

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE
PROPOSED RESIDENTS PARKING SCHEME AMENDMENTS IN QUEEN EDITH'S
(MORLEY) AREA, CAMBRIDGE**

To: Cambridge City Joint Area Committee

Meeting Date: 22nd October 2019

From: Executive Director – Place & Economy

Electoral division(s): Queen Edith's

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

Purpose: To determine objections and other written representations received to proposed amendments to the residential parking scheme in various roads in Queen Edith's (Morley) area.

Recommendation: The Committee is recommended to:

- a) Introduce the proposed amendments as shown on the drawing shown in Appendix 1 as published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>	<i>Member contacts:</i>
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	Names: Councillor Amanda Taylor Post: Divisional Councillor Email: amanda@ajtmail.co.uk Tel: 01223 249787

1. BACKGROUND

1.1 A residential parking scheme (RPS) was introduced in the Queen Edith's (Morley) area of Cambridge in autumn 2017. Essentially, the scheme restricted most on-street parking to permit holders only (residents and their visitors) from Monday to Friday between 10am and 7pm. There are also some short-stay parking spaces, with pay & display machines, at selective locations, typically near to business premises. The implementation of the parking scheme followed an extensive public consultation exercise, including the consideration of objections by this Committee on 14th March 2017.

2. MAIN ISSUES

2.1 It is usual practice to review residential parking schemes approximately 12 months after implementation to determine how successful they have been and whether any amendments might be required.

2.2 In the months following the implementation of the scheme, a number of residents expressed concerns that there is insufficient parking available for visitors, particularly in the vicinity of Rock Road library. It has also been brought to the Council's attention that a number of peripatetic music teachers regularly visit Morley Memorial Primary School in Blinco Grove. There is no available on-site parking at the school and due to the Morley RPS and other parking pressures in the area, there is very little convenient on-street parking for the teachers. In addition to the visitor requirement, there were also requests to provide more resident permit holder spaces and cycle parking in the area.

2.3 As a result, these issues were considered as part of the 12 month review by Councillor Taylor and officers to see what changes might be feasible. A number of possible changes were identified to address the various concerns raised. It was agreed that the following amendments to the residents parking scheme would be pursued:-

- Blinco Grove – Replace existing resident permit holder parking spaces with new pay & display parking (4 hour max. stay Mon-Fri 10am-7pm) on the north side to the east of Rock Road.
- Rock Road – Replace existing no waiting at any time with new resident permit holder parking (Mon-Fri 10am-7pm) on the east side to the south Cherry Hinton Road.
- Rock Road – to replace existing resident holder parking space with new cycle parking outside the library.
- Rathmore Road – to replace existing resident holder parking space with new cycle parking on the east side to the south of Cherry Hinton Road.

A drawing showing the proposals is shown in **Appendix 1**.

2.4 These amendments were advertised in the Cambridge News on 14th August 2019 and the statutory consultation period ran until 12th September 2019. The Council is required to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to submit written representations on the proposals within a minimum twenty one day notice period. In this instance, a longer period was allowed due to it being carried out during the traditional summer holiday period. There is also a requirement to consult with certain organisations, including the emergency

services and others likely to be affected. Residents in the immediate area of each of the changes were consulted by letter. This provides an opportunity for any interested party to submit a written representation on the proposal.

2.5 A total of 26 representations were received. Almost all of the responses were objections to the proposal to convert the resident permit holder spaces in Blinco Grove to 4 hour pay & display parking and the proposal to convert a resident permit holder bay outside the Rock Road library to cycle parking. No objections were received in relation to the new resident permit holder parking at the north end of Rock Road or about the proposed cycle parking in Rathmore Road. The main points raised in relation to the proposals are summarised in the table in **Appendix 2** and officer responses are also given in the table.

2.6 Cambridgeshire Police do not object to the proposals.

2.7 It is clear that there is some local opposition to two of the proposed changes. The loss of resident permit holder spaces in Blinco Grove is understandable, but the pay & display parking will only be operational from Monday to Friday between 10am and 7pm, so will not affect parking at times of highest resident demand, such as at overnight and at the weekend. On-street parking is lighter during the working day, so those residents who do need to park on-street during the daytime should be able to find convenient parking near their homes. The proposed conversion of one permit holder space to cycle parking near Rock Road library is likely to have only a minimal impact on resident parking. Consequently, it is recommended that the published proposals to amend the current scheme be approved and implemented.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:-

- The main objectives of the Council's programme of residential parking schemes is to give parking priority to residents and to reduce traffic coming into Cambridge, with the aim of reducing congestion and improving air quality. The proposed amendments are intended to provide additional parking for visitors to the area and increase cycle parking, thereby offering an alternative to private car travel.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:-

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

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:-

- The required statutory process for this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:-

- The statutory consultees have been engaged, including the Police, other emergency services and residents directly affected. Notices were placed in the local press and were also displayed on the road affected by the proposal. The documents associated with the proposal were available to view in the reception area of Shire Hall and online.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:-

- The Divisional Councillor was closely involved in the development of these proposals and all relevant County and City Councillors were formally consulted. Residents directly affected by the proposals were consulted by letter and notices were displayed on site.

4.7 Public Health Implications

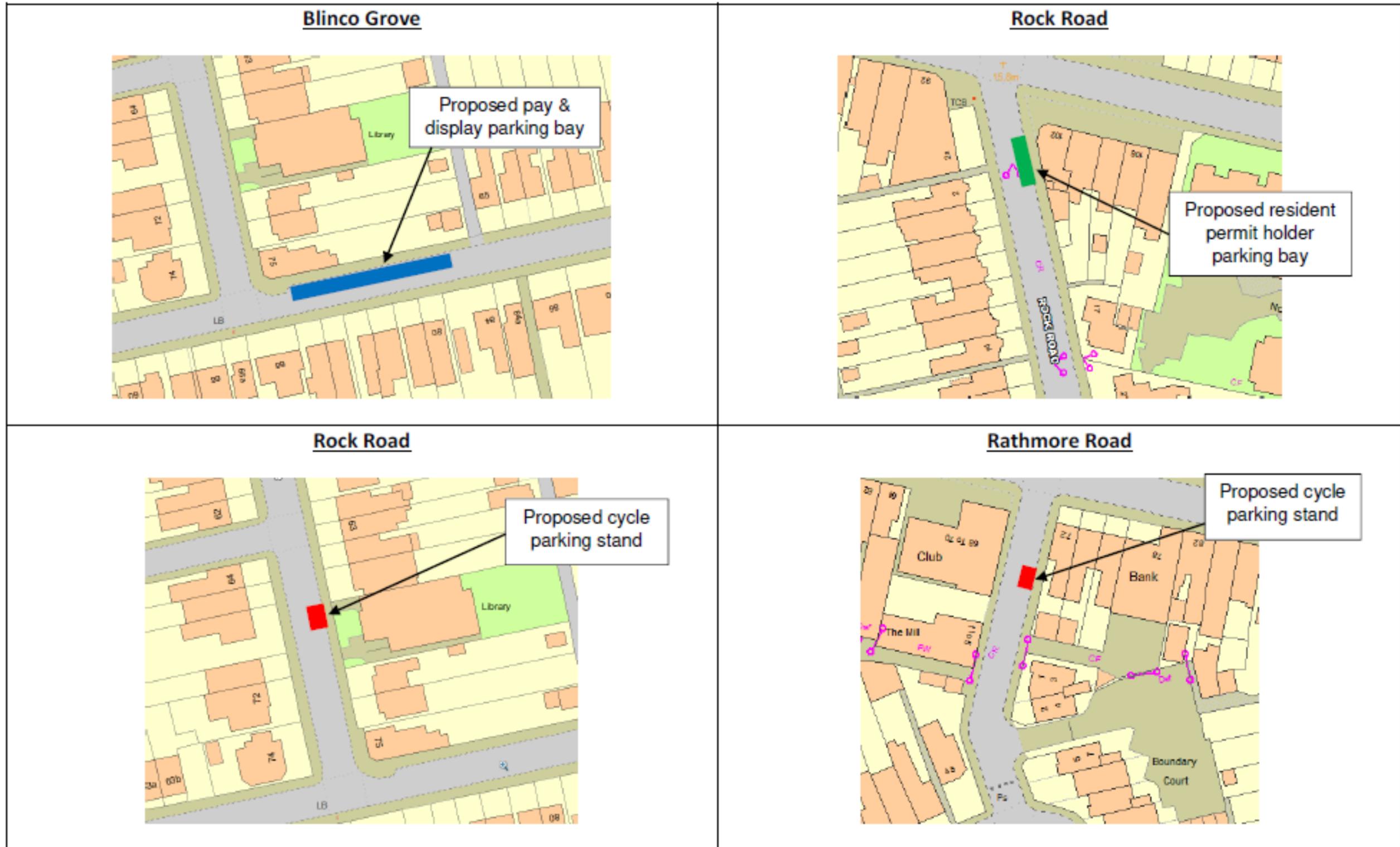
There are no significant implications for this priority.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Vanessa Bismuth
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	No comment Name of Officer: Tess Campbell/ Iain Green

Source Documents	Location
Redacted copies of all representations received	https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1092/Committee/11/Default.aspx
Residents Parking Scheme Policy	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Residents%27%20Parking%20Scheme%20Policy.pdf?inline=true
Cambridge Residents' Parking Scheme Extension Delivery Plan	https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/Cambridge%20Residents%27%20Parking%20Schemes%20Extension%20Delivery%20Plan.pdf?inline=true

PROPOSED PARKING RESTRICTION AMENDMENTS - QUEEN EDITH'S (MORLEY) AREA, CAMBRIDGE



Appendix 2

No.	Summary of Objections/ Representations ranked by number of times mentioned (includes issues raised in received by 3 or more representations)	Officer's Response
1	<p><u>Objections to the loss of resident permit holder parking spaces in Blinco Grove (raised in 22 representations)</u></p> <p>The spaces are needed by residents and their visitors, particularly those who live in roads where there is greater parking pressure, such as Marshall Road. Parking capacity has been lost due to residents installing dropped kerbs, so there is an increasing need for these spaces (mentioned in 22 representations).</p> <p>A better solution would be to convert the bays to mixed use, i.e. available for short-term visitors and permit holders during the operational hours. This would create more flexible use of the available space. Mixed use bays have been used in nearby Rustat Road. An alternative would be to split the parking bay to allocate a few spaces for pay & display parking and leave the remainder for residents. The number of visitor spaces is excessive, so mixed use makes more sense. 2 hour parking, rather than the proposed 4 hour, would be better (mentioned in 17 representations).</p>	<p>Observations would suggest that the Blinco Grove spaces are not well used by resident permit holders, particularly during the working day. It is accepted that the spaces are more heavily used overnight and at the weekend. However, the pay & display parking would only apply during the current operational hours of the main scheme (Monday to Friday 10am to 7pm) with parking unrestricted outside of those times. Hence, the proposed change will not have a significant impact on parking at times of highest demand.</p> <p>If these spaces are needed by residents, as suggested, that would indicate that if mixed use was installed there would be insufficient space for visitors as they would be taken up by residents. This would also make the allocation of pay & display parking financially unviable in terms of machine cost, maintenance, etc. If the parking bay was split to provide 2 or 3 pay & display spaces, again, there would be insufficient capacity to make this worthwhile. Mixed use parking spaces have been used at other locations, such as in Rustat Road. However, the proposed pay & display spaces in Blinco Grove are designed to support local public services, i.e. the library and school, and it is important that parking spaces are available for their use. If the suggested mixed use spaces were heavily used by resident permit holders, spaces might not be available to visitors. Those likely to use the parking</p>

	<p>There is no clear justification for conversion to short-stay pay & display and it has not been fully assessed (mentioned in 12 representations).</p> <p>The provision of more parking for visitors to the area will encourage greater car use and negative impacts of that, such as congestion and pollution (mentioned in 5 representations).</p> <p>Allocate some short stay parking in Baldock Way for school use (mentioned in 4 representations).</p> <p>The existing pay & display spaces in Rock Road near Cherry Hinton Road are underused, so why create more (mentioned in 4 representations).</p>	<p>spaces, such as teachers, need more than 2 hours parking.</p> <p>A number of concerns have been raised about the lack of visitor parking, most notably for library staff/users and those teaching at Morley Memorial Primary School. This part of Blinco Grove was chosen due to apparent lower demand for resident parking and its location reasonably close to the library and school. At present, a visitor wishing to park in this part of Blinco Grove, during the operational hours, would need to use a resident-issued visitor permit that would cover the whole day at a cost of £2.40. The pay & display spaces would offer parking at 60p per hour, so is a more affordable solution for visitors and would not use up a resident's limited allocation of visitor permits. Detailed parking surveys are not usually undertaken for relatively minor changes, such those being proposed.</p> <p>This is acknowledged, but it has to be balanced with the need to support local services and other short-term parking needs. The peripatetic teachers have little alternative than to drive to the school due to the nature of their work.</p> <p>Baldock Way is outside of the Morley RPS. Hence, it is likely that there would be objections from residents of Baldock Way to the creation of pay & display parking in their road without any apparent benefit to them. It is likely that the Council will be considering an RPS in the Baldock Way/Cavendish Avenue/Glebe Road area in future. It may be possible to consider the case for short stay parking as part of that scheme.</p> <p>It is acknowledged that these spaces are not overly well used. Unfortunately, they are not conveniently located to serve the library or school. They are intended to provide short-stay parking for the businesses on Cherry Hinton Road.</p>
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<p>2.</p>	<p><u>Objections to loss of resident space outside Rock Road and proposal to install cycle parking (raised in 11 representations)</u></p> <p>There are safety concerns with cycles being parked on-street, particularly since cycles are often used by younger people (mentioned in 11 representations).</p> <p>In is better to provide cycle parking within the library grounds, but the existing stands appear to have been removed for no good reason (mentioned in 11 representations).</p> <p>The parking spaces are needed by resident permit holders (mentioned in 9 representations).</p>	<p>On-street cycle parking has been provided at a number of locations in Cambridge with no known safety issues. Traffic flows and speeds are relatively low in this part of Rock Road, so there are no significant safety concerns. There is considered to be no negative equality/diversity impact for the protected characteristic of the younger age group.</p> <p>There is a plan to improve the appearance of the area in front of the library, which includes removal of the cycle racks. Therefore, alternative cycle parking needs to be found.</p> <p>The proposal will result in the loss of one resident holder space, so capacity is not being significantly reduced. A number of properties in this part of Rock Road have off-street parking, so demand is a little less than in some other roads in the area. One of the goals of introducing a RPS is not only to prioritise parking for residents, but also to promote modal shift and healthier transport options such as cycling, reducing congestion and car ownership. The installation of cycle racks within residential areas in the city offers an alternative to car usage.</p>
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