

TABLE 1

<u>No</u>	<u>Resident/Business owner</u>	<u>Objection/supporter</u>	<u>Comments</u>	<u>Officer Comments</u>
1	Resident & business owner	Objection	<ul style="list-style-type: none"> Object to the removal of parking side roads are full and wont take any further traffic 	See paragraph 1.5
2	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> Unsatisfactory distance residents will be required to walk to and from cars. Commuters are currently occupying the available space in the side roads 	<ul style="list-style-type: none"> Residents of Histon Road are likely to need to walk further during the day, although parking will be available on Histon Road between 18.30 and 7.00 See 1.5
3	Resident (Linden Close)	Objection	<ul style="list-style-type: none"> Loading restrictions and parking flouted outside of Nasreen Dar Histon Road is tidal congestion due to terminal junctions Disagrees with reducing available road width for vehicles for other users along the length of Histon Road 	<ul style="list-style-type: none"> This may still happen. The restriction will be enforced in accordance with County Council practice The junctions do cause queues at either end of the link but observations also indicated that the general mix of traffic and parking contributes to delays See 2.6
4	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> Object to parking being removed Unsatisfactory distance residence will be required to walk to and from cars. 	<ul style="list-style-type: none"> Residents of Histon Road are likely to need to walk further during the day, although parking will be available on Histon Road between 18.30 and 7.00 See paragraph 1.5

5	City Councillor	Objection	<ul style="list-style-type: none"> • Bus service will not benefit as the traffic will bottleneck at Victoria Road • Increasing the road width with increase the speed of vehicle and be a danger to cyclists • Severe knock on effect to current residents' parking in side streets • Disastrous to local businesses. 	<ul style="list-style-type: none"> • The junctions do cause queues at either end of the link but observations also indicated that the general mix of traffic and parking contributes to delays • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed • See paragraph 1.5 • The scheme attempts to offset the loss of pay and display parking by providing additional controls in Linden Close on the lay-by in Histon Road
7	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • Increasing the road width with increase the speed of vehicle and be a danger to cyclists • Side streets are currently full during the evenings and weekends. 	<ul style="list-style-type: none"> • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed • See paragraph 1.5

8	Resident (Canterbury Street)	Objection	<ul style="list-style-type: none"> Disagrees with proposal as side roads are far to narrow to be taking the extra amount of traffic 	<ul style="list-style-type: none"> See paragraph1.5
9	Resident (Canterbury Street)	Objection	<ul style="list-style-type: none"> Not adequate parking if you add the additional Histon Road users. Comment on local pinch point scheme for Canterbury Street to make local roads better for residents, no through traffic 	<ul style="list-style-type: none"> See paragraph1.5 Pinch point scheme is a local scheme, potentially funded by Cambridge City Council. It can progress, if appropriate. However it will have minimal impact on parking changes.
10	Resident (Canterbury Street)	Objection	<ul style="list-style-type: none"> Possible devaluation of housing if the scheme goes ahead. Availability of parking for Canterbury Street residents is reduced Widening or better traffic light phasing should be considered at the junctions instead of the proposal. 	<ul style="list-style-type: none"> The primary function of the highway is the movement of traffic. Parking on the highway cannot be guaranteed. See paragraph1.5 There is limited space for widening at the junctions and timings are optimised. Further options are being considered. Observations also indicated that the general mix of traffic and parking contributes to delays
11	Resident (Priory Street)	Objection	<ul style="list-style-type: none"> The proposal will create extra congestion in already very narrow streets(Canterbury Street and Benson Street) Additional Pedestrian crossing should be looked at near to Nasreen Dar. 	<ul style="list-style-type: none"> See paragraph1.5 Will be considered in the context of other highway priorities

12	Business	Objection	<ul style="list-style-type: none"> • No provision has been made for business users to park. • Increasing the road width with increase the speed of vehicle and be a danger to cyclists • Clearer Roads in favour of shutting smaller businesses. 	<ul style="list-style-type: none"> • The scheme attempts to offset the loss of pay and display parking by providing additional controls in Linden Close and on the lay-by in Histon Road • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed
13	Unknown	Objection	<ul style="list-style-type: none"> • Objects against the council ignoring the majority vote. 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives.
14	Resident (Linden Close)	Objection	<ul style="list-style-type: none"> • Objects against the council ignoring the majority vote. • Linden Close already overburdened with commuters parking • The current parking at Linden Close will be displaced by Pay and display parking. 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives • Controls will deter long stay commuters • Some displacement may occur

15	Arbury Ward Councillors	Objection	<ul style="list-style-type: none"> • Objects against the council ignoring the majority vote. • Not adequate parking in the Benson area if you add the additional Histon Road users. • The current parking at Linden Close will be displaced by Pay and display parking. • Businesses have concerns over loss of custom due to removal of parking 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives. • See paragraph 1.5 • The scheme attempts to offset the loss of pay and display parking by providing additional controls in Linden Close on the lay-by in Histon Road
16	Resident (Linden Close)	Objection	<ul style="list-style-type: none"> • Doesn't agree that there is a ringing endorsement for the scheme. 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives
17	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • Objects against the council ignoring the majority vote. • Surrounding residential streets will not be able to cope with the level of parking required. 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives • See paragraph 1.5

18	Business	Objection	<ul style="list-style-type: none"> • Objects against the council ignoring the majority vote. • Business will suffer if not close because of the proposals • Relocating the pay and display will not help their elderly and disabled customers. • The current parking at Linden Close will be displaced by Pay and display parking. • Increasing the road width with increase the speed of vehicle and be a danger to cyclists 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives • The scheme attempts to offset the loss of pay and display parking by providing additional controls in Linden Close on the lay-by in Histon Road • The existing pay and display is not provided outside all businesses • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed
19	Resident (Warwick Road)	Single Objection with 61 signatures	<ul style="list-style-type: none"> • Nothing being done to alter amount of traffic flowing in a single lane in either direction. • No mention about the displacement of parking into the side roads 	<ul style="list-style-type: none"> • Histon Road is key radial route in the road network and is necessary to carry all traffic • See paragraph 1.5

20	Unknown	Objection	<ul style="list-style-type: none"> • Disagrees with the proposals for the Gilbert Road junction and feels that better cycle lanes are need, using adjacent land. • Advanced cycle stop lines don't work and should be removed • Agrees with cycle lanes along Histon Road Length removal of the parking. 	<ul style="list-style-type: none"> • Removed from proposals, see paragraph 2.6 • Advanced stop lines are a well tested measure providing benefits for cyclists • Advisory lanes along Histon Road are Part of the proposals
21	Unknown	Objection	<ul style="list-style-type: none"> • Surrounding residential streets will not be able to cope with the level of parking required. • Unsatisfactory distance residence will be required to walk to and from cars. • Widening the actual Road space will bring articulated vehicles and busses within 2 metres of the frontages of houses and the path and believe that this could cause a safety issue. • Traffic delays are caused by the signals junctions • Objects against the council ignoring the majority vote. 	<ul style="list-style-type: none"> • See paragraph 1.5 • Residents of Histon Road are likely to need to walk further during the day, although parking will be available on Histon Road between 18.30 and 7.00 • Vehicles do not tend to drive closer to the kerb than necessary. Cycle lanes will provide a deterrent to driving close to the kerbs • The junctions do cause queues at either end of the link but observations also indicated that the general mix of traffic and parking contributes to delays • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives

22	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • No consideration given to daytime parking on Histon Road • Proposal will further isolate the elderly • Traffic problems stem from terminal junctions 	<ul style="list-style-type: none"> • The restrictions are proposed when parking has the greatest impact on traffic movements • The impact on some groups may be felt more by some groups. • The junctions do cause queues at either end of the link but observations also indicated that the general mix of traffic and parking contributes to delays
23	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • Strongly objects as there is no clear support of the scheme • Increasing the road width with increase the speed of vehicle and be a danger to cyclists 	<ul style="list-style-type: none"> • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed
24	Resident(St Christopher's Ave)	Support	<ul style="list-style-type: none"> • Pleased to see that we are proposing parking limitations because the road is narrow and carries heavy traffic. 	

25	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • Objects against a flawed proposal as it fails to meet the needs of the road users. • Believe that proposals don't address congestion and safety issues. • Proposal will have severe detrimental impact on businesses and residents. • Community's input has been ignored 	<ul style="list-style-type: none"> • The proposals should improve conditions for all road users and improve journey times • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed • The scheme attempts to offset the loss of pay and display parking for businesses by providing additional controls in Linden Close on the lay-by in Histon Road. Residents of Histon Road are likely to need to walk further during the day, although parking will be available on Histon Road between 18.30. Also see paragraph 1.5 • Consultation cannot be considered as a vote, information gathered helps to shape the scheme but a decision has to be made on the basis of achieving strategic objectives
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26	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • Removing existing parking will cause issues for blue badge holders • Increasing the road width will increase the speed of vehicles • Traffic problems stem from terminal junctions 	<ul style="list-style-type: none"> • Disabled badge holders may park for up to 3 hours is at times when loading is not prohibited • The provision of advisory cycle lanes will provide protection for cyclists and highlight their presence to drivers. They should also make the route feel constrained which will help to control speed • The junctions do cause queues at either end of the link but observations also indicated that the general mix of traffic and parking contributes to delays
27	Resident (Histon Road)	Objection	<ul style="list-style-type: none"> • Disagrees that the level of traffic on Histon Road is any more of an issue than any other road in the City. 	<ul style="list-style-type: none"> • Histon Road is one of the few radial routes on which significant parking is permitted