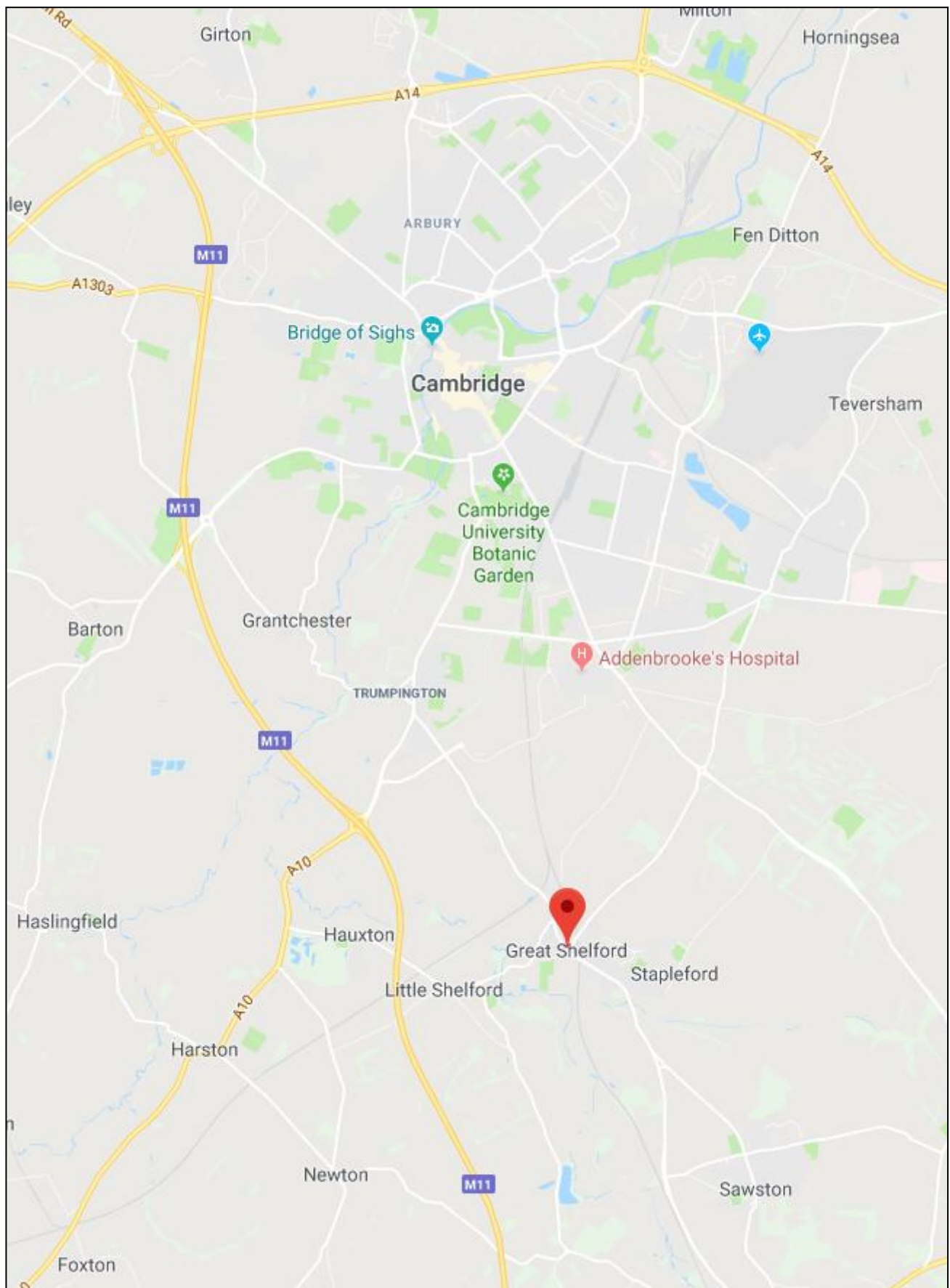


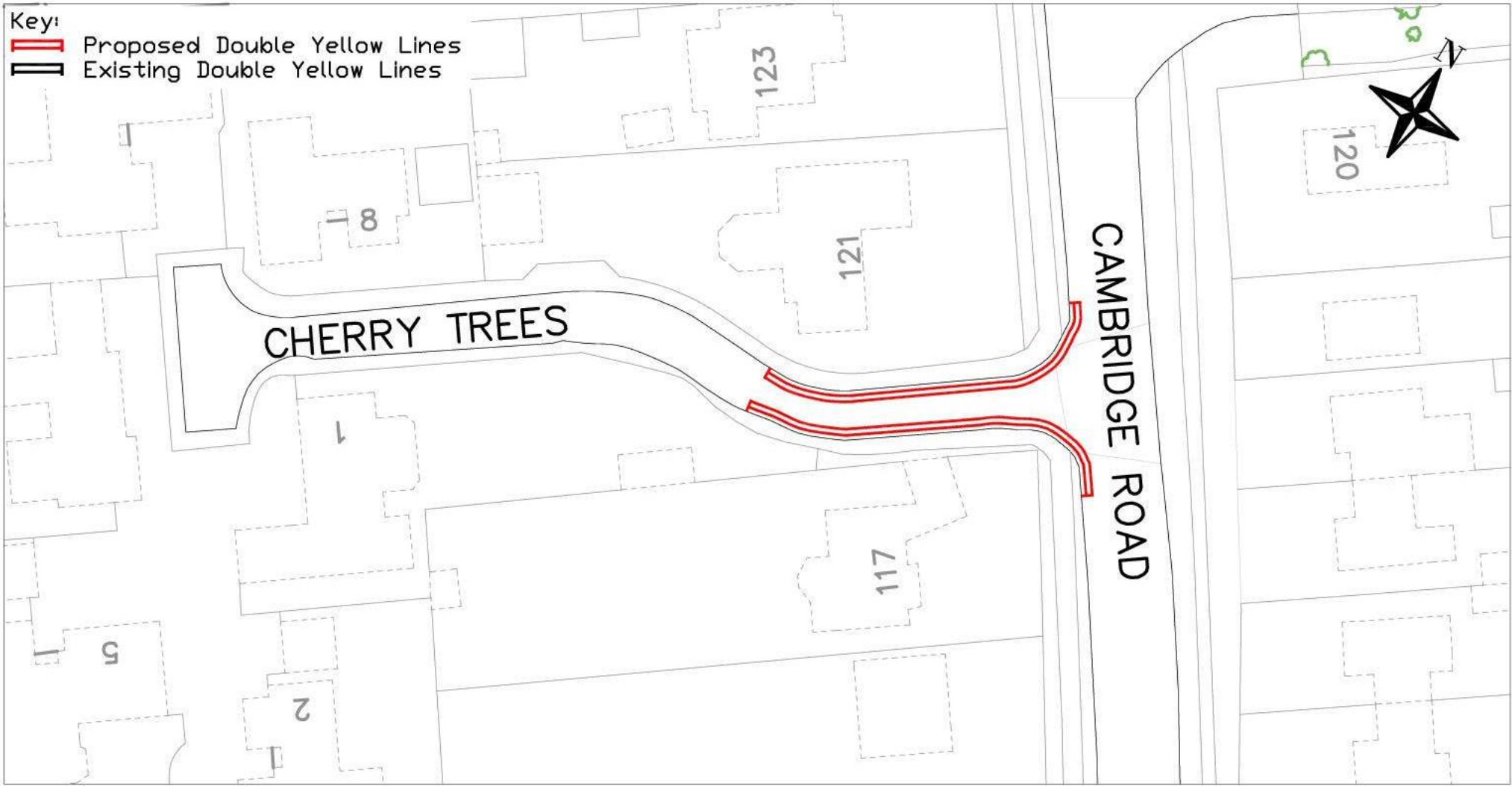
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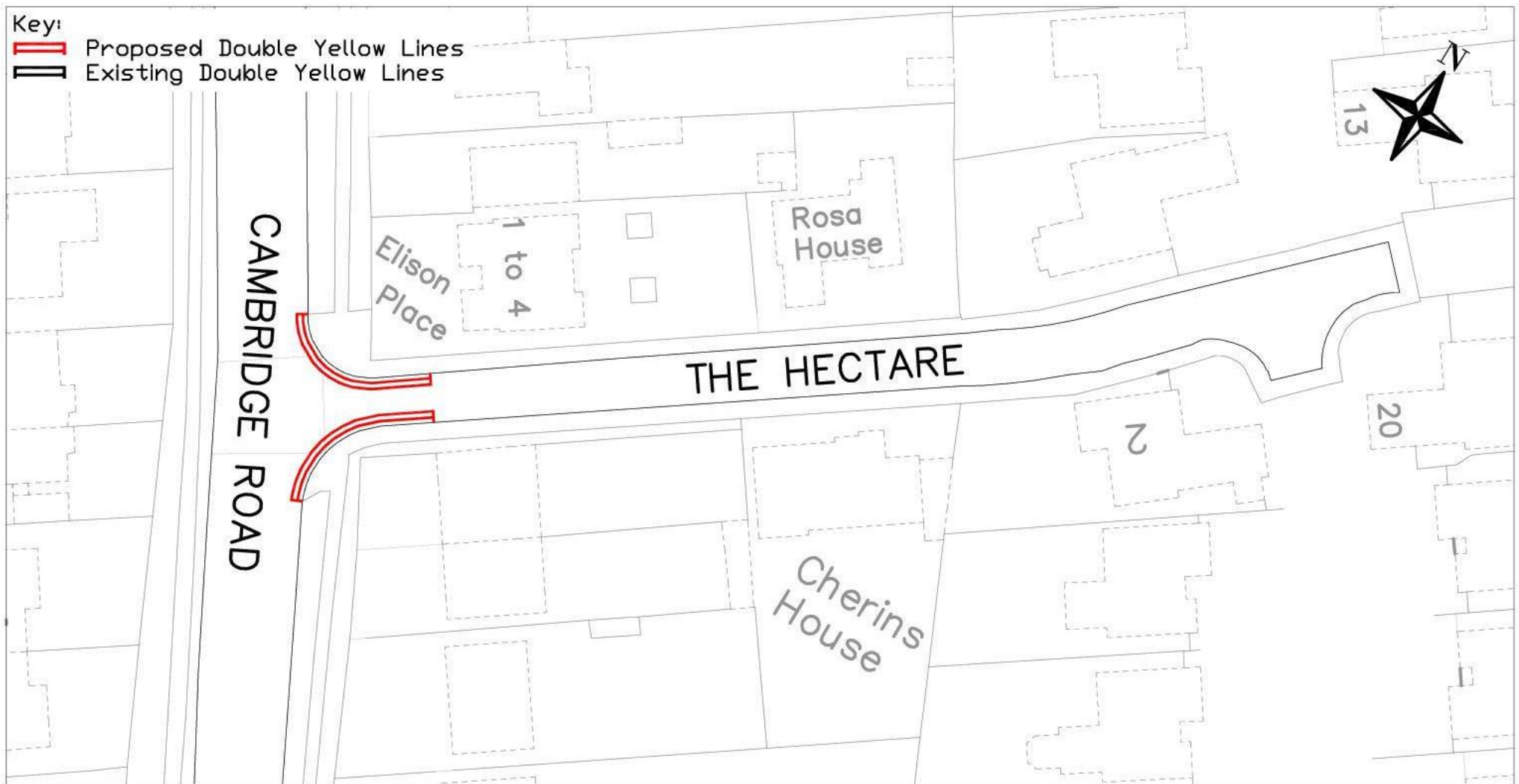
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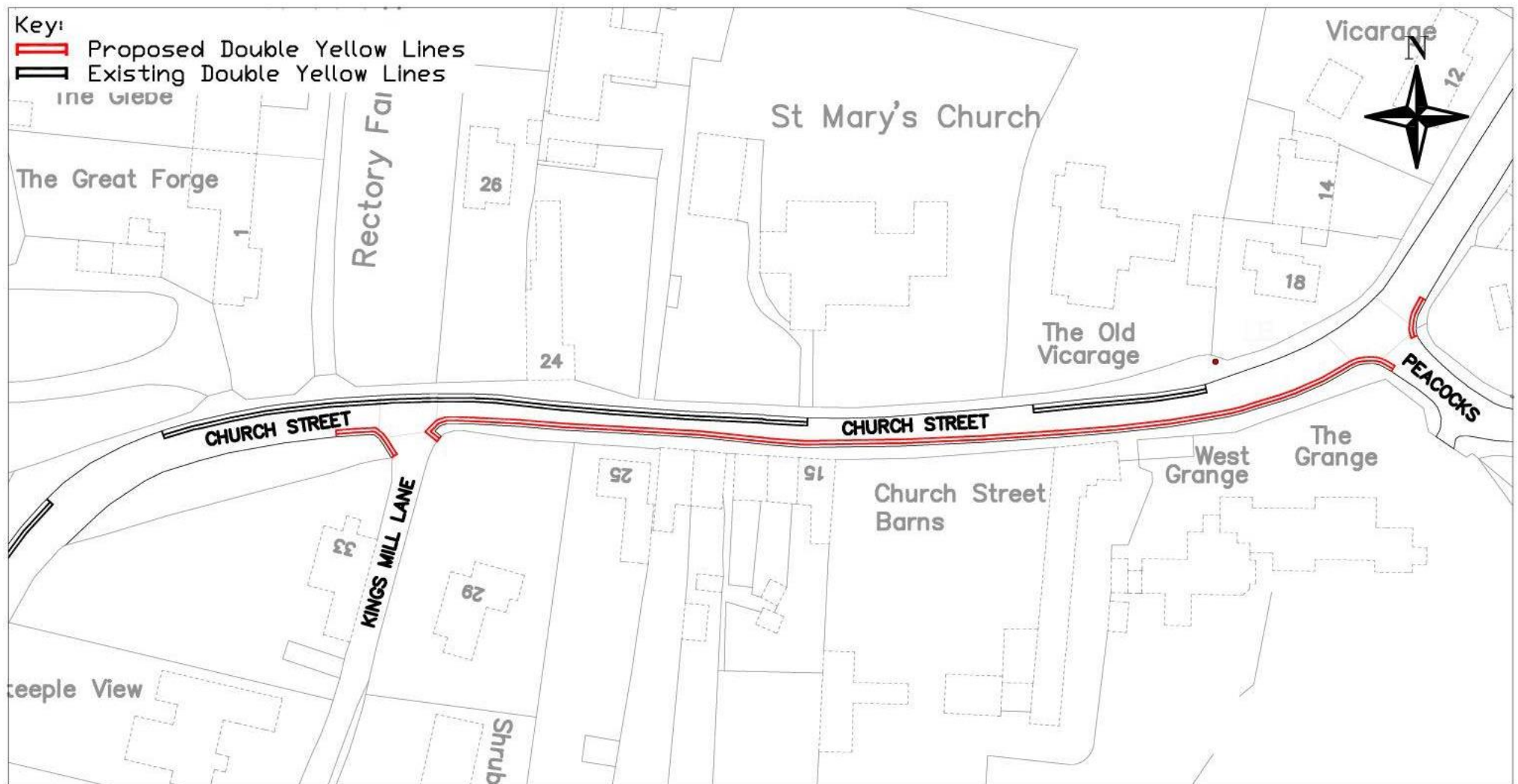
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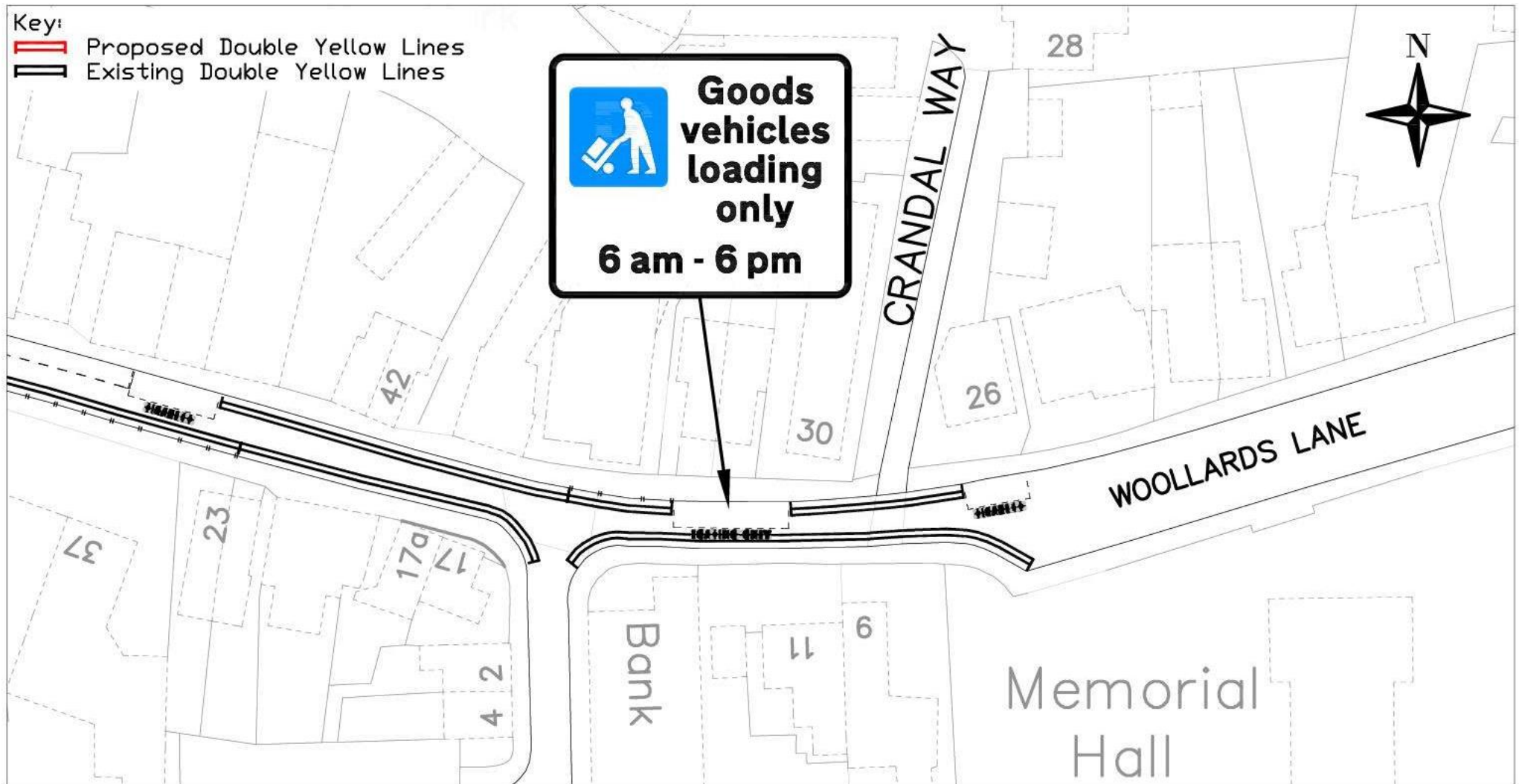
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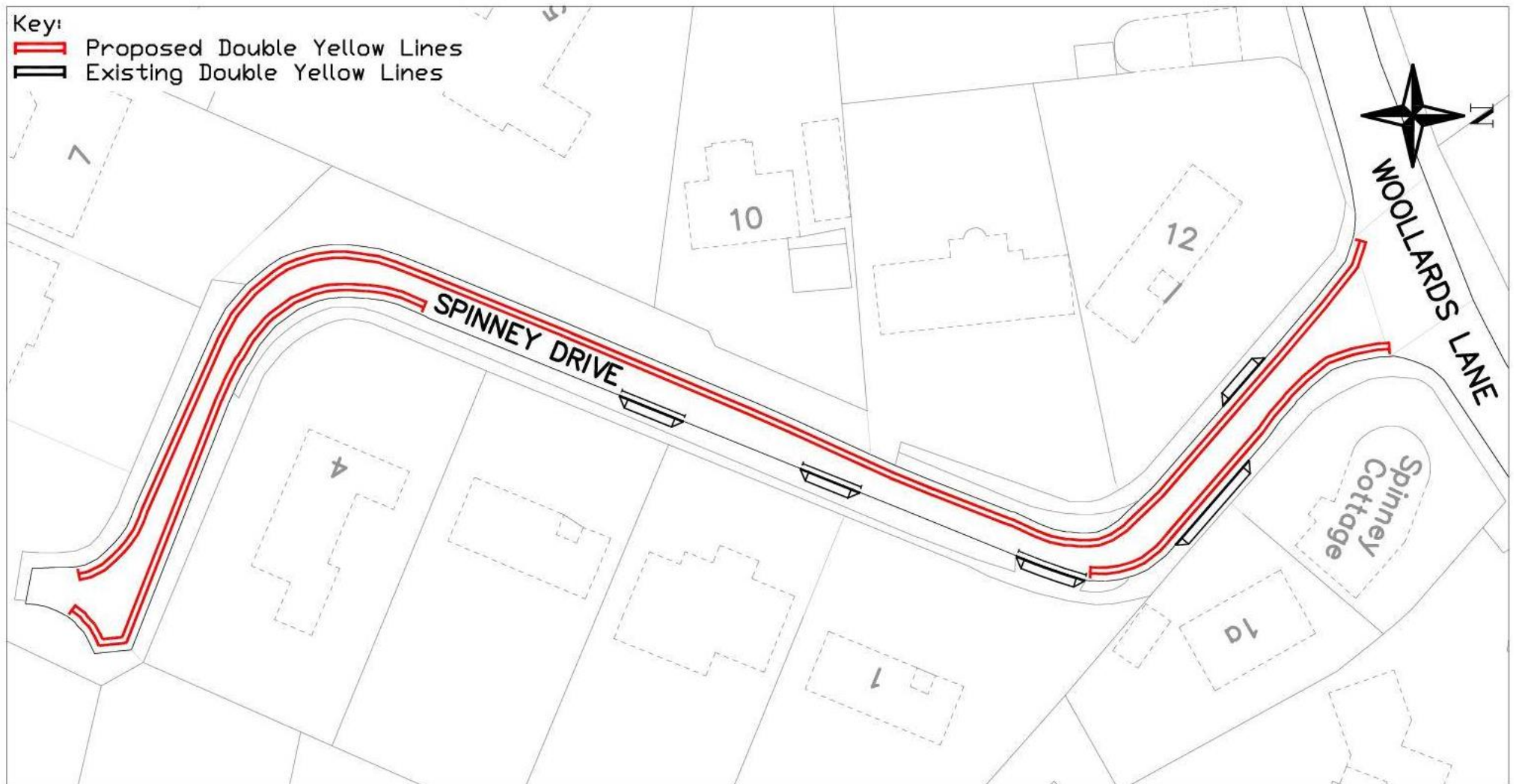
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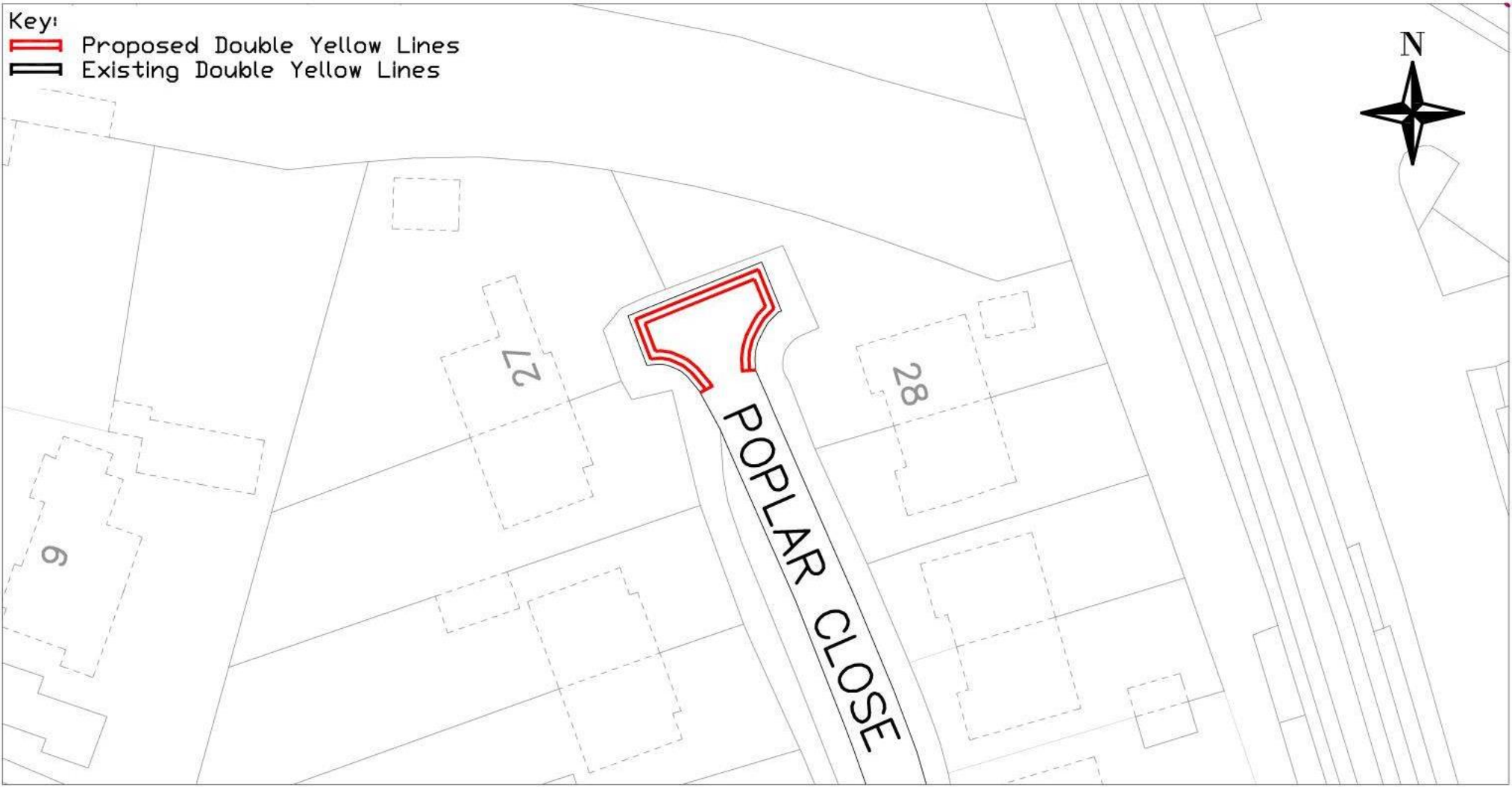
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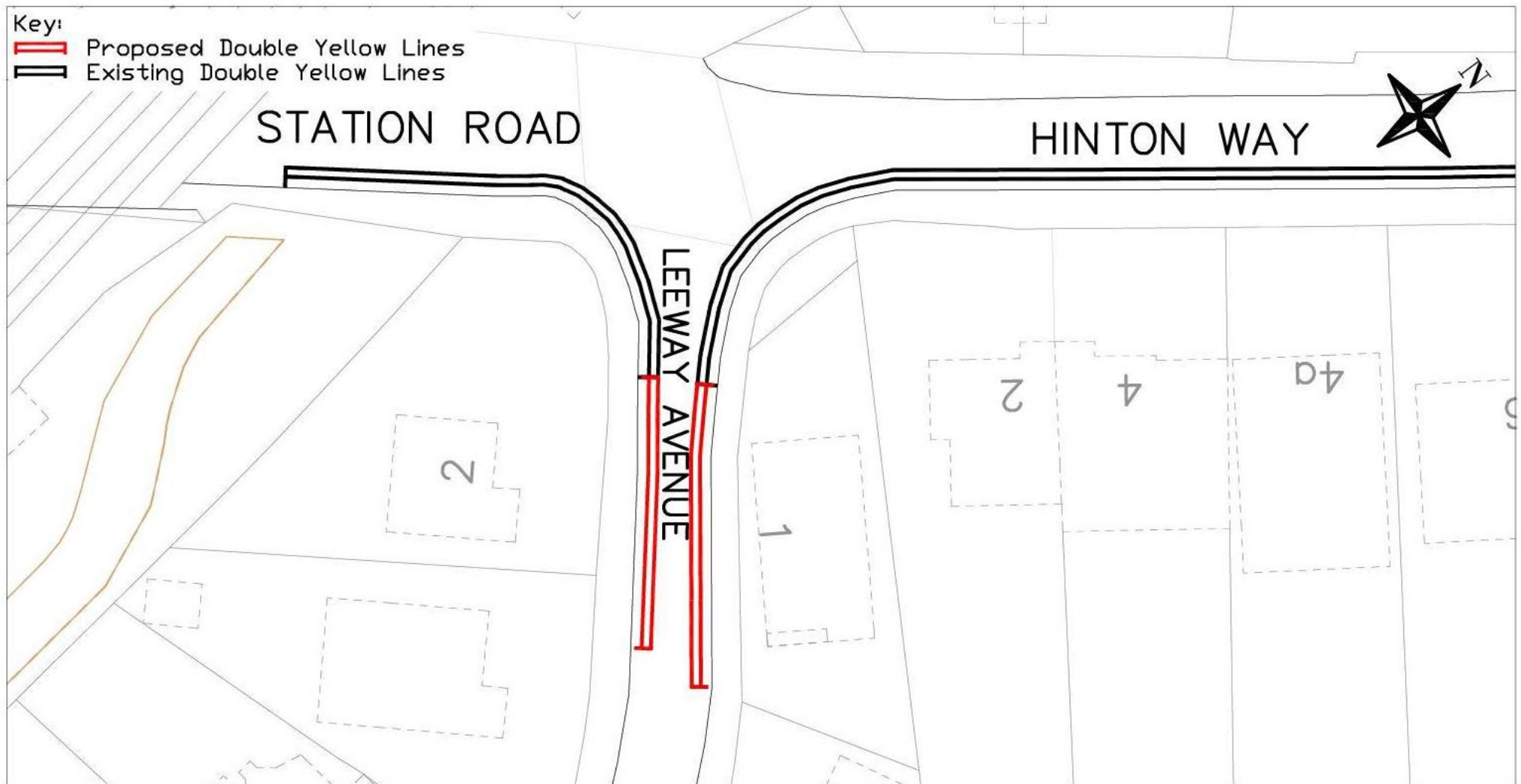
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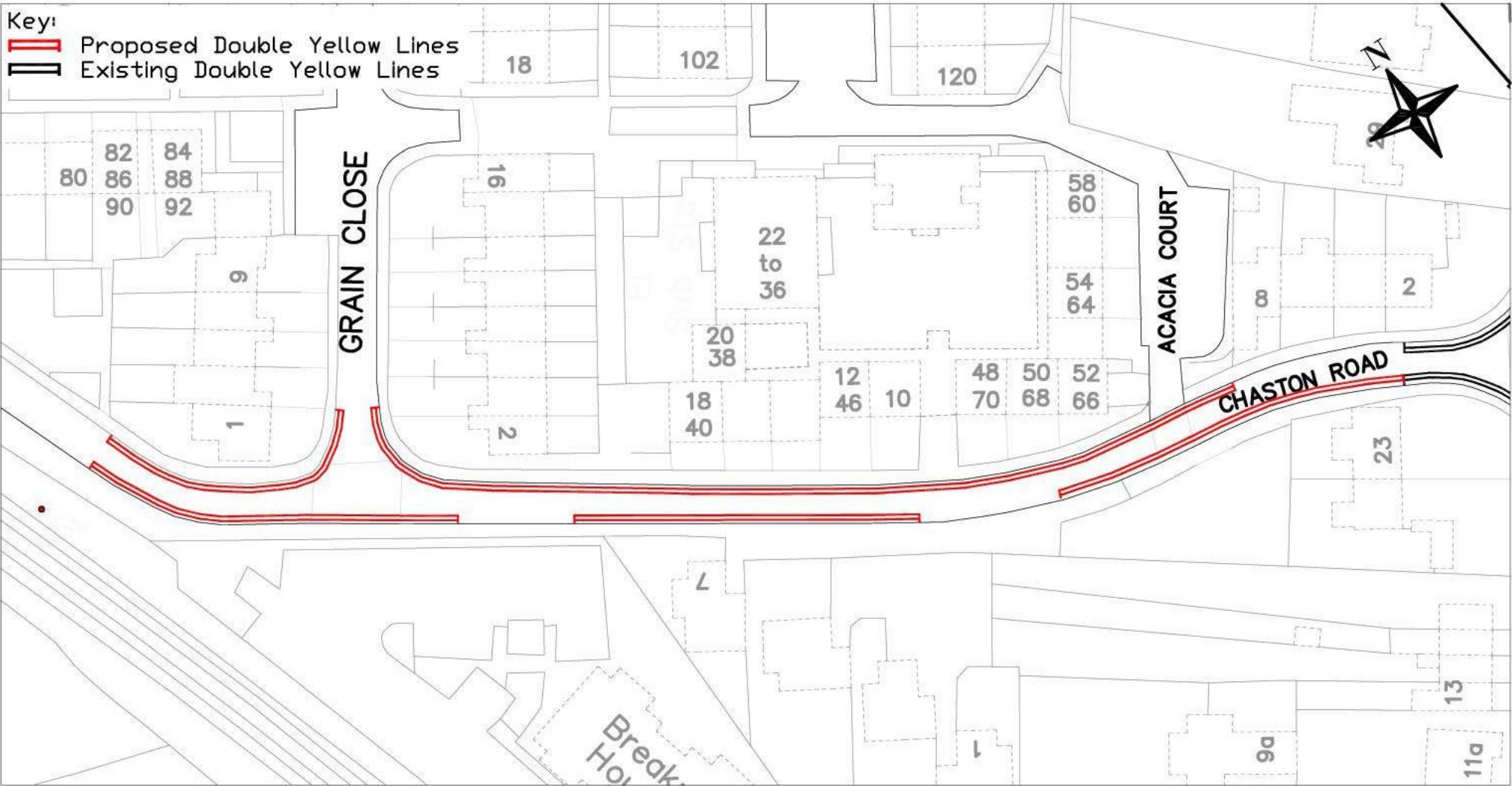
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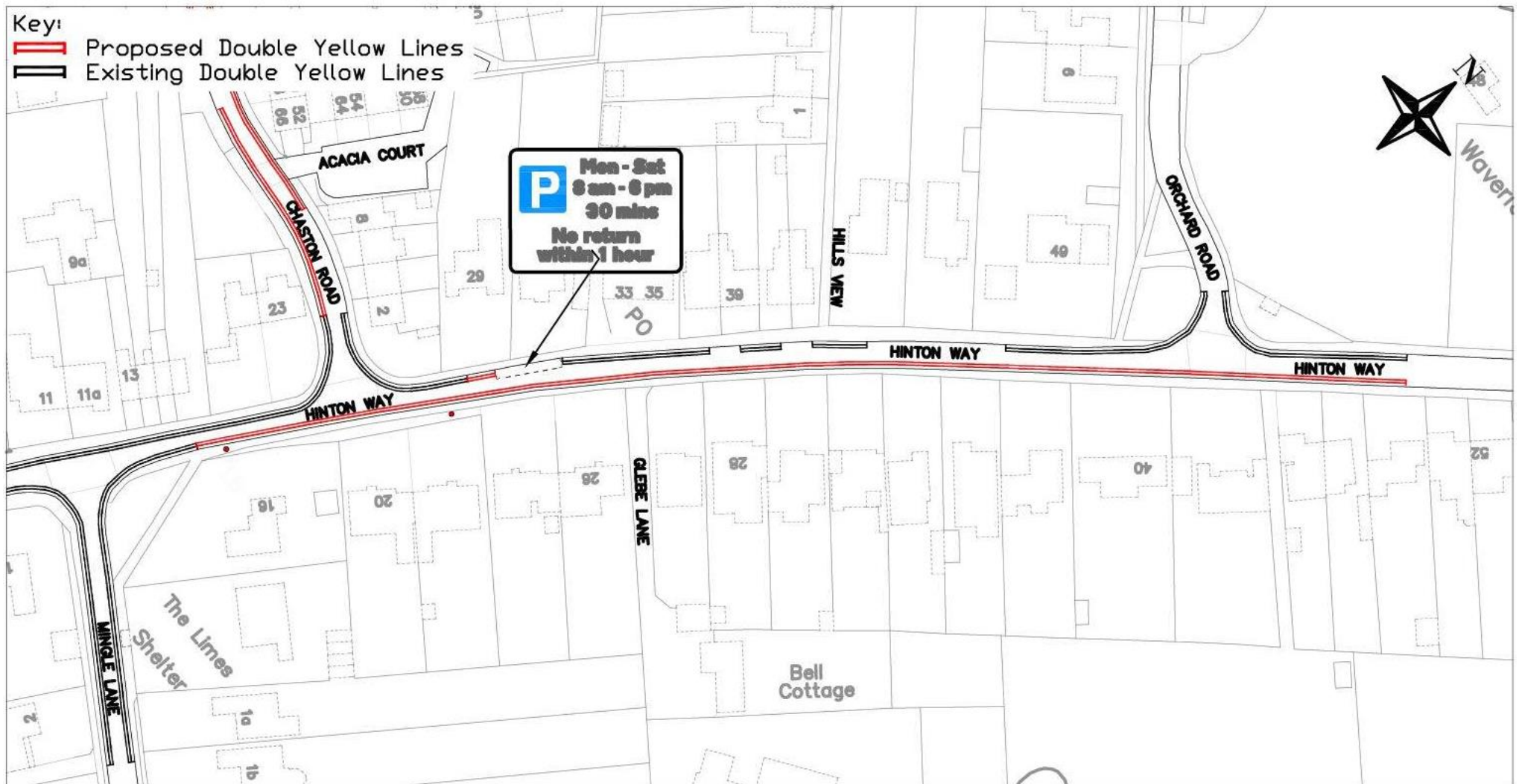
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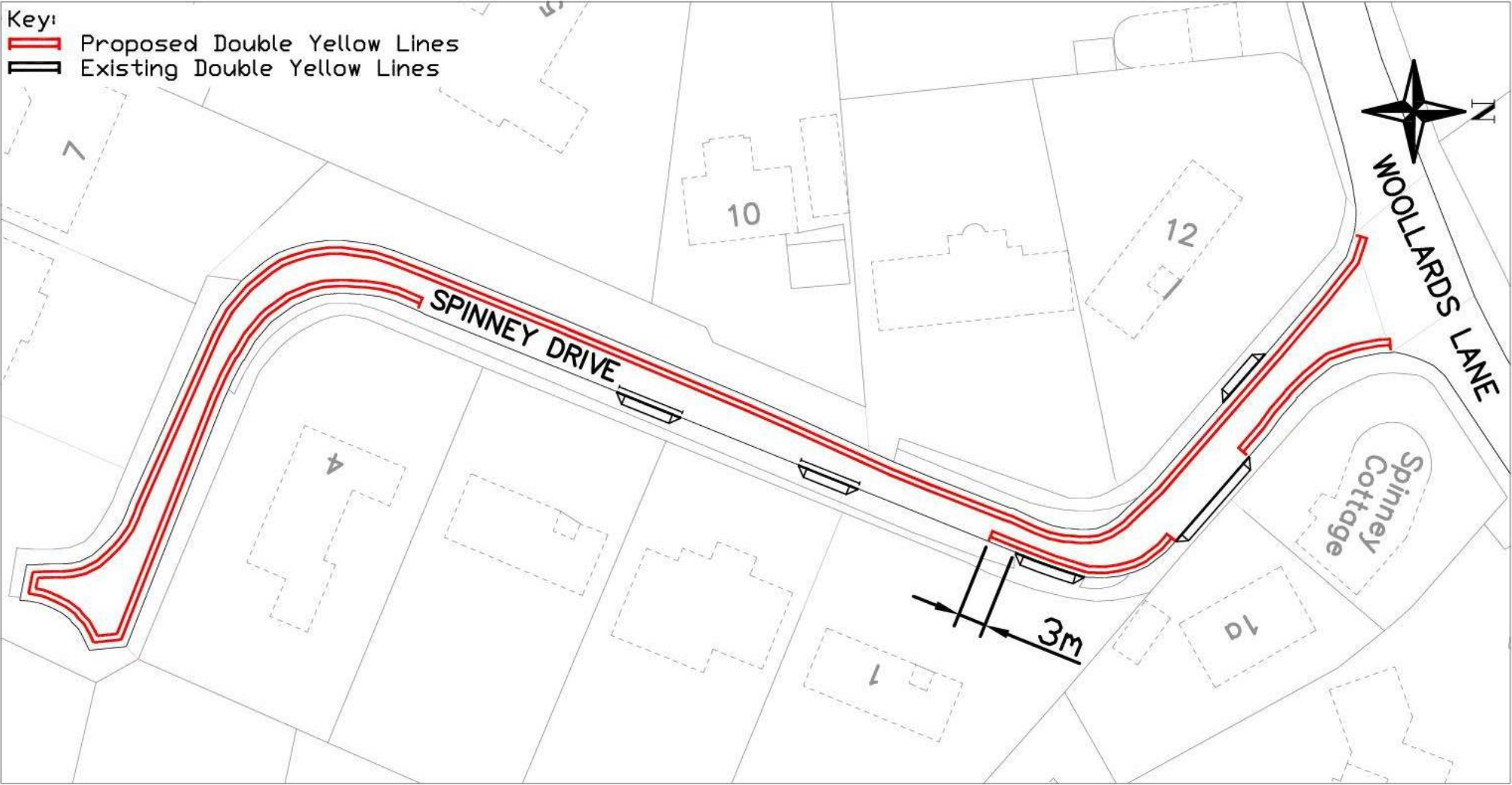
Appendix 10:



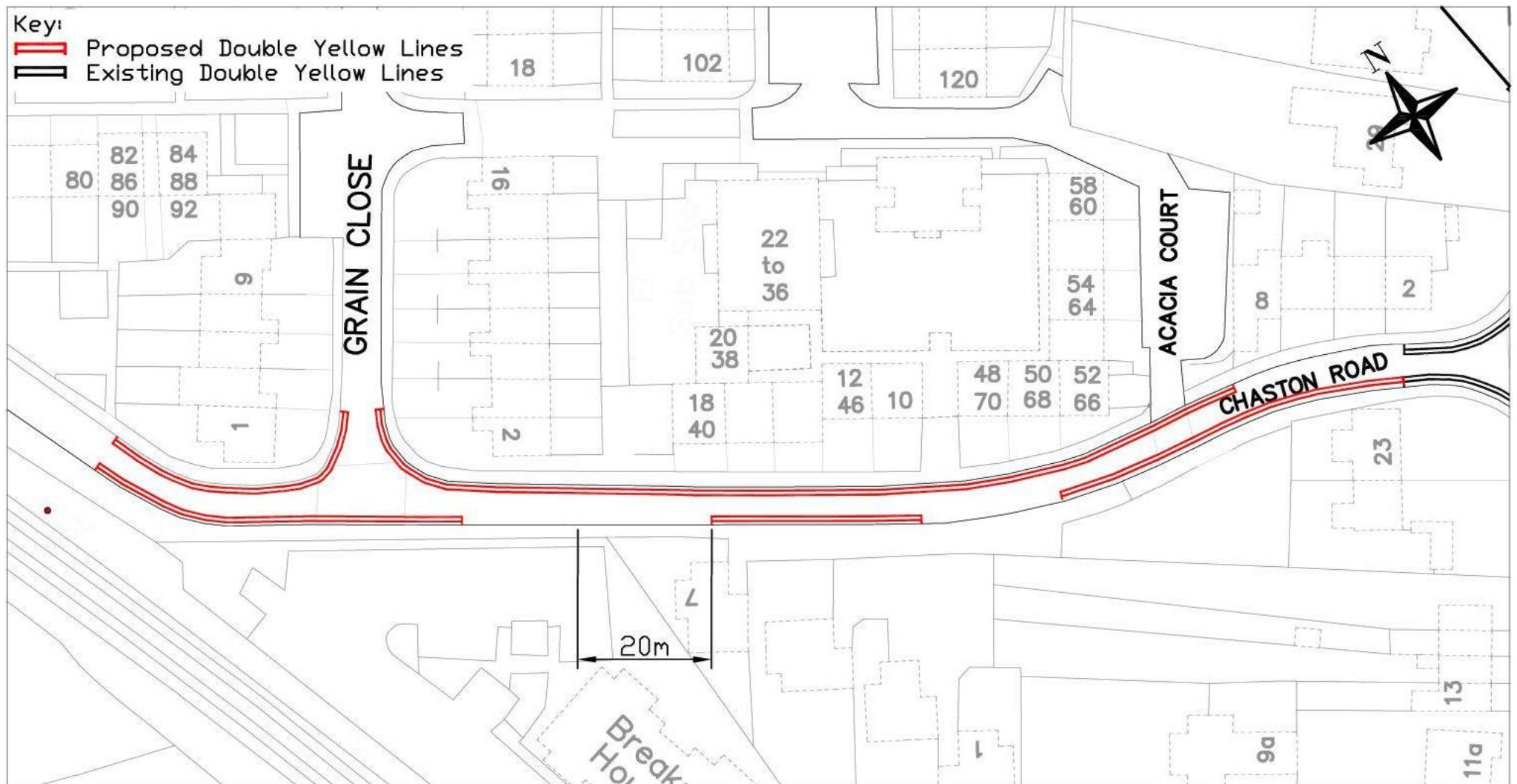
APPENDIX 11:



APPENDIX 12:



APPENDIX 13:



APPENDIX 14:

No	Objection	Officer's Comments
1	<p>I oppose all the double yellow lines (DYLs) proposals listed for the cul-de-sacs served by Cambridge Road (A1301) for the following reasons:</p> <p>Once invoked it is unlikely that they will be rescinded upon, so the arguments for implementation should be overwhelming and supported by a range of evidence. I would suggest and urge that CCC do not implement any individual street scheme unless a strong level of positive support is expressed.</p> <p>DYLs will reduce the available parking, which will lead to double parking, parking on both sides of the street and increased pavement parking.</p> <p>The introduction and extension of DYL zones will make it more difficult for vehicles to pass each other unhindered as they will result in continuous blocks of parking. This will also affect public service vehicles, such as refuse collection lorries, taxis, goods vehicles and the various utility service vehicles when they serve the residents of the area.</p> <p>The DYLs will displace parked vehicles to other, less safe locations negating the intended outcomes.</p> <p>No statistical data has been provided to highlight the specific problems, by time of day or day of week for each section of highway.</p> <p>The proposal of installing 17.5m of DYLs on The Hectare is out of proportion to the road in question and will displace vehicles into worse locations.</p> <p>Parking in mandatory cycle lanes is already</p>	<p>The DYLs have been proposed as there is a perceived element of risk / danger. Members of the public rarely submit comments to voice support of proposals so schemes are generally judged on the number of objections received. In this instance we have only received the one objection.</p> <p>The reduction in parking will be minimal with all residents having access to off-street parking facilities (most of which have space for 2 vehicles).</p> <p>As above.</p> <p>The DYLs seek to restrict parking in areas that are considered unsafe i.e. around bends and junctions.</p> <p>Rule 243 of Highway Code states that vehicles should not park opposite or within 10 metres of a junction, these proposals will reinforce this.</p> <p>The distance 17.5m relates to the distance from the end of the lines on the Hectare to the centre of Cambridge Road. The distance on street (from the end of the lines to the mouth of the junction) will only be 13.5m. All residents have access to off-street parking and none have objected to the proposals.</p> <p>The proposals seek to improve visibility at</p>

	<p>an issue in Great Shelford the proposed DYLS will simply make matter worse in this regard. This will also impede public transport.</p>	<p>junctions, which will improve cycle safety. The Police, who enforce parking in cycle lanes, were consulted and offered no objections. Note, though parking in a cycle lane is an offence the width of Cambridge Road means it is unlikely that public transport vehicles will be affected.</p>
2	<p>I wish to object to the proposed DYLS on Church St, Great Shelford for the following reasons:</p> <p>It seems the proposals are more concerned with through-traffic than the local residents of the village, which I feel is wrong. I often require additional parking outside my house for activities like moving cars, waiting, loading and deliveries.</p> <p>The objective of any traffic intervention should be to:-</p> <ol style="list-style-type: none"> 1. Maintain the flow of traffic through the village 2. Restrict the traffic to reasonable speeds 3. Allow adequate parking for villagers 4. Maintain the aesthetics of the village <p>I therefore object to the new proposals on the grounds that they do not address these objectives.</p> <p>There is too much commuter traffic entering the village as a cut through, this is the main cause of the issue and is not being tackled.</p> <p>The next major contributor is the parking on the bend at the Great Shelford Church and this will continue to be the case after these measures. This is even an issue on Saturdays when there is no commuter traffic and there are no cars parked in the areas where you propose installing DYLS.</p>	<p>Loading and deliveries will still be permitted on the DYLS.</p> <ol style="list-style-type: none"> 1. The scheme put in earlier this year has been positive, vehicles now have a clearer view of the section outside the Church. You mention traffic lights, the parish would have to fund such a project and the cost would be prohibitive. 2. The parish have put in a bid for funding for traffic calming though it won't be known until next year if they are successful. 3. Parking in the village is restricted. It is not easily solved though the number of spaces in the village has increased over the last 12 months, which should alleviate some of the pressure on residents in find a parking place. 4. There is a balance between safety and "look and feel", the Parish Council believes it has the right balance. <p>The DYLS have been proposed where on-street parking limits the flow of two way traffic. In the case of the bend, DYLS have only been proposed for the southern side as the road is wide enough at this point to support parking on one side whilst maintaining two way traffic flow. Installing DYLS on both sides would</p>

	<p>When cars do infrequently park opposite the school for a 15-20 min period, they have little impact on the existing (excessive) congestion.</p> <p>Putting DYLS throughout the village as proposed will entirely change the look and feel of the village. It will look, feel and act like many a main trunk road that goes straight through towns, not like a small village.</p> <p>The only time I have witnessed calm and serenity on this stretch of road was when the road was dug up for gas works and temporary traffic lights were used. If we are contemplating changing the look and feel of the village, traffic lights that function for an hour every morning would be a great solution.</p> <p>The 20mph speed limit has not restricted the speed of traffic and I regularly hear cars speeding past. Many villages use parked cars as obstacles to calm traffic and I believe the DYLS will result in an increase of average speed. Traffic calming will be required to address this but I would not support the installation of speed bumps.</p> <p>You would get a lot more traffic through and have greater parking, as well as reduce the health and safety issues by simply switching the side of the road that the DYLS are on outside the church. The problem with this however is that the children now get exposed to the traffic, which would cost money to alleviate.</p> <p>It appears that every measure is being taken to ensure there is parking outside the church and on the inside of the bend when parking in these areas pose the greatest safety concerns (on account of the reduced visibility).</p>	<p>further reduce parking provisions and installing DYLS on the northern side would affect The Peacocks junction.</p> <p>See No.4 above.</p> <p>Traffic lights would have to be funded by the Parish Council and would have substantial cost implications. They would also not address the issue of on-street parking and the two way flow of traffic.</p> <p>See No.2 above.</p> <p>Accepted though the footway on the southern side is very narrow and could cause issues for parents picking up / setting down children or for disabled drivers / passengers.</p> <p>As above.</p>
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3	<p>I wish to object to the proposed variation of the loading bay on Woollards Lane for the following reasons:</p> <p>Our shop relies on donations from the local community – up to 100 bags a day. These donations are brought into the shop on foot or by car.</p> <p>Often relatives are donating their loved ones belongings so it can be a fair bit of stuff at a very sensitive time. It would be very hard for them to carry them all from the nearest car park especially if they are Elderly. Not being able to use the loading bay would deter people from donating to us and our business wouldn't survive.</p> <p>Having worked in Great Shelford for 3 years I can say the issue with the misuse of the loading bay is because it is not policed. I have only seen a traffic warden once and a PCSO once in that time.</p> <p>The most misuse of the bay is by shoppers nipping into Tesco.</p> <p>I hope you consider these issues as losing our shop from Great Shelford would be a great loss to the local community, including the 48 volunteers that run the shop – most of whom are from Great Shelford. It would also be a great loss of income for our local Hospice.</p>	<p>The PC is concerned at the constant abuse of the loading bay and how, when occupied, impatient drivers are turning to driving on the footway to maintain two traffic flow. By limiting the bay to Goods vehicles only they hope the bay will remain empty for most of the day so hope this occurrence can be limited.</p> <p>Loading and unloading is permitted on the DYLS, east of the loading bay.</p>
4	<p>I support the proposal to install DYLS on Spinney Drive though I would much prefer it if the lines are extended up to the boundary of Nos.1 & 2.</p> <p>My comments are based on safety concerns due to the pinch point of the sharp bend and also because I cannot see the need for more parking in Spinney Drive. There are a large amount of available car parking spaces in the communal car parks in the village that are unused.</p>	<p>There is a balance to be had to ensure residents and their visitors have access to some on-street parking.</p> <p>It is accepted that there are communal car parks, however, residents will always prefer to park near their homes.</p> <p>The available parking in the communal car-parks is limited, in general they are full during the hours of 10am to 3pm.</p>
5	<p>I support the proposal to install DYLS on Spinney Drive though I would prefer it if the lines are extended up to the boundary of Nos. 1 & 2 for the following reasons:</p>	<p>There is a balance to be had to ensure residents and their visitors have access to some on-street parking.</p>

	<ul style="list-style-type: none"> Spinney drive is a narrow cul-de-sac with a pinch point on the bend adjacent to No.1 Allowing parking outside No.1 will make it difficult for the residents of No.1 to exit their drive in reverse 	<p>The accessibility of No.1 has been taken into account through the extension of the proposed DYs to 3m past their dropped kerb.</p> <p>Reversing into the driveway instead of out would afford the resident better visibility during the manoeuvre.</p>
6	<p>I wish to object to the proposed DYs in the turning head on Poplar Close for the following reasons:</p> <p>I and my neighbours are not aware of any need for this.</p> <p>The space in question is near or adjoining elderly residents who receive regular visits from carers needing temporary access.</p> <p>The street is already congested and limiting visitor parking in this way will just create more pressure. Parking has already spread to grass verges and has been further limited by the provision of a disabled bay (for a property that has its own driveway).</p> <p>It would be more sensible to install DYs around the junction of Poplar Close and Shelford Park Av where commuter parking impedes visibility for drivers using that corner.</p> <p>From a practical point of view how are these restrictions going to be enforced? The Council in its recorded meetings has already acknowledged an inability to address recurrent parking offences in the main village high street. Surely that should be the priority.</p>	<p>The DYs have been proposed to ensure the turning head is effective and useable.</p> <p>The effect on parking provisions will be minimal. There are few areas where on street parking is restricted in the immediate area so alternative parking should be relatively easy to come by within a short walking distance.</p> <p>See above.</p> <p>Though the property that uses the disabled bay has a driveway, said driveway may not be suitable for disabled access.</p> <p>Noted, though this is outside the scope of this project.</p> <p>Deployment of resources for enforcement is a matter for the Police who have been consulted. That being said, the public tend to have a good understanding of DYs and they therefore tend to be relatively self-enforcing.</p>
7	<p>I wish to object to the proposed DYs in the turning head on Poplar Close for the following reasons:</p> <p>The road experiences a low level of vehicular traffic with few pedestrians and</p>	<p>The DYs have been proposed to ensure the turning head is effective and useable. They wouldn't have been proposed if parking in the turning head hadn't been raised as an issue.</p> <p>There are few areas where on street parking</p>

	<p>even less cyclists. There are no junctions and it is not served by any public transport vehicles meaning there is no particular danger.</p> <p>Additionally, despite cars parking in the turning head, the area is large enough for cars and delivery trucks to turn around.</p>	<p>is restricted in the immediate area so alternative parking should be relatively easy to come by within a short walking distance.</p>
8	<p>I wish to object to the proposed DYLS in the turning head on Poplar Close for the following reasons:</p> <p>The area in question is a no through road and has a non-existent flow of traffic except for the occasional vehicle requiring to turn around.</p> <p>Problems with vehicles turning round have not been witnessed despite cars parking in the turning head.</p>	<p>The DYLS have been proposed to ensure the turning head is effective and useable. They wouldn't have been proposed if parking in the turning head hadn't been raised as an issue.</p> <p>There are few areas where on street parking is restricted in the immediate area so alternative parking should be relatively easy to come by within a short walking distance.</p>
9	<p>I support the proposal to install DYLS in the turning head on Poplar Close as I find that cars parked in the turning head can at times be a serious hindrance and obstruction.</p>	<p>Noted.</p>
10	<p>I wish to object to the proposed DYLS on the S/SW side of Chaston Road for the following reasons:</p> <p>In my experience the cars that are parked here do not cause any obvious problems* (any problems that do exist may disappear if restrictions are allowed on the N/NE side).</p> <p>* It may be that the corner adjoining the railway and adjacent to 1 Grain Close requires double yellow lines.</p> <p>The cars currently parked on the south side of Chaston Road will only be parked elsewhere*, if these cars are parked in Orchard Way where will visitors to Hills View be able to park within a reasonable distance?</p> <p>I would also like it noted that I cycle</p>	<p>The DYLS have been proposed in the interest of safety for cyclists (improving visibility round the bend and limiting the possibility of conflict between cyclists and other vehicles), to improve visibility at junctions / accesses and to prevent the chicane effect that sometimes occurs.</p> <p>Noted, though the safety of road users outweighs the desire to maintain parking near residences.</p>

	regularly along Chaston Road to access the cycle path to Cambridge.	
11	<p>I wish to object to the proposed DYLS on Chaston Road for the following reasons:</p> <p>Those that currently park on the southern side of Chaston Road to commute to work will now move to the northern end i.e. this will improve conditions for residents in one area by making conditions worse for residents further down the road.</p> <p>Residents north of the Grain Close entrance have already had issues with commuters parking in such a way that they cannot park near their house and this will simply make matters worse.</p> <p>I suggest that more focus is given to improving safety. Increasing the spaces between cars parked on opposite sides of the road and adding DYLS around junctions.</p>	<p>Noted, though how it affects other residents will not be known until the restrictions are implemented. The Parish will monitor the situation and will no doubt apply for amendments should they be deemed necessary.</p> <p>Again noted, though there is an ongoing problem with no clear solution, the Parish are simply seeking to address safety concerns as they arise. Note, though parking on the public highway is permitted there is no priority.</p> <p>The DYLS have been proposed in the interest of safety for cyclists (improving visibility round the bend and limiting the possibility of conflict between cyclists and other vehicles), to improve visibility at junctions / accesses and to prevent the chicane effect that sometimes occurs.</p>
12	<p>I wish to object to the proposed DYLS on Chaston Road for the following reasons:</p> <p>Visitors of Acacia Court rely on Chaston Road to pick up and drop off their parents / grandparents. For the residents that are disabled or wheelchair bound this will make things very hard for them.</p> <p>There are a lot of residents that were not informed of this proposal by letter or any other means.</p>	<p>Drivers may stop on DYLS to pick-up and set down passengers. Alternatively disabled badge holders may park on DYLS for a period of 3 hours.</p> <p>The proposals were advertised in the local paper and notices were put up on site (4 notices in total affixed to the lamp posts). Letters were also sent to the residents whose properties front onto Chaston Road. Letters were not sent to all residents of Acacia Court on account of the onsite parking provisions and the assumption that on street parking was not heavily relied upon. To account for this oversight all objections received after the consultation end date (such as this one) have been taken into consideration.</p>

13	<p>I would like to object to the proposed DYLS on Chaston Road for the following reasons:</p> <p>There is a Sheltered Housing estate (Acacia Court) on Chaston Road consisting of 49 bungalows & flats with very limited parking for the elderly tenants.</p> <p>I am concerned that by putting DYLS down Chaston Road will simply move the problem elsewhere. Some of the people parking in Chaston Road are using the train or cycle path, they will still need to park somewhere.</p> <p>The tenants are concerned that commuters will park in our car parks, which we cannot enforce. Leaving residents with poor mobility having to park some distance away from their property.</p> <p>Chaston Road is a no through road so it doesn't experience heavy traffic usage.</p> <p>The private properties all have their own driveways so the people that will be most affected are the elderly, disabled tenants.</p> <p>We have no objection to DYLS down one side of the road, as we can understand the difficulty for cyclists, however, we are concerned of the effect the DYLS will have on the medical people / carers visiting the tenants.</p>	<p>Noted. Since the proposal was put forward staff working at the SCDC hub have learnt that they have 4 allocated parking spaces in the car-park opposite Acacia Court, there are also ongoing investigations as to where there are in fact another 4 spaces available to Acacia Court in the same car-park</p> <p>Noted, though commuter parking is an ongoing problem with no clear solution.</p> <p>Noted.</p> <p>Chaston Road provides access to a popular commuter route for cyclists and provides access to Orchard Road, Macauley Avenue etc. The current parking arrangement obscures visibility round the bends for all road users.</p> <p>Accepted, though it has been identified that there is a safety issue and these restrictions seek to address this. Additionally, though parking on the public highway is permitted there is no entitlement.</p> <p>The DYLS on the northern side of the road have been proposed to address parking on the inside of the bends and around junctions / accesses. The DYLS on the southern side have been proposed to ensure cars do not park opposite junctions or parked cars or on the outside of the bends. DYLS on one side of the road only would lead to unsafe parking.</p>
14	<p>I wish to object to the proposed DYLS on Chaston Road and Hinton Way for the following reasons:</p>	

	<p>If there are any obstructions that prevent access to Hills View (which unfortunately does happen quite frequently) we rely on Hinton Way to park somewhat near our property.</p> <p>The DYLS across the access to Hills View are already abused by delivery drivers or people popping into the post office, resulting in residents being stuck until they move or having to find alternative parking arrangements. I am concerned that the proposed DYLS will only increase this occurrence.</p> <p>Some residents are disabled and or require regular visits from health-care professionals.</p> <p>I can see the reasoning behind the restrictions on Hinton Way, to ensure free access to the Post Office car park, but I cannot understand the reasoning for adding such restrictions to Chaston Road. Many residents are older people who require to be collected of have care staff visit. Such extensive restrictions will only push the problem elsewhere (some of which to the Hills View access).</p> <p>Given the problems with parking in the center of the village and around the school it seems quite heavy handed to restrict a residential area to such an extent.</p>	<p>Noted.</p> <p>Disabled badge holders can park on DYLS for up to 3 hours and they can park in the limited waiting parking bay outside Nos. 29 and 31 Hinton Way without restriction.</p> <p>Chaston Road provides access to a popular commuter route for cyclists. Additionally, Chaston Road is not wide enough to support parking and two way traffic flow at the same time. Parking is currently obscuring visibility for cyclists and is often resulting in an unwanted chicane effect.</p> <p>Acacia Court is a private housing estate with its own parking provisions for residents. Additionally, though parking on the public highway is permitted, there is no entitlement.</p> <p>Stopping to pick up / set down passengers is permitted on DYLS.</p>
15	<p>I wish to object to the proposed DYLS on Hinton Way, Chaston Road and Leeway Avenue for the following reasons:</p> <p>Houses on Hills view have only a narrow single track lane as means of access to Hinton Way. Each household has enough space to park one car outside their house (should they have one) but there is not enough room to park or manoeuvre a second. Some residents are disabled and</p>	<p>Noted.</p> <p>Disabled badge holders can park on DYLS for</p>

	<p>or require regular visits from health-care professionals so I would describe the availability of accessible on-street parking on this part of Hinton Way as a communal need for the Hills View residents.</p> <p>Since 2017, when the first phase of parking restrictions were introduced in the Hinton Way area, we have been reasonably happy with the results because the stretch of roadside between Hills View and Orchard Rd (NW side) was kept clear of restrictions.</p> <p>Our concern is that residents will have to park further from their homes on account of the Hinton Way restrictions and will face more pressure from those that would normally park on Chaston Road and Leeway Avenue.</p>	<p>up to 3 hours and they can park in the limited waiting parking bay outside Nos. 29 and 31 Hinton Way without restriction. Though parking on the public highway is permitted, there is no entitlement.</p> <p>Noted.</p> <p>Noted, though there is no entitlement or priority when it comes to parking on the public highway.</p>
16	<p>I wish to object to the proposed DYLS on Hinton Way for the following reasons:</p> <p>The occasional parked car helps to maintain the speed of traffic along the road.</p> <p>I believe that a clear run through, particularly past the Post Office and Kash store, will lead to an increase in vehicle speeds and with the many schoolchildren crossing to reach the Kash store it will result in a fatality.</p> <p>Should you insist on have this route completely clear then it must be done in conjunction with a speed limit reduction to 20mph.</p> <p>I note that the residents of Mingle Lane enjoy a 20mph speed limit. It therefore strikes me as extraordinary that this isn't applied opposite the Post Office where there is a much higher likelihood of an accident.</p> <p>A few parked cars would help to reduce speeding along this stretch but if it isn't possible then we should have a speed limit</p>	<p>Accepted.</p> <p>The restrictions could result in increased vehicle speeds but there is no way of telling until they are implemented. The parish have means of recording speed data in the area so will be able to monitor the situation and propose changes as they see necessary. Note, the restrictions will have the benefit of improving visibility for those wishing to cross.</p> <p>Reducing the speed limit alone will not guarantee compliance.</p> <p>20mph speed limits / zones are only considered in areas where the mean speed of traffic is 24mph or lower. Considering this is not the case for Hinton Way traffic calming would first be required – costly and ultimately outside the scope of this project.</p> <p>Accepted, though at the cost of limiting the flow of traffic. Also, parked vehicles often lead to speeding as frustrated motorists try to</p>

	<p>reduction and or speed camera or even some speed limiting furniture.</p> <p>Improving traffic flow along Hinton Way will encourage even more traffic to use Hinton Way as an access to Cambridge.</p>	beat the level crossing.
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