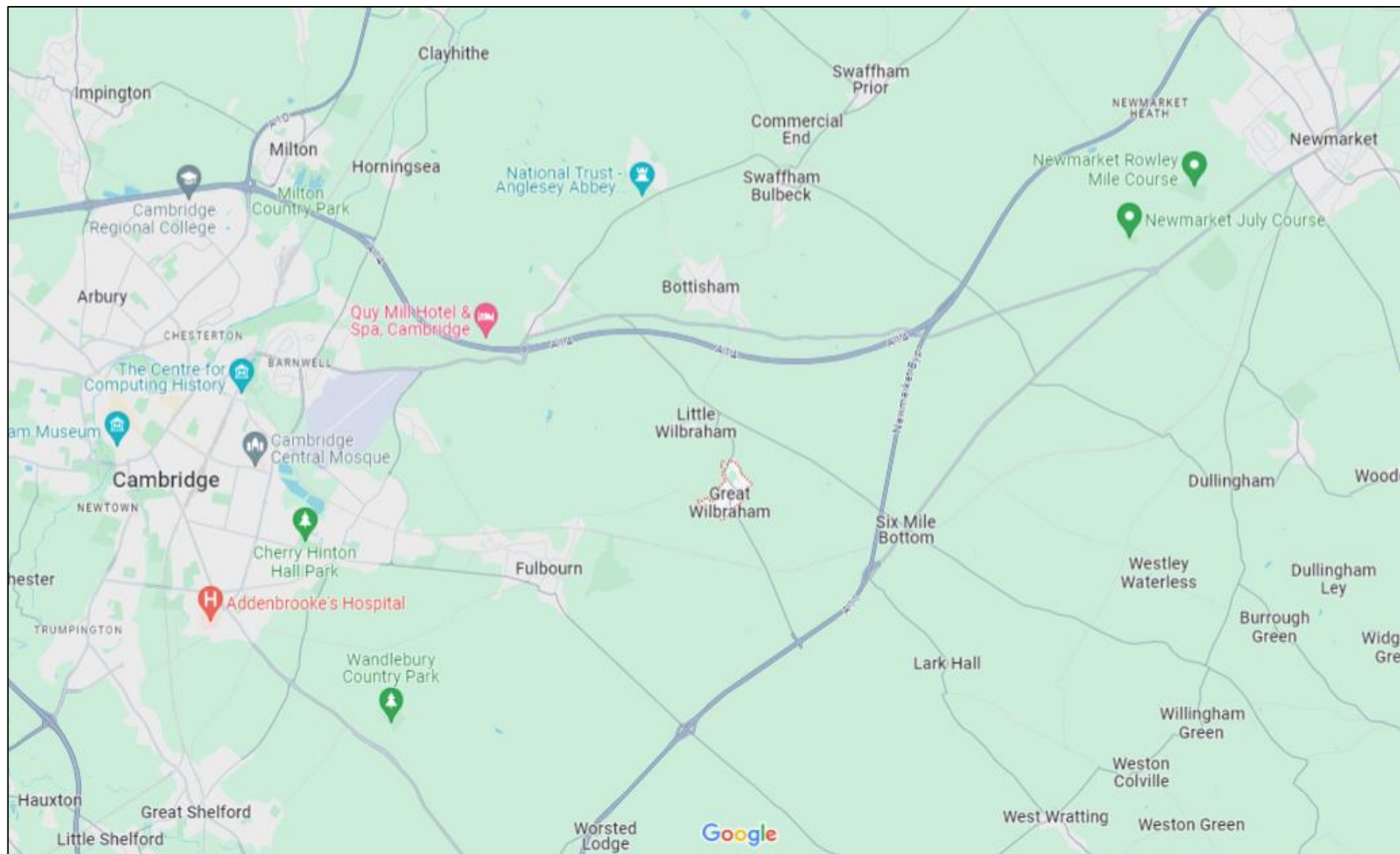
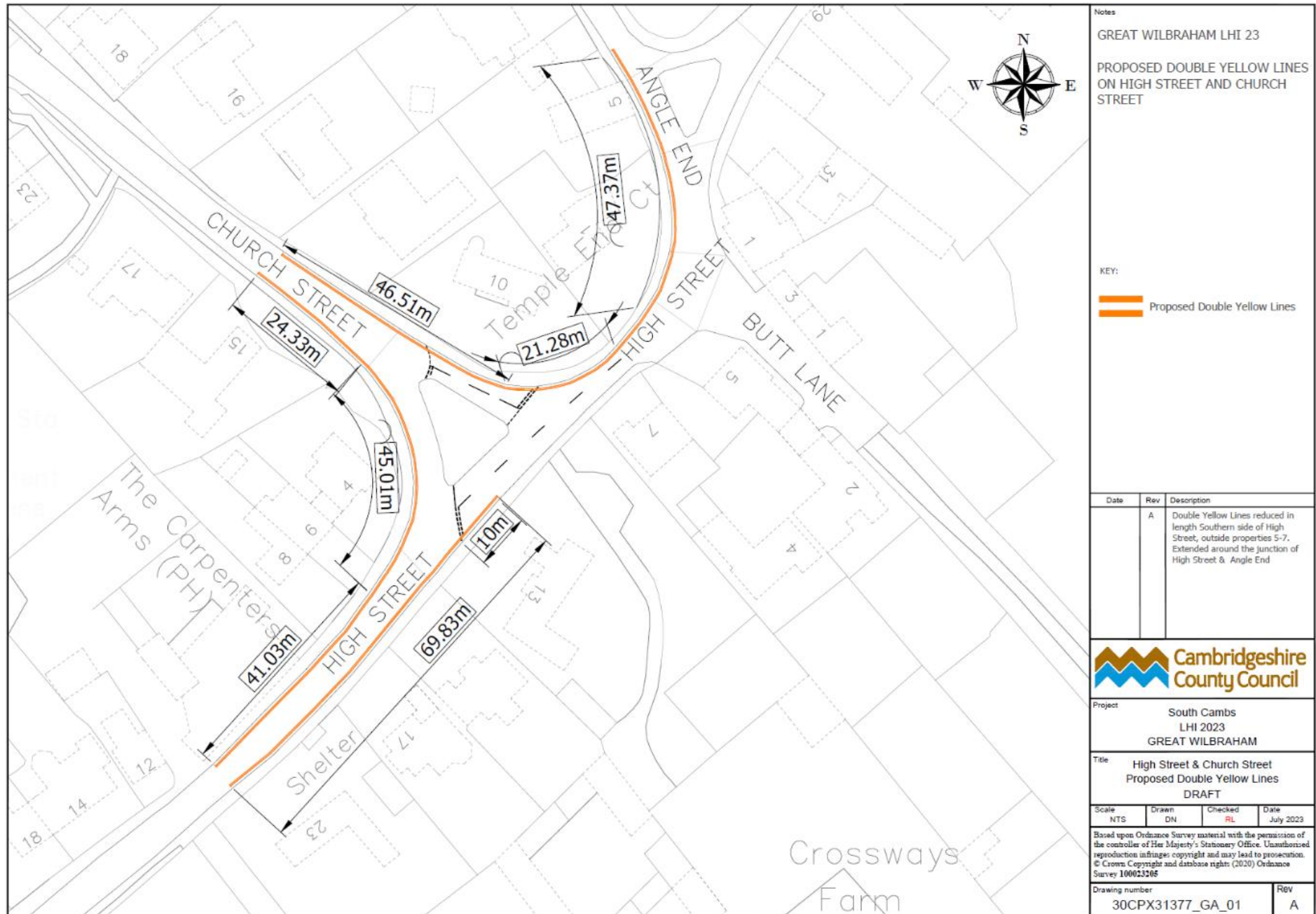


Appendix 1:



Google Maps (2024). *Great Wilbraham, relative to Cambridge and Newmarket*. Available at: <https://www.google.com/maps/place/Great+Wilbraham,+Cambridge/@52.2296358,0.1979612,12.25z/data=!4m6!3m5!1s0x47d865f227d77191:0x6c5740c747994b6b!8m2!3d52.1920718!4d0.2647319!16zL20vMDNiaDIw?entry=ttu> (Accessed: 7th Feb 2024)

Appendix 2:

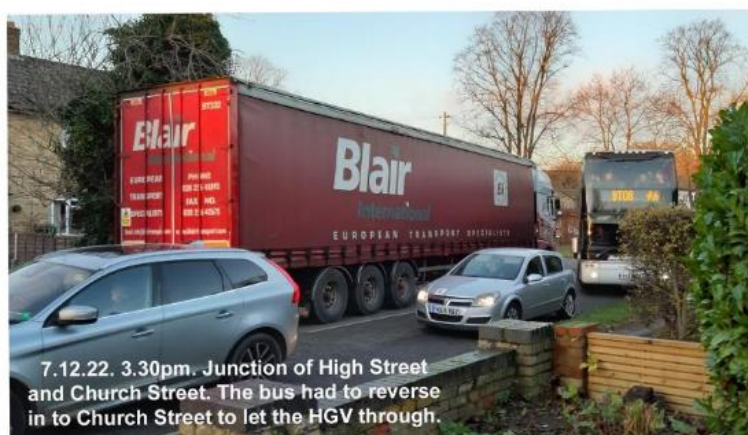


PARKING OUTSIDE THE CARPENTERS ARMS



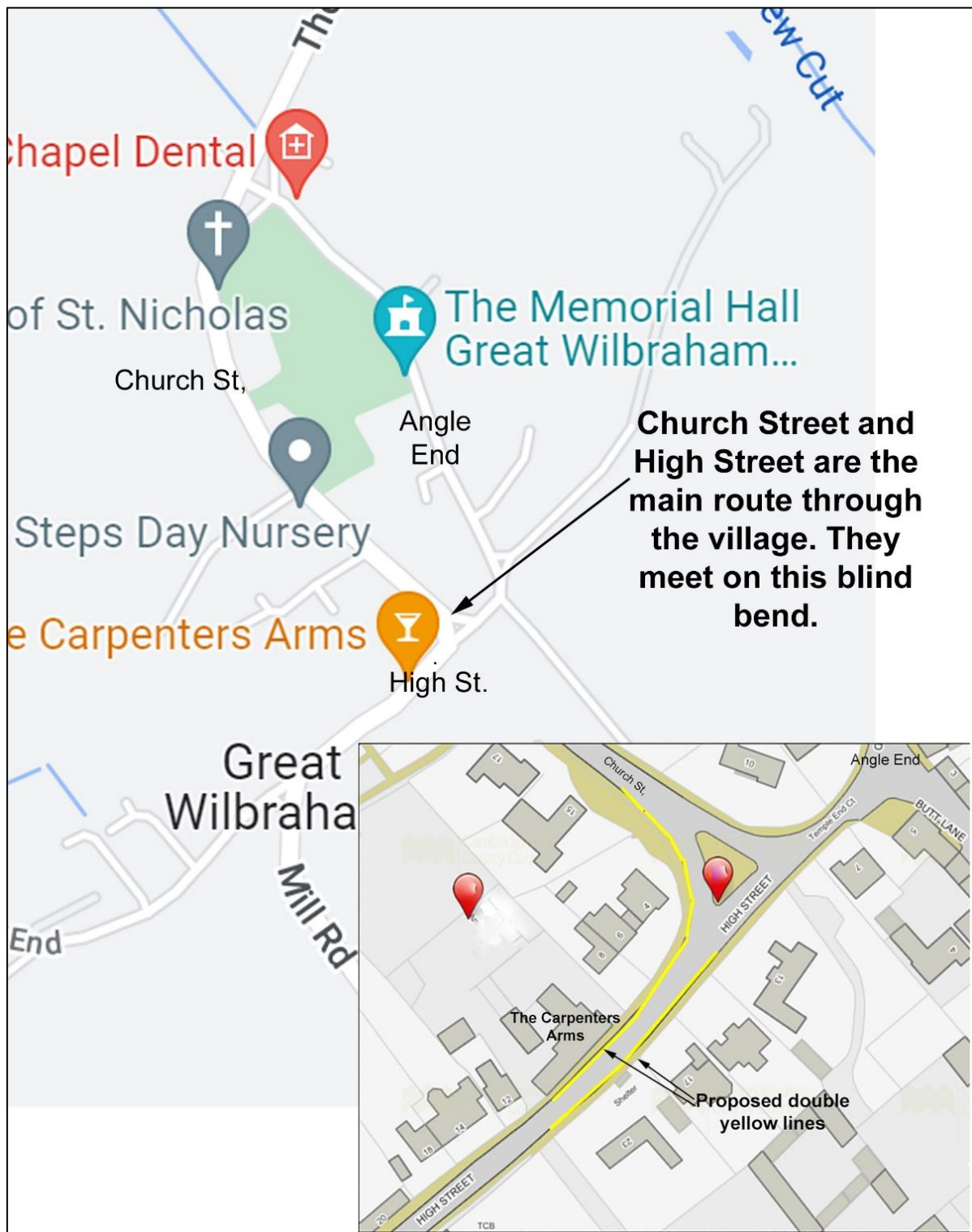
Parking alongside the pub and beyond

The effect of parking. Approaching traffic is forced into the offside lane on a blind corner.



Corner of High St and Church St. Traffic in both directions is backed up as it tries to pass cars parked outside the pub.

Appendix 4:



Google Maps (circa 2023). *Church Street and High Street, Great Wilbraham*. Latest iteration is Available at:

<https://www.google.com/maps/place/Great+Wilbraham,+Cambridge/@52.1934465,0.2659096,19.25z/data=!4m6!3m5!1s0x47d865f227d77191:0x6c5740c747994b6b!8m2!3d52.1920718!4d0.2647319!16zL20vMDNiaDIw?entry=ttu> (Accessed: unknown)

And © Crown Copyright and database rights OS 100023205. *Great Wilbraham*. Available at: <https://maps.cambridgeshire.gov.uk/mycambs.aspx> (Accessed: unknown).

Appendix 5:

No	Point made	Officer response
Points made in objection to the scheme.		
1	Whilst there have been a few occasions when the Carpenters Arms has been so busy that there is an overspill from the carpark, this is a very rare occurrence.	<p>Comments received from other residents and the evidence submitted alongside the parish council's application, suggest that this is a frequent enough occurrence to be a concern.</p> <p>Regardless, parking outside the Carpenters Arms presents a safety concern of which the proposed double yellow lines look to address.</p>
2	The double yellow lines will only push customer parking to the other areas of the village and will displace residents' vehicles/their visitors' vehicles.	<p>It is accepted that the proposed lining may displace vehicles, but it is deemed that there is sufficient parking in the surrounding area. It is also deemed that parking in these areas do not present as great of a safety concern as is currently experienced in the location of the proposed double yellow lines.</p> <p>Certainly, residents, and their visitors, will always want to park as close as they can to their properties/destination, but when it comes to parking on the public highway there is no right or priority.</p> <p>On balance the proposals should address the safety concern without having a significant impact on residents.</p>
3	<p>The proposals do not consider residents outside of the suggested double yellow lines who regularly have difficulty getting in and out of their driveways.</p> <p>Residents that currently park further along the road tend to not park opposite driveways, but displaced visitors/customers will not be as considerate.</p>	<p>The proposals are based upon the parish council's application – amended upon advice from the associated County Council Project engineer – presumably the parish were unaware of such concerns otherwise potential solutions could have been incorporated into the design, prior to formal advertisement.</p> <p>Should the proposals be implemented, and the concerns remain, then solutions can be investigated as part of a future scheme.</p>
4	The double yellow lines will severely impact delivery drivers, who often park in the area due to residents' vehicles elsewhere. This includes deliveries of vital services such as gas.	Delivery drivers can park on double yellow lines for the purpose of loading and unloading goods. Certainly, the displacement of vehicles could limit sufficiently large parking spaces outside the location of the proposed double yellow lines, but this is a situational concern

		that can be mitigated through appropriate planning e.g. delivering outside peak parking periods.
5	The gateway signs are having the desired effect of lowering traffic speed, reducing any danger.	Whilst lower vehicle speeds are advantageous, this does not address the perceived safety concern of limited visibility or vehicles being forced into the opposing carriageway to pass parked vehicles, with said limited visibility.
6	No formal traffic surveys have been carried out or traffic modelling regarding this proposal. If they had they would come to the conclusion that there isn't sufficient issue to warrant double yellow lines and the installation of double yellow lines would cause more problems than it addresses.	There isn't a requirement to carry out traffic surveys or traffic modelling and doing so would likely be a waste of resources. As it stands the double yellow lines have been proposed in response to a perceived safety concern, as evidenced by the photo's provided alongside the Parish Council's application (Appendix 3), and it is deemed that there are sufficient on-street parking places to account for the potential displacement of vehicles.
7	I attach several photos (Appendix 6) I have taken of the high street over the past week or so on various dates and times (including busy weekend lunchtimes) and you can see that during this period there have been no issues.	Whilst the photos provide a snapshot of the situation, they are not indicative of the situation at all times throughout the year. Certainly, if the photos are truly indicative of the situation at all times, then they serve to discount the concerns of displaced vehicles etc.
8	The proposals are a waste of taxpayers' money. The money would better spent on addressing the many potholes that cause damage to vehicles and pose a safety concern to cyclists.	<p>The proposed lining looks to address a perceived safety concern whereby funding has been secured through the local highways improvement scheme, which is a ring fenced budget.</p> <p>Note, potholes should be reported through the Council's online highways fault reporting tool (Report a highways fault - Cambridgeshire County Council).</p>
9	The Road Traffic Collision Data provided by cambridgeshireinsight.org.uk shows no recorded collisions in this area.	Accepted, however, this does not preclude there being a perceived safety concern, which these proposals look to address. This also doesn't account for the congestion concerns raised by the Parish Council in their application (see 4.8.6 of the report and Appendix 3).
10	Parked cars slow traffic and change the behaviour of drivers for the better.	Whilst parked vehicles can have a traffic calming effect, they cannot be relied upon for

	Reducing the number of cars parked on the road will have the opposite effect.	this purpose as there is no guarantee that they will be parked there at all times. If anything, the speeding concern further necessitates the need to address this visibility/vehicular conflict safety concern.
11	<p>The government document “Manual for Streets: Evidence and Research” states that “Modelling based on site observations has shown that drivers adapt and reduce their speeds when sight lines and road widths are reduced. This in turn results in sites with limited visibility being safer than if this behavioural change did not occur.”</p> <p>These proposals seem to ignore the guidance based on evidence issued by central government and will, according to that guidance, make the road less safe.</p>	<p>The relevant section has been misquoted. The paragraph goes on to read:</p> <p>“The actual effect of reduced visibilities on accidents is not fully resolved in this study. There was no large and significant difference in accidents on sites with limited visibility, which again indicates that such designs can be considered, however, parking on links appears to be detrimental to safety.”</p> <p>See table 7.2 as referenced in 5.1.b. and 5.2.b. of the report.</p>
12	The proposals are discriminatory against disabled people. Blue badge holders can only park briefly for off-loading on double yellow lines and so it discriminates against them.	<p>All drivers may stop on double yellow lines for the purpose of boarding and alighting or loading and un-loading. Blue badge holders can park on double yellow lines for up to 3 hours.</p> <p>Residents that hold a blue badge and have no access to a garage, driveway or other off-street parking, and cannot regularly park near their home, can apply for a disabled parking bay via the council’s website – Apply for a disabled parking bay - Cambridgeshire County Council</p>
13	The proposals are discriminatory against low-income households. High income households are more likely to have driveways so any proposal to reduce on-street parking discriminates on the grounds of income.	Whilst the proposals will reduce on-street parking provisions, it is deemed that there is sufficient parking in the surrounding area to account for the potential displacement of vehicles. Certainly, having access to off-street parking facilities is a benefit enjoyed by some, but considering the above, and the fact that there is no right or priority when it comes to parking on the public highway, the proposals are not deemed to be discriminatory.
14	Reducing the amount of parking may have a negative financial impact on the Carpenters Arms public house and put a community facility at risk of closure.	The Carpenters Arms were consulted prior to the parish council submitting their application and a letter was sent to them as part of the formal consultation. No objections were received in either instance.

15	Double yellow lines will change the character of the historic centre of the village. The streets in question are in a conservation area and the proposed work would permanently change the appearance of the area. There are three listed buildings along the stretch of proposed double yellow lines.	As the proposed lining is located within a conservation area, thinner/paler lining will be utilised.
16	These proposals do not contain any evidence of support for enforcement. If the parking restrictions are not enforced properly this will only lead to increased disregard for traffic rules. Therefore, they will be counterproductive and have a wider negative impact.	In general, double yellow lines tend to be relatively self-enforcing. Enforcement of such restrictions is always a concern, but the Council is working towards addressing this issue through the introduction of civil parking enforcement measures.
17	<p>The issue is with the amount of available parking for the pub. The pub was allowed to build another property on the car park, clearly this should not have been allowed as there was not a problem in its previous form as a pub.</p> <p>The sensible solution would be to have the pub increase their parking spaces by getting rid of their garden area.</p>	Understood, however, this would need to be argued with the district council, as the planning authority. Whatever the planning situation may be, the parish have highlighted a safety concern on the public highway, and the proposed lining looks to address it.
18	The reduction in available on-street parking will have a negative effect on the value of our property.	Considering the availability of on-street parking places in the vicinity of the proposals, and the number of properties with access to off-street parking facilities, the likelihood of the proposed lining having an adverse effect on property values is minimal.
19	The introduction of double yellow lines will push people to park on grass verges and up on paths.	<p>In such an event, the introduction of further restrictions will have to be looked into. It should be noted that although it is not an offence to park on a verge or footway, driving on them is and any vehicles parked on them would likely obstruct their use, which is a further offence.</p> <p>Additionally, with consideration of available on-street parking spaces in the surrounding area, the likelihood of such nuisance parking occurring should be minimal.</p>

20	Any double yellow lines beyond the bus stop serves no purpose as there is clear sight along the High Street going towards Mill Lane. Anyone parking in this area would not cause any issues and would provide street parking for 2 cars.	Noted, however, without installing double yellow lines after the bus stop, drivers may look to pass any stopped bus only to be met with parked vehicles i.e. there is a potential for vehicular conflicts and or speeding as drivers look to pass parked vehicles and return to the correct side of the road before meeting oncoming traffic (oncoming traffic that will be carrying out the same manoeuvre past vehicles parked to the west of the Carpenters Arms' car park access).
21	Roads in Great Wilbraham will soon be reduced to 20mph. It will be worthwhile waiting until that scheme is implemented and monitored, to see if double yellow lines are still required.	Whilst a lower speed limit may help limit the likelihood of accidents occurring – or lessen the impact of accidents, should they occur – it doesn't fully address the safety concern that results from limited visibility around the bend and it does not address the issues relating to the conflicts of larger vehicles and the resulting congestion (Appendix 3).
Points made in support of the scheme.		
1	The installation of double yellow lines on both sides of the High Street will significantly deter the continued parking outside the Carpenters Arms.	Noted, however, other residents have argued that parking in this location is infrequent and that the double yellow lines will displace vehicles to other less favourable parking places.
2	<p>The installation of double yellow lines will deter parked vehicles obstructing access to and from residents' private driveways, including parking on the kerb/pavement near to the bus stop and shelter.</p> <p>All properties along this stretch of the High Street have private driveways with parking for at least 3 vehicles.</p>	<p>Noted, though other residents have raised concerns of such parking concerns presenting themselves further along the road, as a result of the proposed double yellow lines.</p> <p>Certainly, the addition of double yellow lines across the bus stop will aid the stopping of buses and lines on the opposite side of the road will ensure stopped buses do not block the road entirely.</p> <p>Noted.</p>

Appendix 6:

Resident submitted photos. Used to highlight the lack of parking in the area where the double yellow lines have been proposed (see point 7 of the table in Appendix 5).



