

CAMBRIDGE CITY JOINT AREA COMMITTEE



Tuesday, 09 June 2020

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

16:30

Shire Hall
Castle Hill
Cambridge
CB3 0AP

During the Covid-19 pandemic Council and Committee meetings will be held virtually for Committee members and for members of the public who wish to participate. These meetings will held via Zoom and Microsoft Teams (for confidential or exempt items). For more information please contact the clerk for the meeting (details provided below).

AGENDA

Open to Public and Press

- 1 Notification of Chairman/woman**
- 2 Notification of Vice-Chairman/woman**
- 3 Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/cc-conduct-code>
- 4 Minutes - 25th February 2020** **3 - 4**
- 5 Petitions and Public Questions**
- 6 Traffic Regulation Order Objections Associated with the Proposed** **5 - 20**
Waiting Restrictions on Victoria Street, Cambridge

**7 Consider Objections to Proposed Waiting Restrictions in Newtown 21 - 32
Area, Cambridge**

The Cambridge City Joint Area Committee comprises the following members:

Councillor Richard Robertson (Chairman) Councillor Linda Jones (Vice-Chairwoman)

Councillor Anthony Martinelli Councillor Nicky Massey Councillor Mike Sargeant Councillor Martin Smart and Councillor Damien Tunnacliffe Councillor Nichola Harrison Councillor Noel Kavanagh Councillor Ian Manning Councillor Elisa Meschini and Councillor Amanda Taylor

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

Clerk Name: Nick Mills

Clerk Telephone: 01223 699763

Clerk Email: Nicholas.Mills@cambridgeshire.gov.uk

Date: Tuesday 25th February 2020

Time: 4:30pm – 4:45pm

Venue: Kreis Viersen Room, Shire Hall, Cambridge

Present: City Councillors: R Robertson (Chairman), A Martinelli, N Massey, C Payne, M Sargeant and M Smart

County Councillors: L Jones (Vice-Chairwoman), N Kavanagh, I Manning, E Meschini and A Taylor

64. APOLOGIES FOR ABSENCE & DECLARATIONS OF INTEREST

Apologies were received from Councillor Harrison.

There were no declarations of interest.

65. MINUTES - 22ND OCTOBER 2019

The minutes of the meeting, held on 22nd October 2019, were agreed as a correct record, subject to the following amendments (removal in strikethrough, addition in bold), and signed by the Chairman:

- A review of the scheme had been carried out following the completion of twelve months after its implementation in ~~Autumn~~ **November** 2017, with the major issue identified as a need for further ~~car and bicycle parking spaces~~ **short stay parking spaces for visitors to the school and library**.
(second sentence, first paragraph of Minute 58)
- Suggested that the ~~scheme~~ **mixed use bay** could run from 10am-5pm instead of 10am-7pm, thus alleviating unnecessary problems for residents when returning from work.
(first sentence, second bullet point of Minute 58)

66. PUBLIC QUESTIONS

A public question was presented to the Committee by Mrs Caroline Brettell on behalf of Mr Michael Page. Referring to the Committee meeting held on 27th November 2018, at which it was decided to implement parking controls in the Ascham area, Mr Page drew Members' attention to a steer that had been proposed by Councillor Sargeant and unanimously accepted by the Committee at the meeting. Noting that the steer indicated support for the potential incorporation of Elizabeth to the Ascham Resident Parking Scheme (RPS) at a later date, Mr Page queried why no action had been taken to seek Ascham residents' agreement for such an incorporation, as called for by the steer.

The Chairman thanked Mr Page for his question and advised that a written response would be issued within 10 working days of the meeting.

67. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED WAITING RESTRICTIONS ON VICTORIA STREET, CAMBRIDGE

The Chairman informed the Committee that on the request of the applicant, the item had been deferred to a future Committee meeting.

68. CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTIONS IN COLERIDGE AREA, CAMBRIDGE

The Committee received a report which detailed the objections that had been made to proposed waiting restrictions in the Coleridge area following a review of the RPS that had been implemented in Autumn 2018. Members' attention was drawn to section 2.5 of the report, which indicated that the proposals had received a significant level of support as well as objections and the Committee was reminded that they were not required to consider the proposals that had only received support.

Mr Michael Sutcliffe, a local resident of the Coleridge area, was invited by the Chairman to address the Committee. Mr Sutcliffe noted that the parking spaces on Rustat Road were used by residents with no alternative off-road parking, as well as visitors to local businesses in the hours outside the scheme's operation. He suggested that the original problem of traffic building up due to cars turning on and off Cherry Hinton Road during rush hour periods had largely ceased to occur and that the consultation process had failed to take into account the views of the various stakeholders. He also noted that it was a residential area and consideration needed to be given to cyclists and pedestrians.

Councillor Kavanagh spoke as the local County Council Member for Romsey and indicated that the proposed changes had been identified as necessary by residents of the area, noting that despite the success and popularity of the RPS, the surrounding area was suffering from displacement. Acknowledging the objections raised by the public speaker, he argued that alternative parking spaces could usually be found within 100 metres of those on Rustat Road that it was being proposed to remove. He also informed the Committee that all the proposed double yellow lines had been suggested to improve safety by addressing the issue of cars parking close to road junctions.

Councillor Taylor indicated her support as the local County Council Member for Queens Edith's for the proposed changes within her ward.

While discussing the report, Members:

- Argued that the issues raised regarding proposed changes on Rustat Road had been satisfactorily resolved by officers in the responses laid out on page 43 of the report.
- Noted that when vehicles were parked on both sides of Rustat Road it was difficult for other vehicles to enter and exit the road at the same time.

It was resolved unanimously to:

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

Chairman
9th June 2020

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH THE PROPOSED WAITING RESTRICTIONS ON VICTORIA STREET, CAMBRIDGE

To: Cambridge Joint Area Committee

Meeting Date: 9th June 2020

From: Executive Director Place & Economy Directorate

Electoral division(s): Market (County and City)

Forward Plan ref: N/A **Key decision:** N/A

Purpose: To determine objections received in response to the publication of proposed waiting restrictions on Victoria Street, Cambridge.

Recommendation: The Committee is recommended to:

- a) Implement the proposals on Victoria Street as originally published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Sonia Hansen	Names:	Councillor Richard Robertson
Post:	Traffic Manager	Post:	Chairman
Email:	Sonia.Hansen@cambridgeshire.gov.uk	Email:	Richard.Robertson@cambridge.gov.uk
Tel:	0345 045 5212	Tel:	07746 117791

1. BACKGROUND

- 1.1 Victoria Street is an unclassified road comprising of mainly residential properties. Victoria Street is located in central Cambridge running north-west to south-east from its junction with Emmanuel Road to its junction with Clarendon Street. It is located in the Electoral Division of Market. A plan showing the location of Victoria Street can be found at **Appendix 1**.
- 1.2 It has been proposed to install no waiting at any time on Victoria Street on its north east side from a point 23.5 metres south east of its junction with Emmanuel Road in a south easterly direction for 1.9 metres. A 1.9m length of the existing section of residents parking bay (9am – 8pm) will be revoked to accommodate the proposed no waiting at any time restriction. A plan showing the extent of the proposed restrictions can be found at **Appendix 2**.
- 1.3 These proposals are being made following the submission of a third party funded Traffic Regulation Order (TRO) application by the owner of 1a Victoria Street, Cambridge. The request for the TRO has been submitted to enable access and egress to the garage at 1a Victoria Street.
- 1.4 The residents parking bay on northern side of Victoria Street previously terminated at the south eastern boundary wall of 1a Victoria Street. The resident parking bay was extended by 1.9 metres to its existing position outside of 1a Victoria Street by The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions And Street Parking Places) Order 2013 (Amendment No. 2) Order 2013 which reviewed the Kite Area Residents Parking Scheme introducing new restrictions to increase both the number and type of residents parking bays within the Kite Area. The previous north western boundary of the resident parking bay outside of 1a Victoria Street and its existing boundary can be seen on the 2012 and 2015 Google Street View images shown in **Appendix 3**. A photo of the garage in use by the applicants' vehicle can be found at **Appendix 4**.

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 public notice invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The notice for the proposed TRO was advertised in the Cambridge News on the 11th December 2019. The statutory consultation period ran from the 11th December 2019 to the 10th January 2020.
- 2.3 The statutory consultation resulted in 3 objections. These have been summarised in the table in **Appendix 5**. The officer responses to the objections and statements of support are also given in the table. The applicants response to the objections raised can be found at **Appendix 6**.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

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.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured via a third party funded TRO application.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

4.6 Localism and Local Member Involvement

County Councillor Nichola Harrison and City Councillors Tim Bick, Anthony Martinelli and Katie Porrer were consulted. County Councillor Nichola Harrison objects to the proposal.

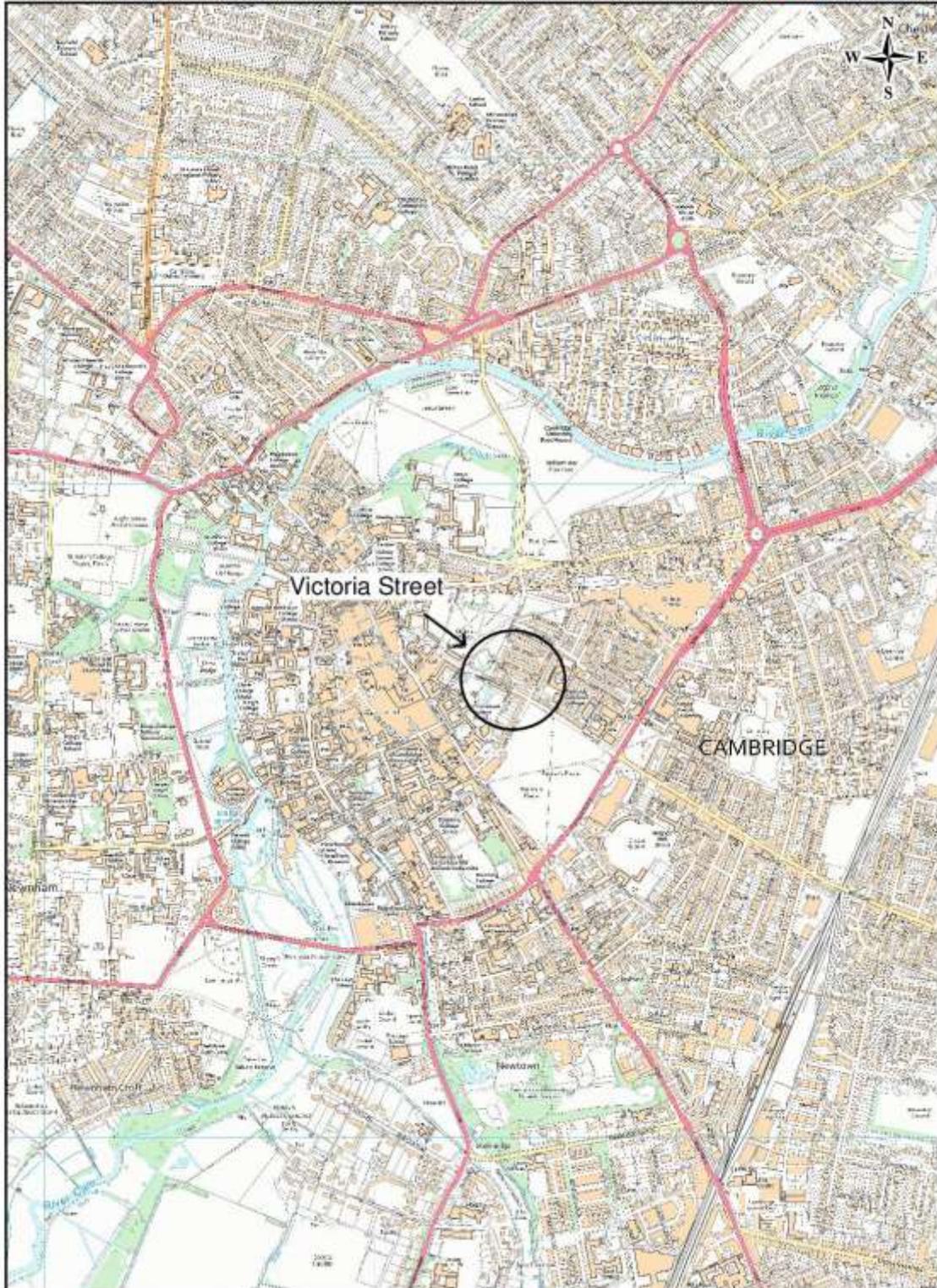
4.7 Public Health Implications

There are no significant implications for this priority.

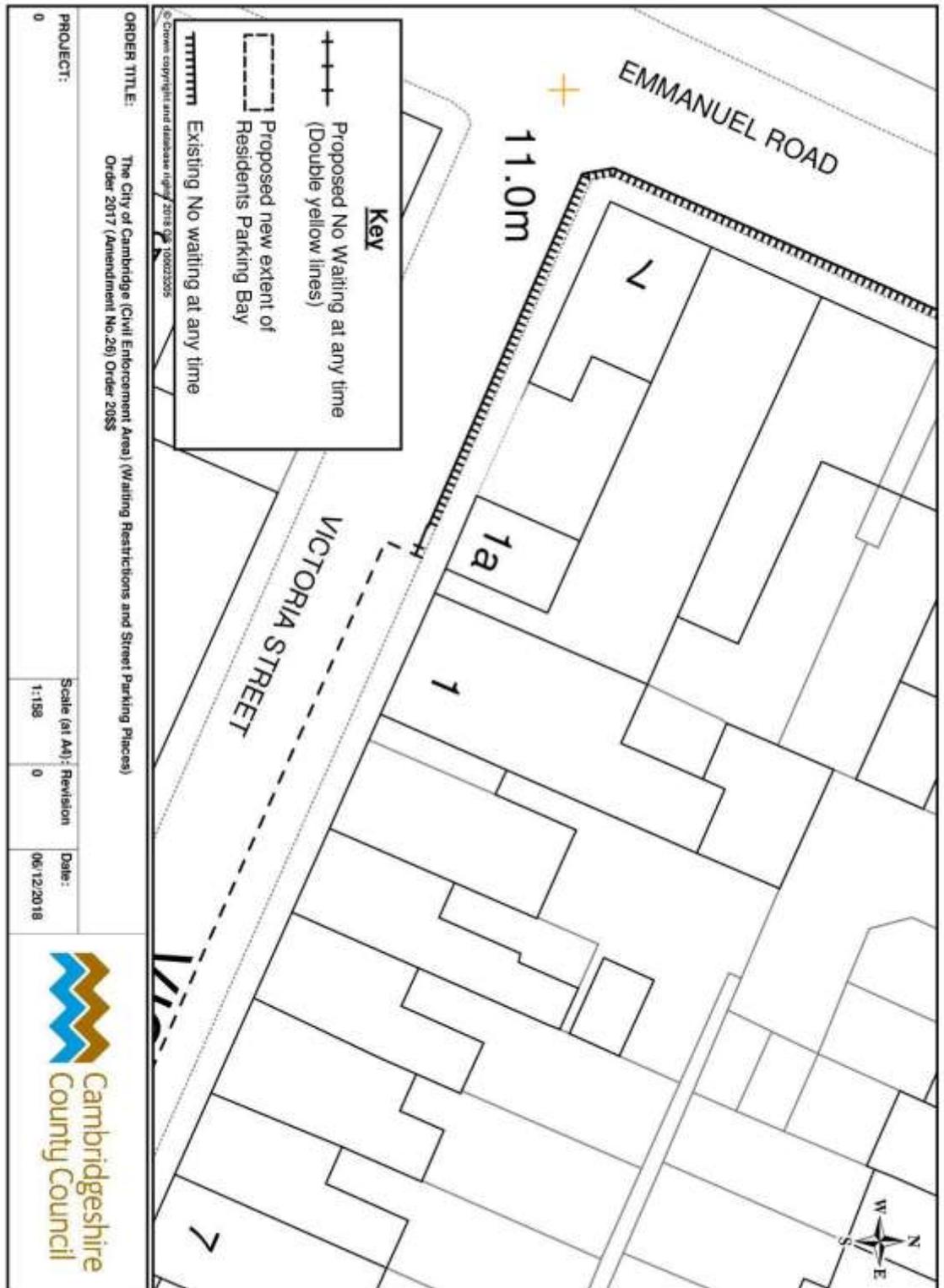
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or 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: Sarah Silk
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 Name of Officer: Tess Campbell

Source Documents	Location
Scheme Plans Consultation Documents Consultation Responses	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Cambridgeshire County Council



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ORDER TITLE: The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions and Street Parking Places) Order 2017 (Amendment No.26) Order 20SS

PROJECT: 0

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2012 Google Street View image



2015 Google Street View image





No.	Consultation Responses	Officer's Comments
1	<p>Objection stating: I object to this application for the following reasons and request that it is referred for decision by the Cambridge Joint Area Committee (CJAC):</p> <p>1) The loss of 1.9metres of residents parking bay would be harmful to the interests of other residents in the Kite residents parking zone, who already experience a severe shortage of on-street parking provision. By shortage of parking I mean that there are more residents parking permits in issue than there are parking spaces on the ground. This makes it difficult for residents not only to park their own cars, but to accommodate visitors and tradespeople. Every metre of residents parking bay is valuable in this situation and local residents feel strongly about what amounts, in a case like this, to the effective privatisation of a much-needed public asset.</p> <p>On this basis, I believe the council should not agree to reduce residents parking provision without clear justification. In my view, the applicants have not provided such justification, but would have the opportunity to try to do so if the application is referred to the Cambridge Joint Area Committee (CJAC).</p> <p>2) 1a Victoria Street is a small two storey house, which to my knowledge was let to tenants some years ago, but currently and for some considerable time has been unoccupied. As of earlier today, there was mail on the doorstep dating from prior to the 12th December general election. During</p>	<p>I acknowledge that there is a high demand for on street parking places by residents in the kite Area. The applicant of this third party funded Traffic Regulation Order (TRO) has submitted this request because they are now residing in the property known as 1a Victoria Street, Cambridge and require access to the garage at the ground floor of the property from the public highway. Although it is acknowledged that the proposal would be reducing the existing residents parking bay on the northern side of the carriageway by 1.9 metres it is likely that the vehicle used by the owner of 1a Victoria Street would be parked in the garage within the property and therefore not being parked in the residents parking bay.</p> <p>It should be noted that until 2013/14 the residents parking bay on northern side of Victoria Street previously terminated at the south eastern boundary wall of 1a Victoria Street. The residents parking bay was extended by 1.9 metres to its existing position outside of 1a Victoria Street by The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions And Street Parking Places) Order 2013 (Amendment No. 2) Order 2013 which reviewed the Kite Area Residents Parking Scheme introducing new restrictions to increase both the number and type of residents parking bays within the Kite Area.</p> <p>The applicant of this TRO has supplied evidence that they are residing at the property, having produced a copy of a letter dated 15th August 2019 from Cambridge City Council confirming their addition to the electoral register for the property 1a Victoria Street. The resident has stated that they intent to use of the garage for their vehicle or their Mothers vehicle when she is visiting. A photo showing</p>

	<p>many visits to the property over the last 18 months or more since this issue first arose, I have never found any sign of occupation, including in the evenings. Nearby residents confirm that the house has been unoccupied for a long time. In the circumstances, I am not convinced that the applicant is residing at the property and can demonstrate an actual need or intention to use the proposed vehicle access, and I believe the application should not be granted until and unless an actual need and intention is established. The applicant would, if they actually take up residence in the house, be entitled to apply for a residents parking permit whilst any future TRO process is underway. Again, consideration of the application by CJAC would allow the applicant to present their case to councillors.</p> <p>3) If approved, the application would enable a vehicle to enter part of the ground floor (the rest being a lobby and staircase) - a room used previously as a sitting room. A lightweight door and partition separate this room from the staircase and upper floor. I am concerned that, given the residential use upstairs, fire and health risks make it impractical for this space to be used for garaging a vehicle. I appreciate that the council may not have direct responsibility for personal safety on private property, but I believe it does have a duty to consider the practicality and feasibility of the proposed vehicle access. If not, then - as local residents have put it to me - what is to stop every other property owner from applying to remove public parking rights in front of their house, even if vehicle access into the building is patently impractical. Referral to CJAC would allow</p>	<p>the garage at 1a Victoria Street being used by the applicants' car has been supplied and is attached (see appendix 4).</p> <p>The applicant has provided copies of the planning permission granted by Cambridge City Council as Local Planning Authority dated 15th August 1984 to grant permission to convert the premises adjacent to 1 Victoria Street from a garage and storage building to a residential flat and garage. Any matters regarding the suitability to use the property for the use it has been approved for would be a matter to raise with the Local Planning Authority (in this case Cambridge City Council).</p> <p>If residents are planning to install a dropped kerb access to their property and their property is within a residents parking scheme they can apply to Cambridgeshire County Council as Highway Authority to change the extent of the residents parking bay to accommodate a dropped kerb access however the resident would need to meet the cost of the requisite TRO and any works required to change the lining and signing. The applicant would also need to apply to the County Council for permission for the dropped kerb access and pay for any associated</p>
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	<p>officers to advise councillors about these issues and for councillors to decide what is right in this case.</p> <p>4) If the council/CJAC is minded to approve the application, I would ask that the dwelling at 1a Victoria Street be withdrawn from entitlement to apply for residents parking permits. What is already a very small house would become, once the sitting room is removed, a truly tiny residence that cannot possibly require more than one parking space. The occupant would still be entitled to visitor permits.</p>	<p>works. Depending on the classification of the road the property owner may also need to apply to relevant District Council for planning permission.</p> <p>Cambridgeshire County Council's Residents' Parking Scheme Policy does not stipulate that properties within the scheme area that have access to off street parking be prohibited from applying for residents parking permits and therefore any change to this would require the Policy to be amended.</p>
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2	<p>Objection stating:</p> <p>I wish to raise an objection to the proposal to reduce the number of parking bays in Victoria Street. As a resident of the Kite, there are very limited resident's parking bays available and often, with building works taking place, there are times when parking in the Kite area, is severely limited. I note that the reason for the reduction of the section of parking is to allow access for the garage of 1A Victoria Street. It should be noted that although 1A has the external appearance of a garage, this is not actually used as a garage and cars are never parked inside the building. If this bay is reduced, I would urge that the Council open up alternative parking spaces for use for residents in the Kite</p>	<p>I acknowledge that there is a high demand for on street parking places by residents in the kite Area. The applicant of this third party funded Traffic Regulation Order (TRO) has submitted this request because they are now residing in the property known as 1a Victoria Street, Cambridge and require access to the garage on the ground floor of the property from the public highway. The applicant has stated that they intent to use of the garage for their vehicle or their Mothers vehicle when she is visiting. The applicant has provided photographic evidence of the garage at 1a Victoria Street in use by their vehicle (a copy of which is attached), the applicant has stressed that access to the garage in the vehicle was only possible because the residents parking bay in front of their garage was not in use at the time.</p> <p>Although it is acknowledged that the proposal would be reducing the existing residents parking bay on the northern side of the carriageway by 1.9 metres it is likely that the vehicle used by the owner of 1a Victoria Street would be parked in the garage within the property and therefore not being parked in the residents parking bay.</p> <p>It should be noted that until 2013/14 the residents parking bay on northern side of Victoria Street previously terminated at the south eastern boundary wall of 1a Victoria Street. The residents parking bay was extended by 1.9 metres to its existing position outside of 1a Victoria Street by The City of Cambridge (Civil Enforcement Area) (Waiting Restrictions And Street Parking Places) Order 2013 (Amendment No. 2) Order 2013 which reviewed the Kite Area Residents Parking Scheme introducing new restrictions to increase both the number and type of residents parking bays within the Kite Area</p> <p>It is beyond the scope of this Traffic Regulation Order (TRO) to provide alternative resident parking spaces within the Kite Area. The public highway is an area of land which the public have the right to use for passing and repassing without let or hindrance.</p>
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		<p>Although residents and other road users have no automatic parking entitlements, residents' parking is generally allowed where it does not: Impinge on the movement of traffic; Create a safety hazard or obstruct access for other highway users including cyclists and pedestrians; or cause damage to the fabric of the highway. If local residents feel that a review of the Kite Area local residents parking scheme is needed this should be raised initially with your local Councillor.</p>
3	<p>Objection stating: I wish to raise an objection to the proposal to reduce the number for parking bays in Victoria Street. This seems a very odd decision.</p> <p>As a resident of the Kite, there are very very limited resident's parking bays available and often (when building works are taking place), there are times when parking in the Kite area, is severely limited or even impossible. I have at times had to pay for off street parking and very very often have to ensure I remember to move my car before 9am if I am forced to park on a yellow line.</p> <p>I note that the reason for the reduction of the section of parking is to allow access for the garage of 1A Victoria Street. It should be noted that although 1A has the external appearance of a garage, I don't think it is actually used as a garage. I believe the property is in fact completely domestic and cars are never parked inside the building. If this bay is reduced, I would urge that the Council open up an alternative parking space for use for residents in the Kite.</p> <p>It is quite expensive to pay for residents parking, off street parking and the occasional fine through lack of parking, although, I suspect, very lucrative for the Council. Please provide a balance with is both safe and fair for all concerned.</p>	<p>Response as with objection 2 above.</p>

Comments on Summary of Objections

TRO Application Robert Peel House 1A Victoria Street Cambridge

I, [REDACTED], am the owner of the property at Robert Peel House, 1A Victoria Street, Cambridge. ("the Property")

I have made the application to reduce the length of the resident's parking bay in front of the garage doors at the Property in order to enable access in and out of the garage that comprises the ground floor of the Property.

These are my comments on the objections:-

1. I am attaching a photograph marked Photo 1 showing the original markings on the road demonstrating what needs to be possible (as was the case prior to 2017) to access the garage. Photo 2 shows the extent of the resident's parking bay now in front of the Property.
2. The fact that there are more residents' parking permits issued than there are parking spaces on the ground is not a matter for me.
3. The justification for requesting the reduction in the residents' parking zone immediately outside the full garage doors giving access to the garage on the ground floor of the Property is that I now reside at the property (please see evidence attached that I am on the electoral roll for this address). My family has owned the Property through 5 generations. I wish to use the garage for the purposes of garaging a car and there is therefore an actual need to access the garage. As well as myself I also wish to allow my grandmother – [REDACTED] and born and bred in Cambridge - to use the garage when she is driven to visit me by her carer.

4. The permitted use of the ground floor of the Property for planning purposes is as a garage— see planning permission attached. Please note that the design of the garage doors was stipulated by the Planners as being in keeping with the historic design of the original doors to this building. The ground floor is not used for residential purposes. It is empty and awaiting the physical ability for a car to gain entry to the garage through the garage doors as is visible on Photo 2. The facts as set out in this statement demonstrate the intention to do so.

5. I would also like to make the point that on 15 August 2018 [REDACTED] Assistant Engineer Highway Projects and Road Safety advised by email (copy attached) “I have also had a look in to reducing the parking bay that is currently outside Robert Peel House. We are going to include this within the Victoria Street LHI works and reduce the bay back to its original location.

I hope that this relocation is satisfactory to yourself and will allow for you to access your garage more easily.”

I expected that this was an end to the matter.

We were then advised that this was an error and the residents’ bay could not be restored to its former extent without a formal TRO application.

We were then referred to the TRO procedure.

We did draw attention to paragraph 44.7 of Cambridgeshire County Council’s Resident Parking Scheme Policy which provides that the County Council must consider “access and safety requirements” and furthermore in the FAQs there is a question as follows:-

“How will the scheme affect the use of my private driveway?”

The response is as follows:-

“You do not need a permit to park on your driveway or any other private areas of land *if you have a constructed access with dropped kerbs we will not mark a bay across it*” .

Please note that the Property **does** have dropped kerbs in front of it and the resident's bay **has** been marked across it. It is appreciated that there has been a period of time when vehicular access to the garage was not required but as explained above this is no longer the case now that I reside at the Property.

6. With regard to the objectors comment that there is currently insufficient residents parking within the kite area, please see attached photos 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 which show other empty resident's bays within the kite area on the morning of Tuesday 28 January, proving there is more than sufficient space for residents to park.
7. With regard to the fourth paragraph of Objection 1 the applicant does not believe that the Cambridge City Joint Area Committee is concerned with health and safety issues but for the purposes of this statement please be aware that all necessary planning permissions and building regulations consents were obtained by the Applicant's family in 1984 to convert the Property to a residential flat with ground floor garage. No change of planning use has been applied for by the Applicant or his family since 1984 nor has any planning enforcement notice been served by the Council alleging any unauthorised planning use. Therefore, there is no legal requirement on the Applicant to apply for any further planning or building regulation consents in order to continue the lawful use of the ground floor as a garage.

**CONSIDER OBJECTIONS TO PROPOSED WAITING RESTRICTION CHANGES
IN NEWTOWN AREA, CAMBRIDGE**

To: Cambridge Joint Area Committee

Meeting Date: 9th June 2020

From: Executive Director – Place & Economy

Electoral division(s): Petersfield (County and City)

Forward Plan ref: N/A **Key decision:** No

Outcome: To determine objections, written representations a petition received in response to proposed waiting restriction changes in the Newtown area of Cambridge.

The proposals are intended to result in better management of on-street parking in the area and will provide cycle parking and a dedicated car club space.

Recommendation: The Committee is recommended to:

- a) Introduce the proposed waiting restrictions as shown on the public notice and drawing shown in Appendices 1 and 2 as published; and
- b) Inform the objectors accordingly.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Gary Baldwin Post: Engineer (Policy & Regulation) Email: gary.baldwin@cambridgeshire.gov.uk Tel: 01480 372362	Names: Councillor Richard Robertson Post: Chairman Email: richard.robertson@cambridge.gov.uk Tel: 01223 249787
	Names: Councillor Linda Jones Post: Divisional Councillor Email: linda.jones@cambridgeshire.gov.uk Tel: 0345 0455200

1. BACKGROUND

1.1 The Newtown area of Cambridge has a residential permit parking scheme (RPS), which was introduced in 1992. The zone covers an area bounded by Trumpington Road, Lensfield Road, Hills Road and the University Botanic Gardens. Most on-street parking is for resident permit holders only from 9am to 8pm on all days of the week, but there is also some short-stay pay & display parking at selective locations. The fact that the RPS was introduced in 1992 and is operational on all days of the week over relatively long hours demonstrates that the zone is subject to extreme parking pressures.

2. MAIN ISSUES

2.1 In recent years, residents have expressed a desire to increase the number of resident permit holder spaces and to re-locate those spaces so that they are closer to residential premises. At present there is a view that the locations of the permit holder spaces and pay & display bays are not ideally located to serve their respective purposes. In essence, more resident permit holder spaces will be provided in Pemberton Terrace and some removed from Brookside. Pay & display spaces will be removed from Pemberton Terrace and moved to Brookside.

2.2 The Greater Cambridge Partnership (GCP) currently provides funding for RPSs in Cambridge which can be used to make changes to existing schemes provided the changes encourage more sustainable travel choices, such as providing car club spaces and increased cycle parking which is the case in Newtown.

2.3 As a result, these issues have been discussed over many months by Councillor Linda Jones, with the local Residents Association and residents' Traffic Review Group. Some preliminary consultations have taken place to obtain agreement in principle to promote changes to the existing RPS. It was agreed that the following amendments would be pursued:-

- a) Brookside (Lensfield Road to Pemberton Terrace) – on the west side it is proposed to shorten the existing pay & display parking bay by 10 metres at the southern end to provide a car club parking space and cycle stands.
- b) Brookside (Pemberton Terrace to Bateman Street) – on the east side it is proposed to convert the northern and southern sections of existing resident permit holder parking spaces to pay & display parking (Mon-Sat 8.30am-6.30pm & Sun 9am-5pm) with the southern section being extended southwards by 20 metres to provide an additional length of pay & display parking. The central section of resident permit spaces to remain. There are more educational and business premises on this length of road, so less demand for resident holder parking.
- c) Pemberton Terrace – on the north side it is proposed to convert all of the existing pay & display parking spaces to resident permit holder parking. The existing doctor and disabled blue badge parking spaces to remain. There is more demand for permit holder spaces on this road, hence the re-allocate of parking bays.

The Public Notice and Drawing showing the proposals are shown in **Appendices 1 and 2**.

- 2.4** These amendments were advertised in the Cambridge News on 5th February 2020 and the statutory consultation period ran until 28th February 2020. 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. There is also a requirement to consult with certain organisations, including the emergency services and others likely to be affected. Residents and businesses in the area where the proposed RPS changes are proposed were individually consulted by letter. This provided an opportunity for any interested party to submit a written representation on the proposal.
- 2.5** A total of 23 representations were received, including 14 objections and 9 supporting the proposals, albeit some of the supporters have suggested changes. The main points raised by those submitting representations are summarised in the table in **Appendix 3** and officer responses are also given in the table.
- 2.6** Cambridgeshire Police have no comment to make as the proposals are within the Cambridge Civil Enforcement Area.
- 2.7** In addition, an online petition has been submitted via the Council's online system and this attracted 189 signatures. This was opened on 21st February 2020 and closed on 1st May 2020.

Title: Object to Installing Pay & Display on Brookside CB2

Statement: We the undersigned petition the council to reject Cambridgeshire County Council's PR0551 Proposed Amendments to Parking Restrictions – Newtown area, Cambridge issued the 5th February 2020. We, the unsigned, object to the removal of Resident Permit parking and replacing it with Pay & Display parking on Brookside (Bateman Street to Pemberton Terrace section), where it is proposed to convert the northern and southern sections of existing Resident Permit parking to Pay & Display parking, in addition the southern section being extended southwards by 20 metres to provide an additional length of Pay & Display parking.

The full wording of the petition is included in **Appendix 4** and can be viewed online here - https://cambridgeshire.cmis.uk.com/ccc_live/ePetitions/tabid/115/ID/44/Object-to-Installing-Pay-Display-on-Brookside-CB2.aspx

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 RPS initiative is to give parking priority to residents and to reduce traffic coming into Cambridge, with the aim of lowering congestion and improving air quality. The proposed amendments are intended to re-locate parking spaces to better serve their intended purpose, i.e. to move resident permit holder spaces to lengths of road where they will be more convenient for residents and move pay & display spaces to roads more suited to visitors to the area. The car club space

and cycle stands will also help residents and visitors. In combination, these changes should benefit everyone.

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.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

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 RPS modifications are being funded from the GCP budget.

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

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

- The only protected characteristic groups affected would be Disability. The overall effect on disabled people, with a blue badge, is likely to be neutral as they are able to park freely and without time limit in resident holder bays or in pay & display spaces. Blue badge holders would be able to park on most yellow lines for up to 3 hours, which might be helpful at some locations.

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 Councillors were 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 the Monitoring Officer?	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: Sarah Silk
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	Yes Name of Officer: Iain Green

Source Documents	Location
Redacted copies of all representations received	https://cambridgeshire.cmis.uk.com/ccs_liv/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1094/Committee/11/Default.aspx

PUBLIC NOTICE

THE CITY OF CAMBRIDGE (CIVIL ENFORCEMENT AREA)
(WAITING RESTRICTIONS AND STREET PARKING PLACES) ORDER 2017
(AMENDMENT NO. 39) ORDER 2018

Notice is hereby given that Cambridgeshire County Council proposes to make the above named Order under the powers contained in the Road Traffic Regulation Act 1984 (as amended) and the Traffic Management Act 2004 (as amended).

The effect of this Order will be to create and re-allocate parking bays in the Newtown area of Cambridge as follows:-

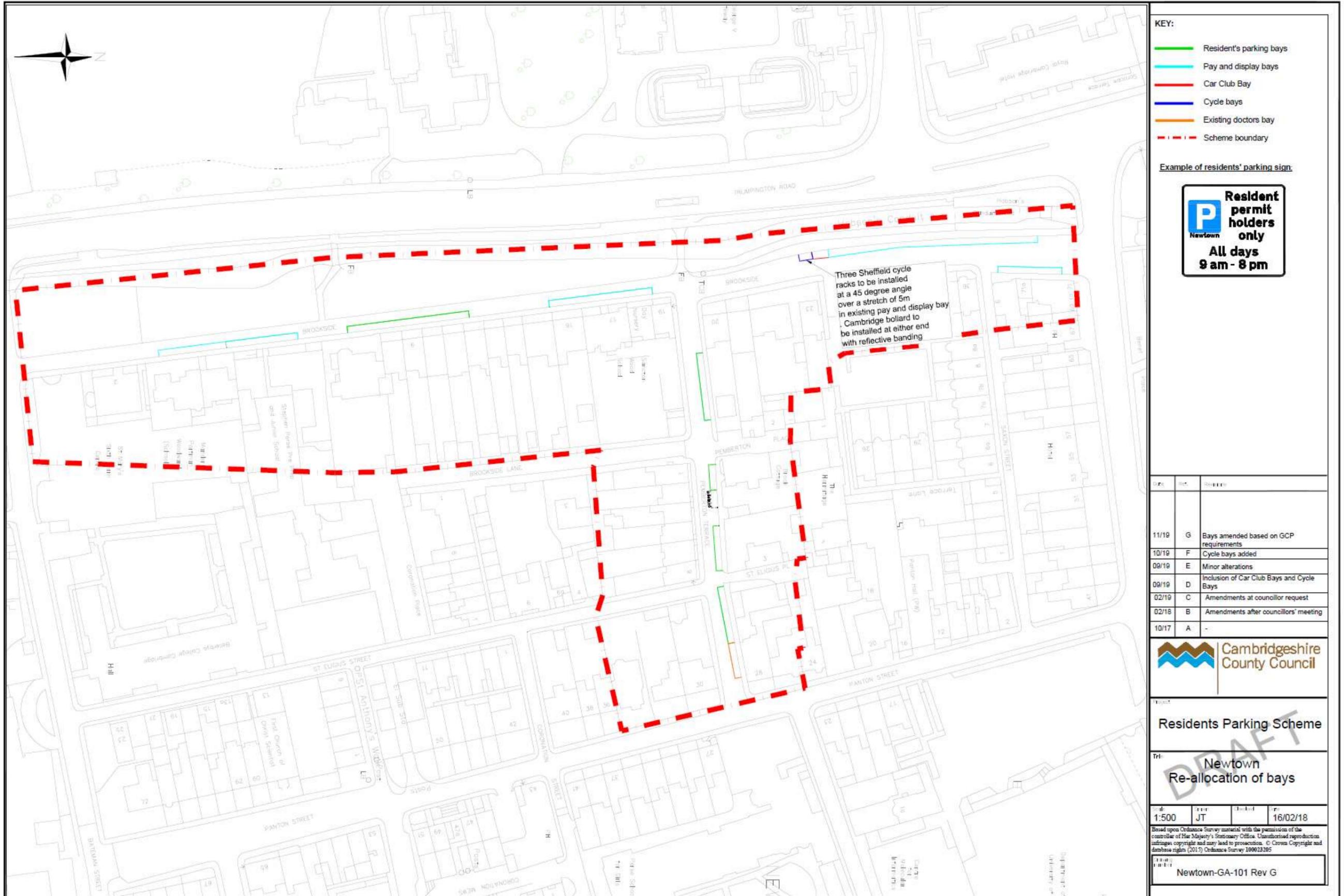
- Brookside (Lensfield Road to Pemberton Terrace) – on the west side it is proposed to shorten the existing pay & display parking bay by 10 metres at the southern end to provide a car club parking space and cycle stands.
- Brookside (Pemberton Terrace to Bateman Street) – on the east side it is proposed to convert the northern and southern sections of existing resident permit holder parking spaces to pay & display parking (Mon-Sat 8.30am-6.30pm & Sun 9am-5pm) with the southern section being extended southwards by 20 metres to provide an additional length of pay & display parking. The central section of resident permit spaces to remain.
- Pemberton Terrace – on the north side it is proposed to convert all of the existing pay & display parking spaces to resident permit holder parking. The existing doctor and disabled blue badge parking spaces to remain.

Further details relating to the proposed Order may be examined free of charge at Reception, Shire Hall, Castle Hill, Cambridge CB3 0AP during normal office hours or online by using this link: <http://bit.ly/cambridgeshiretro>.

All representations relating to this Order must be made in writing and all objections must specify the grounds on which they are made. They should be sent to the undersigned or submitted by e-mail to policyandregulation@cambridgeshire.gov.uk to reach us by not later than 28th February 2020 quoting reference PR0551. Comments received will be used as part of our consultation process, but will be anonymised in any published reports.

Steve Cox, Executive Director, Place and Economy, c/o Policy and Regulation, Vantage House, Washingley Road, Huntingdon PE29 6SR

5th February 2020



Appendix 3

No.	Summary of main objections received (no. of responses mentioning this issue)	Officer's Response
1.	The provision of pay & display parking in the one-way section Brookside will result in more non-local traffic using that road. There are road safety concerns related to school children, cyclists and other road users, plus the extra traffic will increase noise and air pollution (12 responses).	The provision of pay & display could result in more non-residents driving into Brookside in search of parking. However, as it is a one-way street, access is already controlled and would make the pay & display parking unattractive for some drivers. The change is unlikely to encourage more school traffic to use Brookside as the short duration nature of school-related parking probably means that some parents already drive into Brookside and park on yellow lines or in resident bays. It is a narrow road with a 20mph speed limit and significant on-street parking, so it is expected that speeds are relatively low and will remain so. Hence, these changes do not raise any significant additional safety concerns.
2.	The reduction in resident permit holder parking in Brookside will affect residents who live there as there is already insufficient spaces for their needs (10 responses).	It is acknowledged that there are residential premises in Brookside and that parking is in short supply due to the nature of the road, lack of off-street parking and close proximity to the city centre. However, a section of resident holder parking in Brookside will remain and residents are able to use parking in adjacent roads, such as Pemberton Terrace. The proposed pay & display parking would be in operation Mon-Sat 8.30am-6.30pm and Sun 9am-5pm, so would be freely available at other times.
3.	There has been insufficient consultation on these changes and too little time to respond (5 responses)	There has been significant local engagement over a number of years and efforts have been made to arrive at a scheme that would be supported by a majority of residents. The recent statutory publication/consultation exercise has provided a further opportunity for residents and businesses to have their say on the proposals.
4.	The proposed cycle stands are not ideally or conveniently located in that they are away from businesses and the botanical gardens (3 responses).	On site observations would suggest that there is demand for cycle parkin in that area. We have placed the cycle stands next to the proposed car club bay to create a "green hub" as car club users often a cycle to travel from home to the car club location.

No.	Main points raised by those in support of proposals (no. of responses mentioning this issue)	Officer's Response
1.	The proposals will better match demands for respective parking controls (6 responses).	Noted.
2.	An informal consultation carried out in 2018 indicated a majority of residents were in favour of amending the RPS (4 responses).	Noted.

Appendix 4

Petition Overview:

Title:

Object to Installing Pay & Display on Brookside CB2

Statement:

We the undersigned petition the council to Reject Cambridgeshire County Council's PR0551 Proposed Amendments to Parking Restrictions – Newtown area, Cambridge issued the 5th February 2020. We, the unsigned, object to the removal of Resident Permit parking and replacing it with Pay & Display parking on Brookside (Bateman Street to Pemberton Terrace section), where it is proposed to convert the northern and southern sections of existing Resident Permit parking to Pay & Display parking, in addition the southern section being extended southwards by 20 metres to provide an additional length of Pay & Display parking.

Justification:

The section of Brookside between Bateman Street and Pemberton Terrace is a narrow, one-way street with the front gardens of schools and residents across the road, and with schools at the beginning and end of the road. This section of road is currently only Resident Permit parking, which is always occupied, and the section at the southern Bateman Street end (outside MPW and the Stephen Perse Foundation) has double yellow lines or zigzag SCHOOL KEEP CLEAR lines.

Removing the Resident Permit parking and installing Pay & Display parking will increase risk of serious injury to:

? School children (Heritage School, Stephen Perse Foundation, and MPW) arriving to school, leaving school during the day for activities, or when crossing the road to front gardens. This risk is particularly acute outside of Heritage School, which has over 200 pupils, half of which are aged 4-10 years old, where the line of sight is most compromised by parked cars,

? Resident children crossing the road to their gardens,

? Resident senior citizens walking in the area or to their gardens,

? Cyclists going the wrong way down Brookside,

? Visitors to the Botanical Gardens who walk down Brookside, often entering resident gardens.

Installing Pay & Display will create additional foreign traffic turning off Trumpington road, into Bateman street and then left into Brookside to try and find parking. These drivers will not be local people with local knowledge of risks to children or residents or of others who cycle or walk the wrong way down the road. The turning into Brookside is almost blind as the railings and plantings obscure the view of the driver. Front garden gates often swing into the road. Local residents and business users are aware of these factors and drive slowly.

A particular concern is line of sight down Brookside for residents, school children and other users wishing to cross Brookside. This problem is particularly acute at the northern end of Brookside outside Heritage School. There is a serious risk of injury to school children crossing Brookside, as they are unable clearly to see a car approaching up Brookside due to parked cars. This same risk applies to all cyclists and pedestrians crossing from Pemberton Terrace to the pedestrian bridge across Hobson's Conduit to Trumpington Road. Heritage School reports numerous 'near misses'; poor line of sight at the northern end of Brookside is a serious accident waiting to happen. Installing Pay and Display parking on Brookside will make matters worse.

There was a proposal to install two-way cycling on this section of Brookside. However, after a report it was concluded that this was a safety concern. See paragraph 4.4 of Cambridge Traffic

Management area joint committee report dated 24th April 2006.

Additionally, removing residents parking from this section will cause residents to drive around the local one-way system creating a greater environmental impact.

It is proposed to remove the Pay & Display from Pemberton Terrace and replace it with Residents Permit parking. Pemberton Terrace is a two-way street on what is effectively a single lane road, given the current parking on the north side of Pemberton Terrace. This parking is not much used for much during the day. With all spaces potentially full of Resident Permit parking throughout the day there will be no space for drivers to pull in to let others pass, leading to more frequent bottlenecks, including when lorries or delivery trucks drive down Pemberton Terrace from Brookside. Regardless of how parking bays are distributed on Pemberton Terrace, consideration should be given to making Pemberton Terrace one way from west to east.

Residents, schools and other business users of Brookside have not been consulted on this proposed scheme. We, the undersigned, given the objections stated above, demand that this scheme be sent back to consultation. This will allow residents, schools and other business users to have their say so that a more appropriate scheme can be created, one which balances various needs and serious safety concerns more effectively. Under the current proposal, the safety of residents and school children will be compromised further by encouraging more foreign traffic on Brookside.

