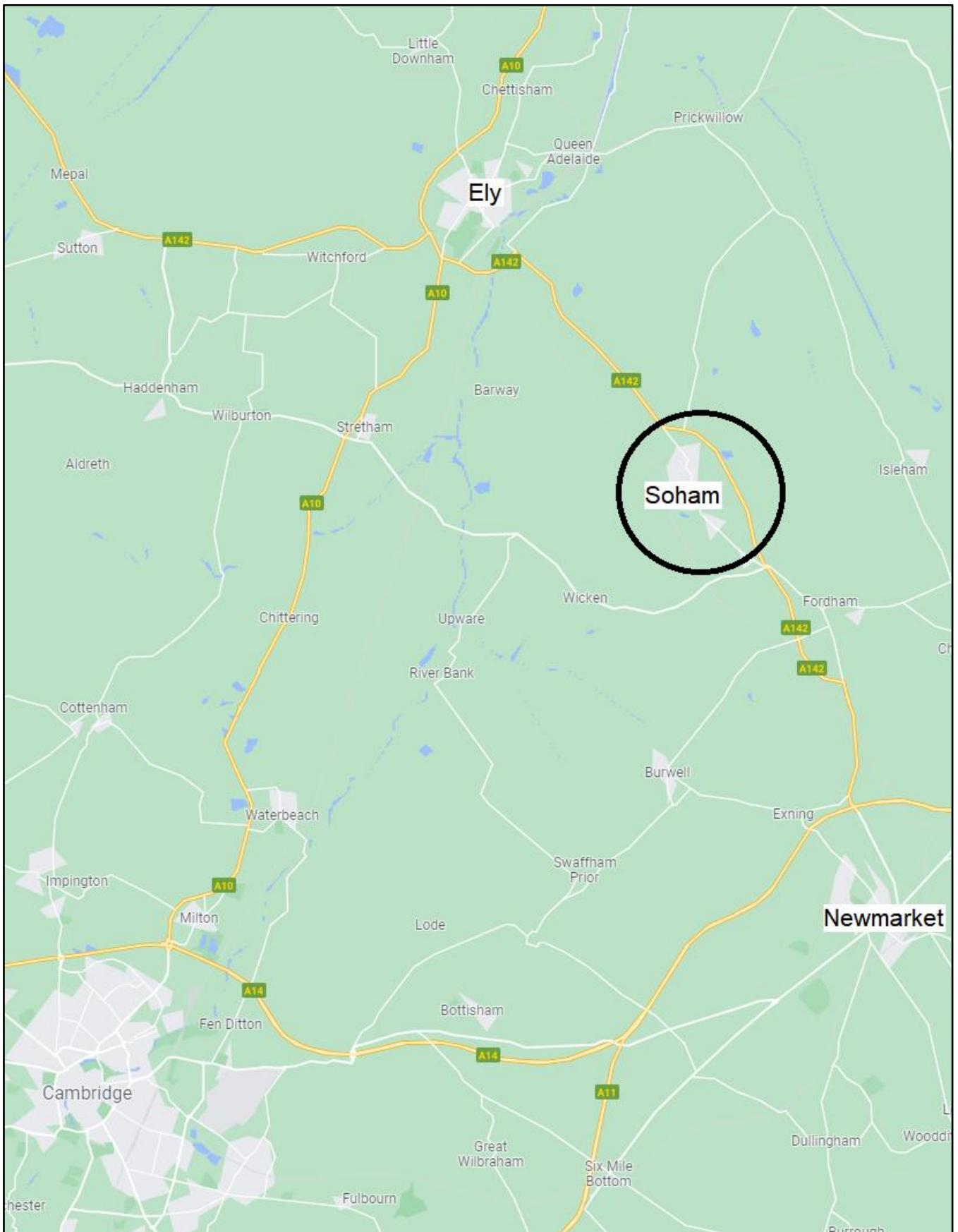
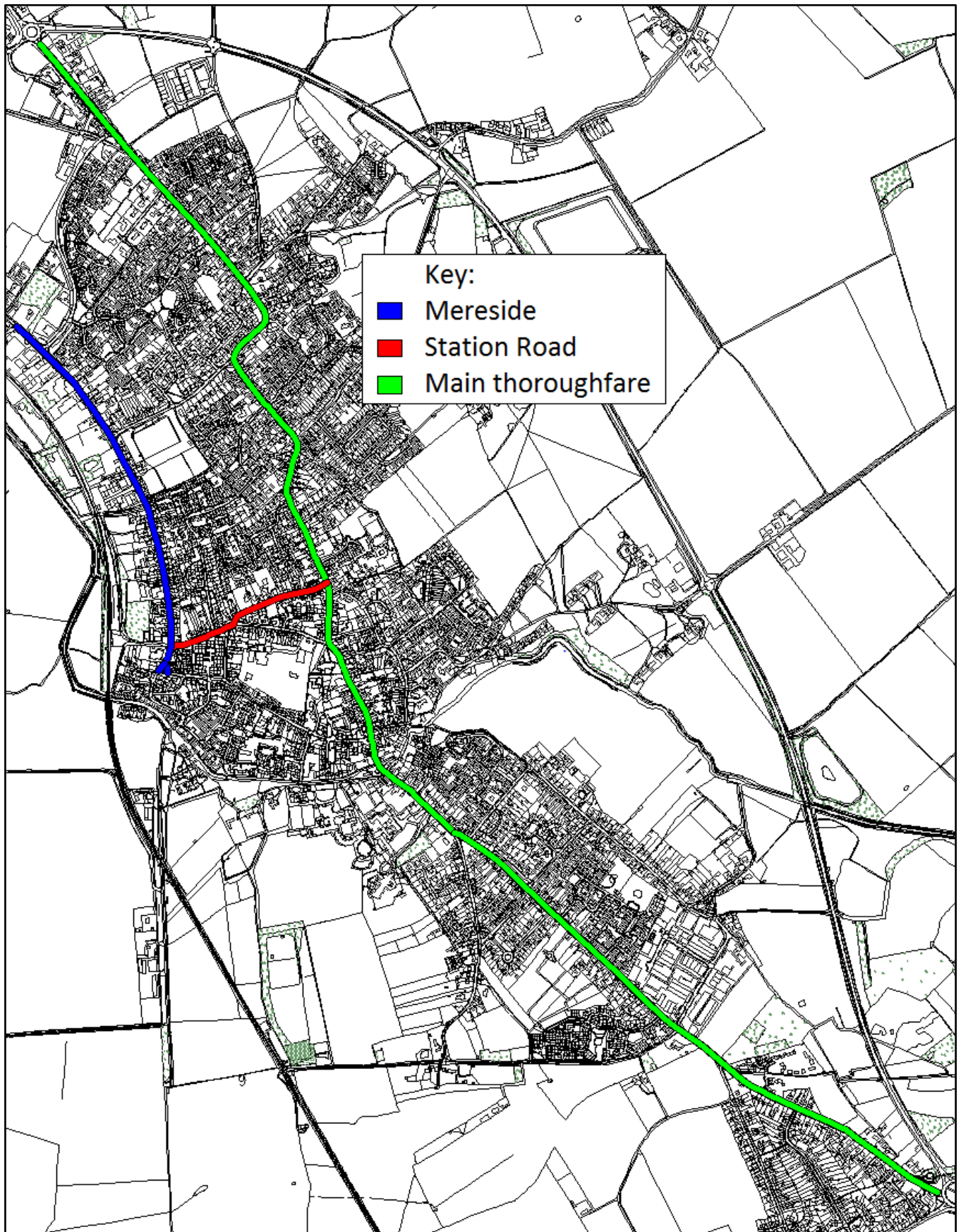


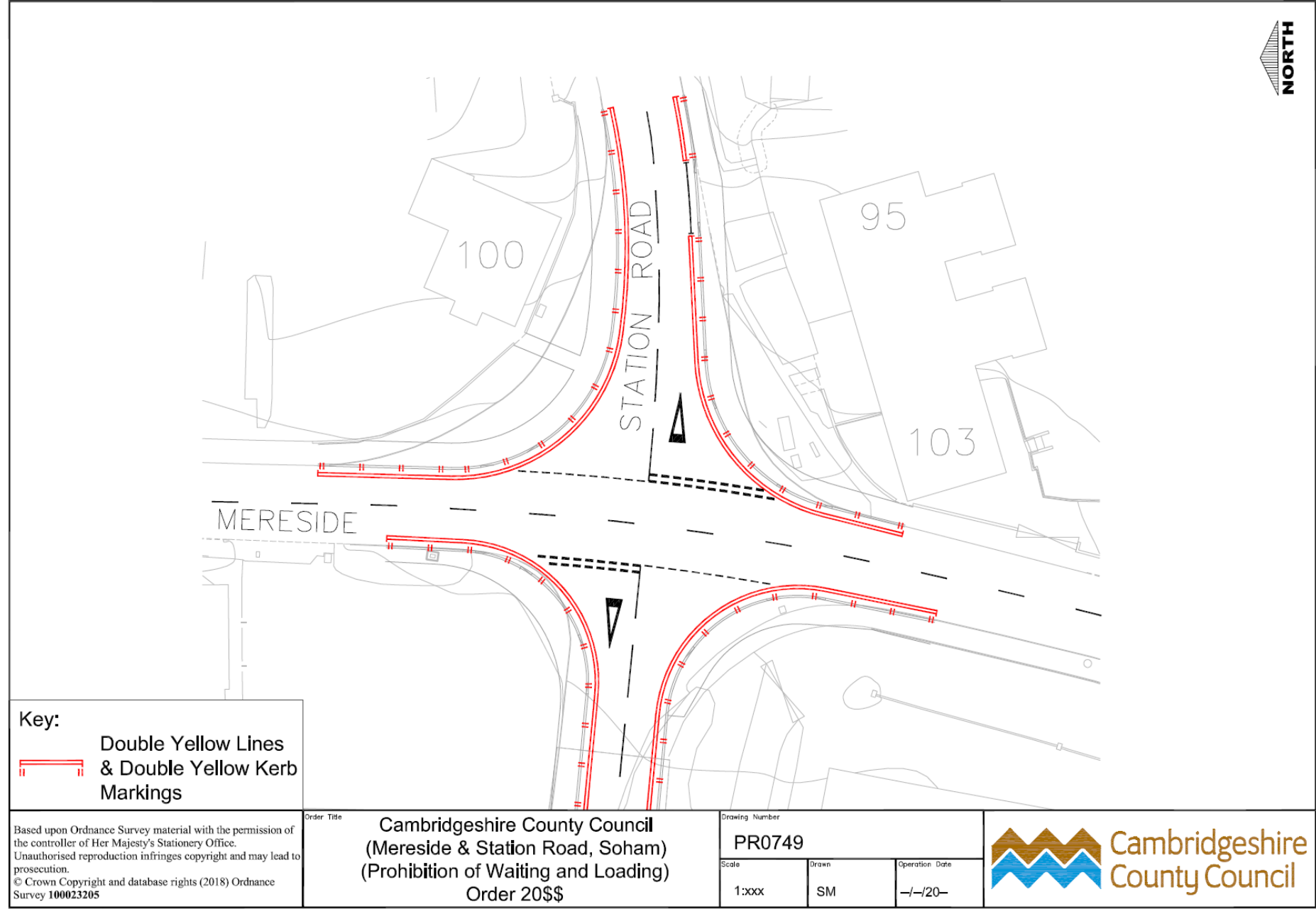
Appendix 1:



Appendix 2:



Appendix 3:



Appendix 4:

No	Comments	Officer's Comments
1	<p>I object to the installation of lines in this location on the grounds that it will remove residents' ability to park outside or near their homes. There are 5 vehicles that will be forced to relocate further up Station Road, which is already heavily congested. There is no room to park the cars anywhere else and it is creating tension between all residents in the nearby area. I fully understand that residents do not own the road but forcing residents to park hundreds of metres away from their properties, following a decision made by planning and with little consultation is frustrating and one which we believe to be unnecessary. I agree with the lines on the corners opposite the cottages, outside 100 Station Road as historically that side has never been parked on.</p> <p>An easy solution would be to put dropped kerbs outside the properties or cut a layby out of the land outside the properties, which there is a lot of, and allow residents to gain access to the land in front of their properties. It won't cater for all 5 vehicles but will ease the pressure. Parking at the Station is currently free but only for the next few months, after which parking places will be even harder to find.</p>	<p>The restrictions have been proposed on the grounds of safety, which is seen as a higher priority to the highway authority. Specifically, the restrictions reinforce rule 243 of the highway code (see article 1.4 of the delegated decision report), whilst being extended to improve visibility for pedestrians looking to cross the road at the various dropped kerb crossing points and ensuring the inhabitants of No. 95 can exit and enter their driveway without any issues. The displacement of vehicles is a noted consequence, however, this is a consistent issue in areas that rely upon on-street parking.</p> <p>Installing dropped kerbs for the purpose of allowing residents to park across them is not something the highway authority wants to encourage. Permitting such an action in this instance would do nothing to alleviate the safety concerns, in terms of parking near the junction and either-side the pedestrian dropped-kerb crossings and could set an unwarranted precedent where drivers may see it appropriate to park across the dropped-kerb pedestrian crossings. Installing dropped kerbs to permit access to private land is an acceptable proposal, however, the work would have to be funded by residents and, considering the extent of the public highway, it is doubtful that residents would be able to fit their cars on their land i.e. the front gardens do not look to be of sufficient size to be converted into driveways. It is unlikely that the highway authority would permit the install of a layby this close to a junction, but it is certainly something that can be investigated by the Parish Council, unfortunately such a proposal would either have to be privately funded or funded through the local highways improvement scheme as it is outside the scope of these proposals.</p>

	<p>From my dealings in Newmarket, I am in possession of a letter from Suffolk County Council, where they're discussing a proposed residents parking zone. The wording used in the letter is "the advantage of introducing a Resident Parking Zone is to give residents a reasonable opportunity to park close to their home", which I think is a fair statement and one hopefully we can receive from our council, even if the residents parking came at a small cost.</p>	<p>A residents parking scheme would not be possible at this moment, due to its reliance on consistent enforcement to be effective and that this would be a burden upon the police, but this is something that can be looked at as the Council looks to introduce additional/expand current civil enforcement areas.</p> <p>Note, there are many factors that need to be taken into consideration before such a scheme can be implemented, such as:</p> <ul style="list-style-type: none"> • sufficient size to be self-sustaining (considering the money generated from residents parking permits must offset the operational costs of running and enforcing such a scheme, there is a balance to be had, to make sure the scheme is of sufficient size to ensure permits are not prohibitively expensive yet small enough to satisfy residents' concerns of being able to park close to their properties) • a majority buy-in from residents (not all residents will be happy with having to pay for residents parking permits)
2	<p>There are insufficient on-street parking provisions in the surrounding area as is and these proposals will make matters worse.</p>	<p>As above, the restrictions have been proposed on the grounds of safety.</p>
3	<p>Response 1 – made before the resident was aware of the road narrowing etc</p> <p>I'm writing to let you know the concerns I have with the proposals for Station Road and Mereside, Soham (PR0749). I feel there is a much better solution where you can still have safe crossing for the station and have parking for residents (Appendix 5).</p> <p>All of Station Road already has a problem with parking and taking away spaces will only make matters worse. This will put more pressure on Clay Street, Mereside and Station Road.</p> <p>It's not only residents, carers need somewhere to park when they are visiting their clients, delivery drivers need somewhere to stop when delivering medicine and shopping etc.</p>	<p>As above, the restrictions have been proposed on the grounds of safety. Unfortunately the crossing facilities were approved through the planning process for the new station where, although the highway authority are consulted, we can only object to such proposals on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe.</p>

<p>Response 2 – made before the junction work had been carried out</p> <p>I agree with your comments about rule 243 of the highway code.</p> <p>I do not agree that there would not be enough room for on-street parking as you could take some of the existing verge.</p> <p>We have always had a problem with drivers turning into Station Road too fast from Mereside but your proposal to widen the path on that side of the road should slow them down therefore giving drivers better visibility up the road.</p> <p>I am not sure traffic would increase anymore than current levels.</p> <p>Parking has always been permitted on both sides of the road and there has never been an issue.</p> <p>As for pedestrians it would not make it any safer unless you decide to install a zebra crossing on every road that needs to be crossed, near the station. It's irresponsible to expect people to cross anywhere near a crossroad.</p> <p>Response 3:</p> <p>The road narrowing has made the road more dangerous and has affected the residents of No.95's ability to access and exit their driveway.</p>	<p>As with objection 1, with regards to installing a layby, unfortunately this is outside the scope of this project and is not something the station developers would like to entertain.</p> <p>This is noted and is a valid point when it comes to drivers entering Station Road from Mereside, though visibility for pedestrians on the southern side of Station Road, looking to cross northwards, is still a concern.</p> <p>With projected usage of the Station, along with proposed further upgrades to the railway line, both vehicular and pedestrian traffic in the area should increase.</p> <p>Noted, however, the carriageway width is significantly smaller with the new arrangement.</p> <p>Potentially, however, zebra crossings are inherently more expensive and would require the install of zig-zags, which would do nothing to address your parking concerns. Again though, the crossing arrangement was approved through the planning process and is outside the scope of this project.</p> <p>Noted, however, the road narrowing was agreed through planning and is outside the scope of this project.</p>
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