that currently park large vehicles/campervans in the area. They report that there are currently no travellers or needy people there at the moment and that those that are there are camping in the location because it is cheap, or that the vehicle is being used for storage. The officer has been provided with a consultation pack that can be given to any new arrivals, to make sure they are away of the proposals.</p> <p>It should be noted that the majority of people that stated the caravans enhance the character of the street, are not local residents i.e. residents of Riverside or adjoining streets.</p>
10	This is one of the few places my visitors can park for free.	<p>Parking is permitted on the single yellow lines from 7pm to 7am and unrestricted parking is available on the southeastern side of Riverside (between Bartholomew's Court and Stanley Road) / on neighbouring streets.</p> <p>The proposals seek to address the issue of campervan parking, the associated issue of refuse and human waste disposal and safety</p>

		concerns born of parked vehicles restricting visibility of and for road users. It is accepted that the loss of on street parking is not ideal but there are limitations on alternative measures that would achieve the same desired effect.
11	I rely on this area to park my car as I work 11-hour days and cannot afford the parking charges to pay and display. If this parking provision is removed, I'm not sure where I would park.	As above (response to No.10).
12	The proposals will hinder carers in their ability to park close to their clients, delaying and or preventing care from being given.	As above (response to No.10).
13	I rely on this area to park my car as I cannot afford the parking charges to pay and display.	As above (response to No.10).
14	Dangerous incidents in this location are the result drivers in a hurry e.g. delivery drivers, not looking before making a U-turn. Removing parking does more harm than good as an apparently wide road will make drivers less careful.	Noted, though a wider road does afford greater space, and thus visibility, for all road users. Certainly, as far as U-turns are concerned, a wider carriageway ensures drivers can undertake more of the turn in a forward gear, reducing the amount/length of reversing manoeuvres where visibility is most limited.
15	The road is always clear, and passage is never restricted, despite the fact that the area is not a through route for motor vehicles.	<p>Passage along the road may be maintained, however, visibility is restricted by parked vehicles. The proposals look to address this safety concern.</p> <p>Note, although not a through route for motorised vehicles, the access to Stourbridge Common experiences high levels of cyclist and pedestrian traffic.</p>
16	Where else can people with an alternative lifestyle park by the river and enjoy?	<p>There is no legal requirement to provide such parking provisions.</p> <p>There is however the requirement to ensure the safe and an expeditious use of the public highway, which parking in this location has a direct effect on.</p>
17	I could support the proposal if suitable alternative parking arrangements were	Though parking on the public highway is permitted, there is no right or priority. The

	made to accommodate the vehicles that have parked on this road for several decades.	removal of vehicles from this area would improve visibility and thus safety in this location.
18	The presence of caravans and motorhomes has always made me feel safer when walking past, knowing that there are residents there.	Noted, however, in the absence of any motorhomes, those residing in the adjacent properties should also satisfy this concern. The improved visibility through the lack of high sided vehicles parked perpendicular and parallel to the carriageway should also help in this regard.
19	This will make parking difficult for disabled residents that need to park close to their properties.	Blue badge holders can apply for the install of a disabled bay near their property. These can be applied for at: Apply for a disabled parking bay - Cambridgeshire County Council
20	The open space afforded by the proposed restrictions will result in vehicles speeding up as they head towards St Bartholomew's Court.	Should vehicle speeds increase as a result of implementing the proposed parking restrictions, traffic calming can be investigated. Given the residential nature of the area and the high levels of pedestrian / cyclist traffic though, this is unlikely to be an issue.
21	Without parked vehicles, pedestrians will likely walk along the railing to enjoy the view. As there is no footpath, this will lead to potential conflicts with vehicles. Incidents already happen further down Riverside where cars are confronted with pedestrians in the road, often distracted by activity on the water/stopping to take photos.	Noted, however, the onus is on drivers to look out for more the vulnerable road users (cyclists and pedestrians) and given it is not a through road, there is little need for drivers to travel along at great speed. Note, there are no laws prohibiting pedestrians from walking along the side of the road and given the proximity to Stourbridge Common, the pedestrianised area adjacent to the Equilano Bridge and the presence of the river itself, this kind of behaviour is to be expected / should be accounted for by drivers.
Points made in support of the scheme.		
1	Permanently parked vans (campervans) near Stourbridge Common makes vehicular access challenging and presents a visibility issue for people coming into and out of Stanley Road – increasing the likelihood of accidents occurring.	Noted.
2	When cycling through the cattle grid, there is often the added obstacle of caravan tow	Noted.

	<p>hooks and other large vehicles, which is especially hazardous when dark. There is then the concern of vehicles exiting Stanley Road as they are often unable to see past the parked cars.</p> <p>The access to Stourbridge Common is very active and the volume of cyclist / pedestrian traffic is projected to increase significantly when three Greenways converge on Riverside at this point.</p>	<p>This scheme will enhance the Greenways project which is proposing Riverside becoming a 'quiet street' keeping the entrance to Stourbridge Common clear will improve visibility and therefore safety.</p>
3	<p>The unrestricted parking on Riverside is well known by the campervan international community and now features on several websites. The larger campervans are so long that they impede access for bin collections and likely present access concerns for emergency vehicles.</p> <p>The people who live in the campervans have no access to mains electricity or waste disposal and so two situations occur. Firstly, they run loud generators at all hours of the day and secondly, they use the river and children's playground for waste disposal and defecation. The environmental agency has been notified of this several times when it has been seen.</p>	<p>Noted.</p>
4	<p>There are ample private parking provisions for Riverside property owners who are directly affected by these restrictions. There are only 5 properties that do not have access to private parking provisions though a significant length of Riverside will not have any restrictions.</p>	<p>Noted.</p>
5	<p>Parked campervans destroy the beauty of the river itself, with views of the river and the fields nearby being replaced by rows of vans.</p>	<p>Noted.</p>
6	<p>There is only the one, narrow, footway so many people currently walk along the riverbank side of Riverside – often the only option for those with pushchairs or mobility vehicles. Where vehicles also park on that</p>	<p>Noted.</p>

	side of Riverside these pedestrians are forced into the path of bicycle and e-scooter traffic, often moving very fast. The proposal will reduce this conflict.	
7	Measures to improve the safety of all road users will improve the overall welfare of society and encourage more people to take up active travel.	Noted.
8	The restrictions as proposed were previously in place for nearly 3 months in 2019/2020 when Riverside was being resurfaced, with fencing stopping parking. Access to the park was better and residents had no issues.	Noted, though traffic levels and the circumstances of residents has likely changed since then.
9	Not having this ordinance in place makes these homes less liveable and goes against precedent set on other sections of this road. If it works further west along the Cam, then all the more necessity for it near one of the area's most popular pedestrian access points.	Noted.
10	Many children travel through this area to access the nearby green space. The safety of these more vulnerable road users should be prioritised.	Noted.
11	The disposal of waste in residents' bins (when left out for collection), has led to situations where collection of said bins has been refused e.g. disposal of non-biodegradable waste in green bins.	Noted.
Proposed additions / amendment to the proposals.		
1	The only acceptable solution is paid parking, limiting overnight parking, or residents parking permits, otherwise leave the situation as is.	There are limitations on where the requisite pay and display machines can be positioned and carriageway space would likely have to be sacrificed for this purpose. Certainly, the associated budget is insufficient to support such a request and such a proposal would result in a high number of vehicle turning manoeuvres in close proximity to the busy Stourbridge Common access. A residents parking scheme can be investigated; however, the process takes time and requires a majority buy in from other

		residents in the area – note, such a scheme would need to be of sufficient size to be self-sufficient (in terms of operational costs) without the parking permits being prohibitively expensive.
2	<p>Extending the existing double yellow lines up to the entrance to Stourbridge common and installing give way markings / signs at the junction with Stanley Road would be safer than the proposal – many assume they have priority without giving much thought to traffic coming from Stourbridge Common.</p> <p>Note, it is not just cars vs cyclists, there have been collisions between cyclists with each assuming they have priority over the other.</p>	<p>Officers will look to install give-way markings.</p> <p>Accepted, though this would not address the concern of camping in the area and the associated sanitation concern would remain. It would also not address the safety concern of large vehicles (of varying sizes) parking perpendicular to the kerb.</p>
3	<p>Parking restrictions are required around entrance to Waterview. Vehicles often park too close to the access, limiting visibility and access for residents.</p>	<p>Accepted, though this will need to be investigated as part of a separate scheme, as the allocated budget is insufficient to account for such additions.</p> <p>Note the install double yellow lines either side of the entrance would further reduce the available on street parking provisions.</p> <p>As an alternative, an access protection marking (APM) could be installed to highlight the extent of the dropped kerb access.</p>
4	<p>If concern is about self-contained vehicles parking in the area for long periods, a number of spaces could be made into short-term “aire” parking with the assistance of CAMpRA [campra.org.uk]. Such a facility would bring extra income to the Council and local businesses; a valuable resource extending a welcome to visitors who otherwise do not bother to visit Cambridge because the available caravan sites are too far out of the city for motor-home tourists.</p>	<p>This could be investigated, though only through consultation with residents that live on Riverside itself.</p> <p>Note, the creation of such short-term parking spaces for campervans etc does little to benefit local residents though and does not address the concern of refuse and human waste generated from campervans using the area.</p>
5	<p>Could you consider extending the double yellow lines onto Stanley Road, Oyster Drive and Garlic Row. These roads are dangerous with parking on both sides of the road.</p>	<p>This will need to be investigated as part of a separate scheme, as the allocated budget is insufficient to account for such additions.</p>

6	<p>If the single yellow line restriction was 8am to 11am and 2pm to 3pm you would prevent commuter parking whilst also allowing dog walkers etc visiting access.</p>	<p>Timing changes would require further consultation.</p>
7	<p>The marking of parallel parking bays on the river side would prevent the parking of large, converted campers and would stop people parking at right angles to the kerb. This would also maintain parking for residents and visitors.</p> <p>Compliment with signs prohibiting overnight sleeping in vehicles along Riverside would also help.</p> <p>Please maintain parking either side of Riverside, south of its junction with Stanley Road.</p>	<p>Whilst this would reduce the carriageway obstruction, most vehicles adapted for camping would likely still be able to fit within these bays and so the associated sanitation concern would remain.</p> <p>Short of restricting overnight parking, there are limitations as to what else can be done to prevent camping on the public highway – sleeping in vehicles cannot specifically be prevented and enforcement of any late-night restrictions would be reliant upon police enforcement, which they cannot be expected to provide.</p>
8	<p>In my opinion the single yellow lines in the area should be replaced with double yellow lines and a footway should be constructed to allow pedestrians to walk along the river.</p>	<p>Whilst advantageous to pedestrians, such a proposal has considerable cost implications (far outweighing the allocated budget for this scheme) and would be detrimental to residents that rely upon this area for overnight parking.</p>
9	<p>Why are you allowing parking after 7pm, when it's likely to be dark and hence more dangerous? It's bad at present, hence this order, but if you're going to restrict parking on safety grounds do it 24h. Any other rules will be ignored and abused because there will be little enforcement (like in the rest of Cambridge). Double yellow lines will also do more to preserve safety on Sundays.</p>	<p>There is a balance to be had to ensure adequate overnight parking provisions for nearby residents. Certainly, parking on the single yellow lines restricts the overall road width, but there is typically good forward visibility in this location and parking is permitted outside peak travel times.</p>
10	<p>The gate to Stourbridge Common needs redesigning to have a pass-through for bicycles in each direction, similar to the one under the Elizabeth Way Bridge. This would improve the general flow of bicycles along this route.</p> <p>It also requires the provision of pedestrian accesses on both sides of the cycle access, so that pedestrians walking along</p>	<p>GCP (Greater Cambridge Partnership) have advised that the Bottisham Greenway scheme has made provisions to improve the flow at the access to Stourbridge Common.</p> <p>The design stipulates a widening of both the existing pedestrian access/egress point and the cyclists/mobility access – providing a more intuitive access arrangement than present.</p>

	the riverfront are not forced across the path of cyclists and or e-scooters.	
Other pertinent comments.		
1	<p>In the summer most of the parking issues are from overnight camper vans that appear from all over the UK and from Europe, our road is in fact listed as an area that encourages the use for 'wild camping ' at no cost, located near the centre of town. Many of these recreational vehicles are the size of a delivery lorry and they stay for days, it has been an ongoing problem that we have had no assistance with resolving despite bringing it to the attention of councillors in the past.</p> <p>The safety of cyclists is compromised by their large vehicles, often parked at right angles to the road itself.</p> <p>We have witnessed 'campers' setting up roadside kitchens, using the roadside as a toilet, discarding waste into the river and leaving bags of waste after departing, they do not contribute to the Cambridge economy, many come fully equipped with all the food, drink and fuel required for their stay.</p>	<p>These comments were provided as part of objection, hence not including them in the supportive comments section. They have been noted here as they provide points which help to explain why the parking restrictions have been sought.</p>
2	<p>As a resident who has witnessed first-hand cycling accidents, car accidents and near misses due to the current parking, this proposal would make a very active junction considerably safer. We have also witnessed camper vans who take advantage of the complete lack of any parking restrictions and reside anywhere from several nights to months on the road. Many of these vans do not have waste facilities and on several occasions, we have found people using the children's play area as their toilet, sometimes even in broad daylight. We have also seen waste being thrown out into the river or simply left in the road after they leave. We have also had to call the police for suspected drug use/dealing, noise concerns during late hours and even a bonfire which was lit on the road – all from campervan users.</p>	<p>These comments were made in support of the proposals. The salient points have been raised by residents, but the complete response has been noted here as it provides a clear picture of the issue at hand.</p>

<p>I have submitted some photographs and video, which illustrate the dangerously overcrowding the current parking situation allows as well as the lack of respect often shown by the campervans for maintaining/observing the safe passage of cars and cyclists.</p> <p>One photo in particular (not included in the report for anonymity reasons) (taken in the evening with a bike on the ground) was from when a cyclist flipped over their handlebars because a campervan's towbar was much too far out into the road. The lady was able to walk away, and the police were called (30 October 2023). Another shows a van which completely blocked the park entrance for several hours while they set up an outdoor kitchen.</p> <p>I appreciate that there will be some people who strongly oppose this proposal due to the desire to preserve the ease of being able to park at any time or concerns over how this will push parking traffic to other parts of the surrounding areas but I sincerely hope the safety of the residence and visitors will supersede this and this parking proposal can be a critical step in ensuring this special part of Cambridge remains safe and sanitary.</p>	
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Appendix 5:

City Council Comments	Officer Response
<p>The Authority's reasons for proposing to make the above named Order(s) are as follows:</p> <ul style="list-style-type: none"> • For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. <p>We oppose this reasoning on the following grounds: Cambridge City Council's Anti-social behaviour team have not received any reports of anti-social behaviour related to those living in caravans, motorhomes or vans on Riverside which would evidence any nuisance or danger to persons or road users. There seems a current lack of evidence that there is a demonstrable risk to safety. What evidence has been collected to build the case for this? How is it currently unsafe and for whom?</p> <ul style="list-style-type: none"> • For facilitating the passage on the road or any other road of any class of traffic (including pedestrians). <p>We oppose this reasoning on the following grounds:</p> <p>There is room for both cyclists and vehicles on Riverside, the cycle route into Stourbridge Common from Riverside has clear access, the only obstructions that our officers have observed to that route are pedestrians walking through the cycle path instead of the pedestrian gate from Stourbridge Common to the pavement. Whilst this may cause pedestrian and cycling congestion it does not pose a danger to any road users.</p> <ul style="list-style-type: none"> • For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property. Explanatory Note:- The 	<p>Vehicles parked on the southeastern side of Riverside impede visibility. Specifically, road users exiting Stanley Road site difficulty in viewing pedestrian / cyclist traffic coming from Stourbridge Common and vice versa. Vehicles, particularly high sided vehicles, parked perpendicular to the kerb on the northwestern side restrict visibility for adjacent vehicles and consultation responses have noted safety concerns and reported accidents associated with tow hooks protruding into the carriageway. Consultation response also note antisocial activity involving loud generators and rubbish and human waste disposal among other concerns. See 'Other Pertinent Comments' section in Appendix 4.</p> <p>Consultation responses evidence that this is not always the case and have provided photos and a video of a caravan blocking the access to Stourbridge Common to setup a roadside kitchen. Responses also note that the footway is not wide enough to support the pedestrian/cyclist traffic levels, so pedestrians often resort to using the carriageway. In this regard affording greater space lessens the likelihood of any accidents arising.</p>

waiting restrictions have been proposed to control unwanted parking near the entrance to Stourbridge Common, which includes overnight/residential motorhome parking. The proposals will also improve visibility of and for cyclists at the junction with Stanley Road.

We oppose this on the grounds of:

An Equality Impact Assessment has not been shared as part of this consultation to potential impact of the TRO on the Gypsy, Roma or Traveller (GRT) communities residing on Riverside. GRT people are a protected group under the Equality Act 2010 and any impact on this community needs to be considered as part of the Public Sector Equality Duty.

This area of Stourbridge Common has a number of houseboats, the existing character of the area is that of a mixed community of people who live in bricks and mortar houses and those who live in different types of homes such as houseboats, barges, caravans, motorhomes and vans – all peacefully co-existing and therefore current vehicular traffic is in line with the existing character of the road and adjoining area.

Under the Housing Act 1996, a Gypsy or Traveller is homeless if she/he/they do not have a lawful place to put their caravan or living vehicle. There are currently 8 motorhomes parked on Riverside and it is yet unknown if any of these residing here would self-identify as GRT. Should the TRO go ahead there is a risk that these individuals would face homelessness as a result. It is unclear if the County Council has not taken into account the impact of the TRO both under the Equalities Act 2010 or Housing Act 1996. Cambridge City Council's equality officer is happy to provide feedback on an equality impact assessment (EqIA) that takes into account consultation feedback.

It would be useful to understand the outcomes of any consultation directly with the residents directly impacted by the proposal. Consultation with residents impacted should also explicitly ask about equality impacts that a policy change may have.

Our enforcement officer has been consulted regarding the proposals and reported no Traveller occupants at the time of the consultation.

Consultation responses would argue against the claim of 'peacefully'.

The lack of ability to park in one location does not prevent parking elsewhere. As there is nothing to prevent such travellers from parking their caravan(s) on a different unrestricted section of carriageway, they cannot be considered homeless if parking is prohibited in this location.

Note, if this concern holds true, how is it that authorities are able to remove travellers from private land under section 61 of the Criminal Justice and Public Order Act 1994?

Consultation feedback implies there to be majority support of the proposals. If limited to only consider the views of residents in the nearby area i.e. Riverside, St Bartholomew's Court, Stanley Road, Newmarket and Road, Oyster Row and other adjoining side roads) the result was 23 objections and 52 representations of support.

<p>There is a high likelihood that the proposed plans will trigger unnecessary homelessness or lead to unlawful encampments elsewhere in the area. This impact is disproportionate, we suggest time is put aside to work with the homelessness prevention team and residents residing in motorhomes to make arrangements.</p>	<p>When last assessed by our enforcement officer, there were no needy people living in the area. Those that were camping in the area, were doing so because it is cheap. Consultation responses compliment this, reporting a seasonal increase of visiting parties during the warmer months.</p>
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Appendix 6

CCC644135809

Directorate: Place and Sustainability

Service: Project Delivery

Team: Design and Delivery

Your name: Eleanor Seymour

Your job title: Project Engineer

Directorate: Place and Sustainability

Service: Project Delivery

Team: Design and Delivery

Your phone: 07393147000

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Proposal being assessed: Parking restrictions - Riverside Cambridge

Business plan proposal number:

Key service delivery objectives and outcomes : Active travel, including walking and cycling, is a priority and a local transport objective in Cambridgeshire. Employment - Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the regions prosperity. Resilience- Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time and reliability. Accessibility - Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. Health and Wellbeing - Provide 'healthy streets' and high quality public realm that puts people first and promotes active lifestyles. Climate change - Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change and the funding and delivery of an accessible, resilient, sustainable and safe transport network. The Design and Delivery Team's key ambitions include a Net Zero target by 2045, reduce health inequalities by encouraging more people to use non-motorised forms of transport and lead healthy safe independent lives, a commitment to engage effectively with communities to help places prosper and provide sustainable, low cost travel options which allow children and young people to thrive. Double and single yellow lines are generally implemented in locations where the parking of vehicles (at all times or during defined periods) presents safety risks that impact other road users. Such measures align with the authorities' ambition to ensure "travel across the county is safer and more environmentally sustainable." In this instance, the lining is being funded through the local highways improvement (LHI) initiative, which is an annual community driven programme giving local people influence over bringing forward highway improvements. Through the initiative external groups are invited to apply for funding of up to £10,000 per project, subject to these groups providing at least 10% of the total cost of the scheme. Applications are scored and assessed, and funding is allocated on a priority basis. As the allocated budget for the LHI initiative is finite, many applications are unsuccessful in securing the necessary funding. The lining seeks to address local concerns of obstructive parking near a busy active travel route / popular green space. Whilst also addressing sanitation concerns associated with the disposal of refuse and human waste, and other antisocial actions to enable people enjoy healthy, safe and independent lives through timely support that is most suited to their needs – the location is popular with those residing in adapted vehicles as

a tourist to the City, though some individuals are residing in similar vehicles on a more permanent basis.

What is the proposal: The proposal – viewable at: Public Consultation (appyway.com) – involves the install of double yellow lines on both side of Riverside, from its access with Stourbridge Common (north-eastern end of road), south-westwards, to a point 6.5 metres southwest of its junction with Stanley Road (measured from the centreline of the junction). Additionally, it has been proposed that the existing single yellow lines on the north-western side of the road be extended from its current end point, outside 79 Riverside House, to the terminus of the proposed double yellow lines, and that the hours of operation of the entire length of single yellow lining be changed to 7am to 7pm Monday to Saturday (currently 7am to 5pm Monday to Saturday). As the access to Stourbridge Common experiences high levels of pedestrian and cyclist traffic (the convergence of three greenway schemes in the area has the potential to further increase such traffic), the lining addresses a safety risk associated with restricted visibility, near miss incidents witnessed involving refuse lorries and cyclists manoeuvring in the same area. Considering the area is popular with tourists residing in (large/high sided) adapted vehicles, with some individuals residing in such vehicles on a more permanent basis (with drivers often opting to park perpendicular to the kerb on the north-western side of the road) the access to the common is periodically impeded by such vehicles. There is also a safety risk associated with tow hooks protruding into the carriageway and refuse and sanitation risks associated with the disposal of rubbish and human waste in the nearby watercourse and surrounding area, which the lining looks to address.

What information did you use to assess who would be affected by this proposal?: The lining is being funded through the local highways improvement initiative, which is an annual community driven programme. Informal consultation with local residents helped design the proposals and formal consultation has ratified the level of public support from the wider community, whilst also helping to identify the potential affected groups. Considering their past and continued involvement in the area, the county council's enforcement officer was consulted. There were asked about their perception or existing and past levels of individuals residing in adapted vehicles, in the area, and were also supplied with an information pack to provide to such individuals, so that (current and future occupants) are aware of the lining proposals.

Are there any gaps in the information you used to assess who would be affected by this proposal?:
No

Does the proposal cover: All service users/customers/service provision in specific areas/for specific categories of user

Which particular employee groups/service user groups will be affected by this proposal?:
Improving visibility benefits vulnerable road users, such as pedestrians, children, cyclists and those with impaired mobility and or sight. Note, members of the public report that pedestrians tend to walk in the carriageway as there is only a singular narrow footway, which compounds the risk of pedestrian vehicle conflicts. Addressing sanitation risks affects all road users, and those using the nearby watercourse, whilst also having ecological benefits. Considering numerous consultation responses highlighted that some individuals residing in adapted vehicles are defecating in the bushes of the Common and or the child's playpark, restricting parking in this area should have further positive impacts on children using the Common. Removal of parking in the area could have a negative effect on disabled members of the public that may wish to visit the Common by car, however, as they should be able to park on the lining for up to three hours using their blue badge, the effect should be minimal, also there is a disabled parking bay located on Stanley Road, 75m from

the Stourbridge Common entrance and one located on Riverside o/s 7 to 10 which is approx. 170m from the Stourbridge Common entrance. The lining would likely have a negative impact on those residing in adapted vehicles, but this is no different as to when parking restrictions are installed elsewhere in the City. Nothing prevents such individuals from moving to a similar unrestricted area of the public highway. Note, the number of individuals residing in such vehicles on a more permanent basis is typically significantly lower than those visiting as a tourist. The restrictions reduce the amount of parking spaces near the common, which could negatively impact access to the common by car and or those that currently park in the area as a means of unrestricted parking whilst they work in the area. This could also impact carers attending properties nearby.

Does the proposal relate to the equality objectives set by the Council's EDI Strategy?: Yes

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups: Mixture of over/under represented and in line with population, depending on the group

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities?: No

Does the proposal relate to an area with known inequalities?: No

What is the significance of the impact on affected persons?: Improving visibility will allow people with protected characteristics to walk and cycle more safely, lessening the likelihood of conflicts with vehicles. This aligns with the authorities' ambition to ensure "travel across the county is safer and more environmentally sustainable" and is especially important in this location due to the high levels of pedestrian and cyclist traffic – only set to increase as improvements are made to the City's active travel / greenways network. Note, members of the public report that pedestrians tend to walk in the carriageway as there is only a singular narrow footway, which compounds the risk of pedestrian vehicle conflicts. Removal of parking in the area could have a negative effect on disabled members of the public that may wish to visit the Common by car, however, as they should be able to park on the lining for up to three hours using their blue badge the effect should be minimal also there is a disabled parking bay located on Stanley Road, 75m from the Stourbridge Common entrance and one located on Riverside o/s 7 to 10 which is approx. 170m from the Stourbridge Common entrance. The proposals will affect those that reside within adapted vehicles, however, nothing prevents such individuals from parking elsewhere on the public highway, meaning the overall impact should be minimal. Note, though parking on the public highway is permitted, there is no right or priority. The restrictions reduce the amount of parking spaces near the common, which could negatively impact access to the common by car and or those that currently park in the area as a means of unrestricted parking whilst they work in the area. This could also impact carers attending properties nearby. Unrestricted parking is available on Riverside itself and also 20m in from the junction on Stanley Road.

Category of the work being planned: Project

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)?: Yes

Please select: Age, Disability, Socio-economic inequalities

Research, data and /or statistical evidence: CCC 'Equality, Diversity and Inclusion Strategy (2023-27)'. People with protected characteristics have been considered, and the aforementioned guidance referred to, during the design of the scheme. Elected members, statutory consultees and members

of the public views of local community were logged as part of the statutory public consultation. At the time of the public consultation, the Council's enforcement officer made contact with those residing in vehicles in the area, gaining an understanding of the reasons why they were there and ensuring they were made aware of the proposals.

Consultation evidence: Prior to Formal consultation and the LHI application being submitted the Local Member discussed issues in the area with local residents including those with permanent moorings, the information gathered was then fed into the application. The information included in the LHI Application was used to draw up options available, a further informal consultation took place with the Local Member, Local Resident Association and individual resident, the most popular option was then put forward for formal consultation. The statutory consultation for this scheme was carried out between the 24th of January and the 14th of February 2024. The statutory consultees, including the police and emergency services, and County and City Councillors were informed of the proposals. A public notice was advertised in the Cambridge News, letters were sent to nearby residents that were deemed to likely be directly affected by the proposals and site notices were erected on-street. Comments could be submitted by email or letter, or through the Council's online consultation portal (Public Consultation (appyway.com)). A total of 210 representation were received with a split of: 68 wholly object, 16 partly object, 2 neutral, 21 partly support and 103 wholly support. Of the 210 responses, 69 were identified to residents of Riverside or adjoining streets that could be affected by the proposal i.e. as a result of referral parking, of which 22 objected and 47 submitted supportive representations.

Based on all the evidence you have reviewed/gathered, what positive impacts are anticipated from this proposal?: Improved visibility for all road users, will create a safer environment for pedestrians and cyclists, aiding active travel. Reduced refuse and waste disposal on the public highway and or in private bins, will have positive impacts on sanitation whilst also improving air and water quality in the area. A decrease in antisocial activities reported in the area and a reduction in noise pollution has quality of life benefits to nearby residents. All of this will enable people enjoy healthy, safe and independent lives through timely support that is most suited to their needs.

Based on consultation evidence or similar, what negative impacts are anticipated from this proposal?: Those currently residing in the affected area would be displaced, negatively impacting them and residents of nearby streets – could impact the ability for residents to find a parking place near their property and could result in obstructive parking / parking that impacts safety, in other locations. The restrictions reduce the amount of parking spaces near the common, which could negatively impact access to the common by car and or those that currently park in the area as a means of unrestricted parking whilst they work in the area. This could also impact carers attending properties nearby.

How will the process of change be managed?: Letters will be sent to residents prior to the install of any such lining, outlining when the works is planned to be carried out and requesting that no parking take place in the area. Site notices will also be erected on site and the Council's enforcement officer will be notified, should they need to make contact with those with no fixed address. A public notice will also be advertised in the Cambridge News, informing members of the public of the making of an Order/signalling the point after which enforcement of any such lining would take place.

How will the impacts during the change process be monitored and improvements made (where required)?: In the event of issues arising during the works, we will ensure that members of the public are able to contact CCC and the contractor quickly and easily. Should parked cars prevent the install of lining, we will attempt to contact the owner for removal and if unable will return on a future date

to complete the work. We will make very effort to ensure access through the area by active modes of travel is maintained throughout the duration of the works and or that any impact is minimised. Post-implementation we will rely upon public involvement to ascertain the success of the scheme and to identify any other locations that may require work as part of a future scheme. We will liaise with the local community including local members to ensure walking, cycling, and wheeling trips around the works area remain safe and accessible during the construction period and the temporary loss of any parking spaces is well publicised.

Equality Impact Assessment Action Plan:

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
Those currently residing in adapted vehicles in the affected area would be displaced.	Socio-economic inequalities	Low	Although parking on the public highway is permitted, there is no right or priority. The majority of adapted vehicles are owned by tourists so those residing on a more permanent basis should be able to be accommodated on nearby streets with minimal impact to all. Unrestricted parking is available on Riverside and Stanley Road which is all within 100m.	Eleanor Seymour	01/07/2025
The loss of parking facilities may mean those with protected characteristics who travel to the area by car have reduced access to the common.	Age, Disability	Low	Those in possession of a blue badge will be able to park on the lining for up to 3 hours. Unrestricted parking is also available on neighbouring streets, disabled parking bays are located 75m from the Stourbridge Common entrance on Stanley Road and further along Riverside 170m from the entrance.	Eleanor Seymour	01/07/2025
The loss of parking facilities would impact the ability for carers to park	Age, Disability	Low	Although parking on the public highway is permitted, there is no right or priority. Parking cannot be reserved for carers who may or may	Eleanor Seymour	01/07/2025

Details of negative impact (e.g. worse treatment/outcomes)	Groups affected	Severity of impact	Action to mitigate impact with reasons/evidence to support this or justification for retaining negative impact	Who by	When by
near to properties they are attending.	Socio-economic inequalities	Low	<p>not be in attendance. The majority of properties on Riverside have access to private off-street parking facilities, which can be utilized for such a purpose. Unrestricted parking will also remain on neighbouring streets, including Riverside itself and Stanley Road. Note, the lining addresses known safety risks of which this demand does not outweigh.</p> <p>Although parking on the public highway is permitted, there is no right of priority. Unrestricted parking will also remain on neighbouring streets, including Riverside itself and Stanley Road. Note, the lining addresses known safety risks of which this demand does not outweigh.</p>	Eleanor Seymour	01/07/2025

Head of service: Josh Rutherford

Head of service email: joshua.rutherford@cambridgeshire.gov.uk

Confirmation: I confirm that this HoS is correct

Status: Approved

Pavement Parking, Red Routes and Resident Parking Schemes Delivery Plan Update

To: Cambridge Joint Area Committee

Meeting Date: 18 September 2024

From: Executive Director of Place and Sustainability (County Council)

Electoral division(s): County Council divisions within Cambridge: All
City Council wards: All

Executive summary: This paper provides a brief update on the status of various elements of parking policy relevant to the city of Cambridge and seeks the committee's feedback.

Recommendation: The Cambridge Joint Area Committee is asked to:
Note and comment on the report.

Officer contact:

Name: Nicola Gardner
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Officer contact:

Name: Lynne Miles
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1. Background

- 1.1 This paper provides an update on various parking policy related workstreams being undertaken by the County Council's Parking Policy team and the Greater Cambridge Partnership's (GCP) City Access programme.
- 1.2 Parking policy levers are held in different places across the local governance system. At present:
- (i) Cambridgeshire County Council is the highways authority and is responsible for parking policy across Cambridgeshire, as well as enforcement of parking on the highway (on-street parking).
 - (ii) Cambridge City Council, as the local authority, owns and operates a number of off-street car parks.
 - (iii) The Greater Cambridge Partnership is delivering parking interventions, where they complement its wider transport investment programme and contribute to the overall City Deal goals of reducing transport congestion and growing and sharing prosperity. These interventions are outside of business as usual parking policy and management.
- 1.3 In addition, the County Council and the GCP City Access programme have each funded 50% of the lost revenue from implementing free parking at Park & Ride sites since 1 April 2018. During that time (excluding periods involving Covid-19 restrictions) more than 5,000 cars have parked free of charge at one of the park and ride sites on an average day. Passengers will then have either taken the bus, walked, cycled or scooted to their destination, removing those cars from roads further into the city. The GCP Executive Board committed to consider the future of this expenditure and will do so through the forthcoming Integrated Parking Strategy (see paragraph 2.23).
- 1.4 The paper provides updates and an opportunity for Members to provide feedback on:
- Resident Parking Schemes
 - Pavement parking pilot and red routes
 - Development of the Greater Cambridge Integrated Parking Strategy
 - Cambridgeshire Resident Parking Scheme Policy Review (Stage 1)

2. Main issues

- 2.1 Efficient and effective management of car parking provision in Cambridge has the potential to contribute to achieving the transport and environmental goals of Cambridgeshire County Council and Cambridge City Council. The availability and pricing of car parking is one of the key determinants of vehicle traffic in Cambridge, and it therefore contributes significantly to congestion and pollution particularly in the city centre. Current parking pricing and availability reinforces the perspective that driving is often more convenient and cheaper than public transport.

Resident Parking Schemes (RPSs)

- 2.2 Currently, much of the on-street parking in Cambridge is uncontrolled. Although residents' parking schemes cover the central part of the city, there are still many areas where schemes have yet to be brought forward.
- 2.3 The GCP funded the delivery by the County Council of eight RPSs across the city since its inception in 2015. Following a period where delivery of new parking schemes in Cambridge was paused, The County Council's Highways and Transport Committee agreed at its meeting on 4 November 2021 to restart the programme and requested GCP to initiate delivery of new residents' parking schemes.
- 2.4 The GCP Executive Board agreed to this request in June 2021 and further agreed the ambition that the GCP should deliver parking controls across the whole city over time.
- 2.5 The GCP ran an overarching 'Parking Issues' engagement in February and March 2022. The engagement sought feedback on the location and nature of on-street parking issues affecting all road users in Cambridge.
- 2.6 In June 2022, the GCP Executive Board agreed with the recommendation of six priority areas for the first tranche of schemes, which were subsequently amalgamated into four proposed zones: Milton Road area; York Road area; Wilberforce Road area and Romsey West. The recommendation was based on feedback from the Parking Issues consultation and a technical assessment considering:
- Current parking conditions;
 - Engagement feedback;
 - Alignment with other transport schemes and deliverability;
 - Safety; and
 - Potential to support improvements to walking, cycling and bus travel.
- 2.7 Since then, the GCP has been working on developing schemes in these areas, including liaison with local members and resident associations.
- 2.8 At its meeting on 29 July 2024, the Cambridge Joint Area Committee unanimously recommended that the County Council's Executive Director of Place and Sustainability approve the order for the first scheme in the Milton Road area. Implementation of the scheme is now being planned, along with a review to be carried out six months after implementation.
- 2.9 Delivering these RPS schemes is a collaborative approach between the GCP and the County Council, where the GCP develops, consults upon and implements schemes and the County Council carries out the legal drafting, operation and enforcement of the schemes. Further detail is set out in the County Council's [Resident Parking Schemes Delivery Plan](#).
- 2.10 Having consulted on a draft scheme in 2023 and subsequently undertaken a Road Safety Audit of the revised plans, a draft Traffic Regulation Order (TRO) is being prepared for the proposed York Road area scheme and will be advertised as soon as possible. At the end of the statutory period, a report with recommendations and details of any objections received (along with consultation findings, Equalities Impact Assessment and other evidence) will be brought to the committee for consideration. This is expected to occur at either the December 2024 meeting or the March 2025 meeting, depending on the timing of the TRO advertisement.

- 2.11 The Wilberforce Road area RPS will follow these. Following engagement with local members and residents associations, a proposed scheme has been developed and a public consultation is expected to open in late September 2025. A report to the committee is also anticipated in December 2024 or March 2025, depending on the timing of the TRO advertisement.
- 2.12 Romsey RPS is in development. The GCP is working with local members to consider how to bring forward proposals for consultation that address the local circumstances of the area as soon as possible.

Pavement parking pilot and red routes

- 2.13 On 19 July 2022, the County Council approved a motion to assess potential pilot schemes in Cambridge City for the enforcement of pavement parking. One of the actions resulting from the motion was to propose a pilot scheme and to request funding to cover the cost of the trial. The County Council's Strategy and Resources Committee requested that this motion be dealt with by the Highways and Transport Committee.
- 2.14 Pavement parking is not illegal unless specifically regulated via a TRO. Currently, in Cambridge and South Cambridgeshire, unless there is yellow line restriction in place, Civil Enforcement Officers (CEOs) cannot ticket a car for parking on a pavement or verge. They can ticket for parking outside of a bay in an RPS area, for example.
- 2.15 If there is not a restriction in place but a vehicle is obstructing the footway significantly, the police may consider it sufficient to ticket the vehicle for obstruction. However, due to resource constraints it is unlikely to form a high priority for policing. CEOs cannot ticket for obstruction.
- 2.16 Parking on pavements is not just inconvenient, it creates a hazard for people walking and wheeling, particularly those who are blind or partially sighted. It can block access along footways for wheelchair users and people pushing buggies, requiring them to walk in the carriageway to get past, putting them in greater danger.
- 2.17 Members have raised concerns with pavement / verge parking in a number of areas across Cambridge.
- 2.18 Local authorities in England can restrict pavement parking on individual streets or by area using a TRO and marking out the areas with the appropriate signs and lines. The approximate cost of implementing these restrictions is £7k per 100m length of restriction, to include staff costs, the TRO process, signage and lines. A ban in one area, however, may just displace the problem elsewhere.
- 2.19 Red routes are another potential means of addressing the problem. Red routes are clearways where a vehicle cannot stop. The prohibition applies to the footway and verge as well as the carriageway and does not include any signed or marked lay-bys or bays. They can improve safety by making parking more difficult for those trying to illegally park and improve traffic movement. However, red routes are intended to be used strategically to deal with traffic problems assessed on a whole route basis, not to deal with issues on relatively short lengths of road.

- 2.20 There are currently not any County Council funds available to trial a scheme using a specifically regulated TRO to ban pavement parking in a specific area. The Highways and Transport Committee has therefore requested that the GCP develops and funds a pilot scheme on pavement parking to provide evidence of the viability to expand such schemes in future, if funds become available. It was also agreed that further investigation into the feasibility of red routes would be undertaken by the County Council in conjunction with the GCP.
- 2.21 Consideration of this request will be via the GCPs development of the Integrated Parking Strategy, with further details in sections 2.23 to 2.29 of this report.
- 2.22 The pilot, if agreed by the GCP, would be subject to an assessment of suitability and feasibility along with consultation and detailed design.

Development of the Greater Cambridge Integrated Parking Strategy

- 2.23 The GCP has agreed to develop an Integrated Parking Strategy (IPS) for Greater Cambridge. The strategy is concerned with car parking controlled by the County Council and City Council, including:
- Publicly accessible off-street car parking, including city centre car parks (approximately 3700 spaces).
 - On-street car parking, including on-street pay and display (approximately 1500 spaces) and RPSs (approximately 6000 spaces), as well as uncontrolled on-street parking capacity across the city.
- 2.24 The GCP's first phase of work with the County Council and City Council concentrated on understanding the current parking context, setting objectives for the strategy, and producing a vision for the future of parking in the city.
- 2.25 In June 2022, the GCP Executive Board agreed a vision and objectives for the strategy, attached at Appendix 1, focused on rebalancing parking provision across the city to encourage people to use sustainable modes of transport for all or part of their journey.
- 2.26 Shortly after that, work to develop the IPS was put on hold, pending a decision on the GCP's Making Connections proposals, because the decision whether to introduce a road user charge and to invest in a doubling of the bus network substantially affects what is desirable and feasible in terms of parking strategy. However, the GCP's work supporting the County Council in designing and implementing RPSs has continued.
- 2.27 Following the decision on Making Connections, work has resumed on developing the IPS and a further update will be presented to the GCP Executive Board in due course.
- 2.28 At this stage, issues under consideration as the strategy is developed include:
- A greater focus on delivering mobility hubs at key transport interchanges including the travel hubs (park and rides) with the aim of increasing the number of people that stop and continue their journey by sustainable modes rather than bringing their cars into the city, thereby further speeding up bus journey times and improving reliability. This includes a review of facilities, quality, connecting a wider range of bus routes, supporting delivery consolidation, better integrated micromobility, wayfinding and active travel provision.

- Focus on cycle, e-scooter (if legislated) and e-bike parking, as well as car parking
- A better focus on how RPSs can be supplemented with placemaking interventions and focus on delivering liveable neighbourhoods and public realm improvements
- A review of the parking pricing regime in common across on- and off-street parking in public sector control
- Potential to strengthen and better enforce parking and stopping restrictions to include traffic flow and safety, especially in bus and cycle lanes
- Consider where there is the opportunity to remove on-street parking to improve traffic flow and safety, especially in bus and cycle lanes.

2.29 The GCP Executive Board agreed that proposals for one or more demonstrator projects, or quick wins in the city that will help move towards the vision and objectives of the IPS including identifying the next tranche of RPSs, should be presented at a future meeting.

Cambridgeshire Resident Parking Scheme Policy Review

2.30 The County Council's Parking Policy team is in the process of reviewing the Resident Parking Scheme Policy, a document that provides a framework for the consideration of the introduction, amending and extension of formalised RPSs across the county and which sets out the principles for the administration of those schemes. A further update to the Cambridge Joint Area Committee will be provided at the meeting in December 2024.

3. Significant Implications

3.1 Finance Implications

Funding for the delivery of RPSs currently under development has been identified from the GCP's agreed budgets.

Funding for the development of the IPS has been identified from the GCP's agreed budgets. Funding of any ensuing recommendations (including a pavement parking pilot) is likely to be a mix of GCP-agreed budgets and other contributions, and will be a matter for that strategy.

3.2.1 Legal Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

3.3 Risk Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

3.4 Equality and Diversity Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

Individual RPSs have project specific Equality Impact Assessments, as does the IPS.

In principle, parking restriction can have both positive and negative equalities implications which need to be weighed and considered in the specific context. Pavement parking has negative impacts for people with mobility or sensory impairments, or parents with pushchairs.

3.5 Climate Change and Environment Implications

No decision is recommended in this paper and any future decisions would identify specific implications at the appropriate time.

The principle of managing travel demand through parking supports an overall reduction in car traffic which in turn supports reduced climate change and environmental impacts.

4. Source Documents

4.1 [Agenda Item 10 \(Parking Strategy Update and Residents' Parking Scheme Delivery\) – GCP Executive Board meeting on 30 June 2022](#)

4.2 [Agenda Item 9 \(City Access Programme Update\) – GCP Executive Board meeting on 7 March 2024](#)

4.3 [Agenda Item 4 \(Consider Objections to Proposed Residential Parking Scheme in Milton Road Area, Cambridge\) – Cambridge Joint Area Committee meeting on 29 July 2024](#)

4.4 [County Council's Resident Parking Schemes Delivery Plan](#)

4.5 [Agenda Item 11 \(Pavement Parking\) – Highways and Transport Committee meeting on 5 March 2024](#)

Appendix 1 - Integrated Parking Strategy Vision and Objectives

Table 1: Vision for Parking in Greater Cambridge

2022 reality	Future vision
<ul style="list-style-type: none"> Car as preferred/default mode for many, even for short trips (<i>50% of car trips in Cambridge are wholly within the city</i>) 	<ul style="list-style-type: none"> Walking, cycling, bus as preferred/ default mode for many people for most short trips Car trips in the city centre are exceptional and for specific needs (e.g. some Blue Badge holders, especially bulky purchases)
<ul style="list-style-type: none"> Congestion, busy car parks, overcrowded and unpleasant streets, carbon emissions, air pollution 	<ul style="list-style-type: none"> Busy cycle lanes, more bikes, busier buses – less congestion, cleaner air, less noise More pleasant streets and ‘liveable neighbourhoods’, with space reallocated to wider uses e.g. car clubs, pocket parks
<ul style="list-style-type: none"> Car trip access to destinations in the city frequently inefficient and expensive 	<ul style="list-style-type: none"> Many car trips supplanted by alternatives providing equal or superior access to destinations in the city
<ul style="list-style-type: none"> High demand for car parking through city, including in city core 	<ul style="list-style-type: none"> Demand for car parking largely satisfied by expanded travel hub / P&R network Reduced demand for car parking in city – current car parks (partially) re-purposed with accessibility and car share schemes main use; Increased demand for cycle parking matched by increased supply; Lower levels of car ownership, enabling better use of on-street capacity for wider uses
<ul style="list-style-type: none"> Car parking revenue vital for City and County budgets and service delivery 	<ul style="list-style-type: none"> Car parking revenue falling, identifying new income streams to replace any reduction in income to avoid impacts on service delivery
<ul style="list-style-type: none"> Uncoordinated, reactive, piecemeal approach 	<ul style="list-style-type: none"> Consistent approach with area parking plans linked to place and street typologies and network hierarchy

BOX 1 - INTEGRATED PARKING STRATEGY OBJECTIVES

ENVIRONMENT

1. Contribute to the decarbonisation of transport
 - a) through mode shift away from the private car
 - b) through a switch to electric and other zero emission vehicles
2. Contribute to improved air quality (including a reduction in NOx)
 - a) through mode shift away from the private car
 - b) through a switch to electric and other zero emission vehicles
3. Contribute to noise reduction in the urban area through reductions in traffic levels
- 4 Support the introduction of 'liveable neighbourhoods'
5. Support a reduction in the land area currently devoted to car parking and enable its repurposing for alternative uses, such as cycle parking or public amenity space
6. Contribute to the development and maintenance of high quality public realm

ECONOMY AND SUSTAINABLE, INCLUSIVE GROWTH

7. Support long-term economic vitality and sustainable and inclusive growth in a context of changing employment, retail and leisure travel patterns
8. Facilitate access to locations of economic activity
9. Make effective use of Council land and facilities to enable and encourage sustainable transport choices, including a reduction in private car ownership

REVENUE

10. Generate appropriate levels of revenue for Cambridge City Council and Cambridgeshire County Council to support service delivery, recognising that this may change in the medium term

TRAFFIC MANAGEMENT

11. Support the delivery of the County Council's traffic and highway network management duty, ensuring that traffic moves freely and safely (noting that 'traffic' includes all road users)
12. Contribute to a reduction in traffic congestion
13. Support a reduction in miles driven, especially (but not only) on short journeys

Cambridge Joint Area Committee Agenda Plan

Published on 10 September 2024

The following are standard agenda items which are considered at every Committee meeting:

- Apologies for Absence and Declarations of Interest
- Minutes of the Previous Meeting
- Public Questions and Petitions
- Agenda Plan

Committee date	Agenda item	Lead officer(s)	Deadline for draft reports	Agenda despatch date
18/09/24	Pavement Parking, Red Routes and RPS Delivery Plan Update	N Gardner / L Miles	06/09/24	10/09/24
	Traffic Regulation Order Objections Associated with the Proposed Waiting Restrictions on Riverside, Cambridge	S Hansen		
18/12/24	LHI Process	J Rutherford	06/12/24	10/12/24
	On-street Parking Charges and Policies	P Hammer		
	Cycling and Pedestrian Schemes Update	G Weller / GCP		
	Update on the Review of Hours / Charges of Existing Resident Parking Schemes	N Gardner		
	Resident Parking Scheme (RPS) Policy Review (Stage 1)	N Gardner		
12/03/25	City Council Walking, Cycling and Active Travel Promotion Grant Programme	J Richards	28/02/25	04/03/25
June 2025 (date TBC)	Pavement License Update Report	L Catchpole		

Please contact Democratic Services (democraticservices365@cambridgeshire.gov.uk) if you require this information in a more accessible format.

