Agenda Item No: 6

Traffic Regulation Order Objections associated with the introduction of the York Street area Residents Parking Scheme

To:	Cambridge Joint Area Committee
Meeting Date:	11 June 2025
From:	Executive Director of Place and Sustainability
Electoral division(s):	Petersfield, Abbey
Key decision:	No

Executive Summary: The proposed York Street area Residential Parking Scheme covers residential streets within the zone identified in the report and its appendices.

It is proposed to introduce resident permit parking between 9am and 8pm on all days and to include some short-stay parking. The required Traffic Regulation Order has been published, and a significant number of objections have been received.

The purpose of this report is to inform Members of the feedback received and consider whether the proposed Resident Parking Scheme should proceed.

Recommendation: The Committee recommended to:

> Recommend that the Executive Director of Place and Sustainability, in consultation with the Local Member, approves the implementation of the York Street area RPS, as published.

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1. Creating a greener, fairer and more caring Cambridgeshire

1.1 This report relates to the Council's Ambition 2 (Travel across the county is safer and more environmentally sustainable). Resident Parking Schemes (RPSs) prioritise on-street parking for residents and their visitors. Better management of on-street parking in residential streets may improve road safety. RPSs discourage non-residents from driving into the city in search of free on-street parking, which is an activity that has the potential to increase congestion and pollution.

2. Background

2.1 RPSs are generally used in areas where there is competing parking demand from a mixture of users such as residents, businesses, commuters and shoppers. They aim to prioritise parking for residents and their visitors in areas where many properties have little or no off-road parking.

2.2 The proposed York Street RPS covers those residential streets within an area roughly bounded by Newmarket Road, Coldham's Lane, the railway line and the existing Petersfield RPS. There have been longstanding concerns about parking pressures in the area, with some residents struggling to find on-street parking close to home. A similar scheme was proposed in 2018, but there was insufficient local support at the consultation stage to take it forward to statutory publication.

2.3 Early member engagement was carried out with both County and City Councillors, and this continued throughout the development of the RPS. Parking surveys were undertaken in October 2022 at various times of the day, and the data is attached at Appendix 9.

2.4 Following early engagement with County Councillors, it was established through informal consultation that there was a general desire from residents for an RPS within the proposed York Street boundary area. A further, more detailed consultation exercise was carried out between 8 February 2023 and 22 March 2023, with an online workshop on 22 February 2023 and an in-person exhibition on 2 March 2023.

2.5 A report on the feedback received from the 2023 consultation is attached at Appendix 1. In summary, 224 responses were received, with 112 (50%) in favour, 108 (48%) opposed and 4 (2%) did not answer the question. A significant proportion of residents of Ainsworth Street, Ainsworth Place, Fairsford Place, St. Matthews Gardens and York Terrace were opposed to the scheme at that stage. Other roads showed support for and/or mixed opinions on the introduction of an RPS in their street.

3. Main Issues

3.1 Following the aforementioned consultation and consideration of feedback received, the following restrictions, as shown in the drawing attached at Appendix 2, were agreed and put forward for statutory publication:

a) Introduce an RPS on all roads within the York Street area (Abbey Street, Abbey Walk, Ainsworth Court, Ainsworth Place, Ainsworth Street, Fairsford Place, Harvest Way,

Hooper Street (part), Kerridge Close, New Street, Occupation Road, Parkers' Terrace, Rivar Place, St. Matthew's Gardens, Sleaford Street, Stone Street, Stone Terrace, Sturton Street (part), York Street and York Terrace) between 9am and 8pm on all days.

b) Introduce 2 hour pay & display parking in lengths of Occupation Road near East Road / Newmarket Road roundabout.

3.2 Before introducing a new, on-street parking restriction Traffic Regulation Order (TRO), there is a statutory requirement for the Council to publish a notice of intention to inform interested parties of the proposal. This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21-day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.

3.3 The TRO notice for the York Street area RPS, as attached at Appendix 3, was published in the Cambridge News on 22 January 2025 and the statutory notice period was due to end on 20 February 2025. However, it was extended to 6 March 2025 following a request from the local County Councillor to allow residents more time to respond. A total of over 1280 letters were sent to all households and businesses in the area on or around 22 January 2025 informing them of the proposals, and a second letter was subsequently sent to advise of the extended deadline. Additional information was available on the Council's website and notices were posted on-street.

3.4 A total of 226 responses were received, which included 137 (61%) objections (105 wholly object and 32 partly object), 80 (35%) offering support (43 wholly support and 37 partly support) and 9 (4%) neutral responses. Copies of all written representations received are attached at Appendix 4. A break-down of responses by road is attached at Appendix 5. The main issues raised have been summarised in the table attached at Appendix 6, with officer responses also given in the table.

3.5 The issues raising the most concerns were as follows:

a) The removal of double-sided parking in Ainsworth Street, which could have a significant impact on parking availability and road safety.

b) Residents of Fairsford Place are concerned that residents from adjacent streets will park there and the road layout is different, so it should be a separate permit parking area.

c) There will be a negative impact on businesses, such as public houses, which could be exacerbated by the proposed operational days/hours being longer than adjacent RPSs, such as Petersfield, which is Monday to Saturday, 9am-5pm.

3.6 The Ainsworth Area Residents Association (AARA) has also submitted feedback, and this document is attached at Appendix 7. AARA overwhelmingly objects to the RPS on a number of grounds, notably due to a perceived mismanagement of the consultation process, including not all households receiving letters, a lack of information about the number of cars in the area versus the number of spaces available post-implementation, a lack of consultation over the operational times and results of previous consultation not being provided.

3.7 The officers' response is that the recent TRO publication has been carried out in accordance with Statutory Regulations, which involves the advertisement of the proposals

and consultation with those affected. Documents, including drawings, were published that showed the number of parking spaces that would be available in each street, should the RPS be implemented. Prior to that, a resident consultation exercise, including the involvement of the local Member, was undertaken to seek the views of residents and the purpose of that was to seek broad agreement on a way forward. Inevitably, with schemes of this kind there will be a range of opinions, and it is impossible to accommodate everyone's individually desired outcome. It is felt that there was sufficient engagement with residents, and the number of written representations received suggests that most residents were aware of it and able to respond.

4. Conclusion and reasons for recommendations

4.1 There is clearly some opposition to the RPS, most notably from residents of Ainsworth Street and Fairsford Place. Residents of those two roads have particular and specific concerns about how the scheme would impact them. In other roads, the response is more mixed, with residents of certain roads, such as York Street, being strongly supportive. This is probably explained by the fact that roads located in the north of the area, such as York Street, are used more frequently by non-residents. Those further south, such as Ainsworth Street, are generally more heavily parked-up, but mostly by residents' cars. As a result, for residents of Ainsworth Street and other roads, an RPS is less attractive. These concerns are understandable, but experience suggests that, following their implementation, RPSs successfully improve parking availability for priority groups, such as residents and their visitors.

5. Significant Implications

5.1 Finance Implications

Funding has been identified from the Greater Cambridge Partnership's agreed budgets.

5.2 Legal Implications

The statutory processes relating to the requirement to publish and consult on such proposals have been followed.

5.3 Risk Implications

There are risks, as with the majority of parking schemes, that parking practices will change and displacement could occur to outside the scheme boundary. However, virtually all surrounding areas already have RPSs or other on-street parking restrictions, so there is very little scope for displacement to adjacent streets.

5.4 Equality and Diversity Implications

An Equality Impact Assessment is attached at Appendix 8. Some potentially negative impacts have been identified for the protected characteristics of age, sex, pregnancy and maternity, and disability. These are based on those with limited mobility struggling to find

parking close to their homes and / or needing to park further away from their home and having to walk, possibly in the hours of darkness. However, these potential negative outcomes are balanced by the positive impact of the RPS in moving non-resident parking out of the area, thus increasing parking availability for residents. Those with a low income who own a car will be negatively affected as they would be required to purchase a permit to park close to their home. All on-street parking charges are regularly reviewed and changes are approved by Members.

5.5 Climate Change and Environment Implications

RPSs give priority to on-street parking to residents and their visitors. These schemes deter all day parking by non-residents, such as city centre workers and commuters, so may discourage people from driving into Cambridge in search of free on-street parking. This means that RPSs have the potential to reduce congestion and improve air quality.

6. Source Documents

6.1 None.