

# CAMBRIDGE CITY JOINT AREA COMMITTEE



**Date: Tuesday, 07 June 2016**

**Democratic and Members' Services**

Quentin Baker

LGSS Director: Law and Governance

**16:30hr**

Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

**Kreis Viersen Room**

**Shire Hall, Castle Hill, Cambridge, CB3 0AP**

## AGENDA

Open to Public and Press

### **1 Election of Chairman/woman for the municipal year 2016-17**

*The Chairman/woman of the Committee alternates between the two authorities on an annual basis, and is elected by the members of the Committee.*

*As a City Councillor chaired the Committee in 2015-16, the Committee is asked to elect a Chairman/woman for 2016-17 from the County Council members of the Committee.*

### **2 Election of Vice-Chairman/woman for the municipal year 2016-17**

*The Vice-Chairman/woman is elected by the Committee from the Council that does not hold the chair. For 2016-17, the Vice-Chairman/woman is to be drawn from the City Council members of the Committee.*

### **3 Apologies**

### **4 Declarations of Interest**

### **5 Minutes of the meeting held 26th January 2016**

**5 - 8**

<b>6</b>	<b>Petitions</b>	
<b>7</b>	<b>Parking policy review</b>	<b>9 - 16</b>
<b>8</b>	<b>Traffic Regulation Order objections associated with Church End and Rosemary Lane, Cherry Hinton, Cambridge</b>	<b>17 - 26</b>

The Cambridge City Joint Area Committee comprises the following members:

Councillor Kevin Blencowe (Chairman)

Councillor Donald Adey Councillor Dave Baigent Councillor Gerri Bird Councillor Richard Robertson and Councillor Damien Tunnacliffe Councillor Edward Cearn's Councillor Noel Kavanagh Councillor Ian Manning Councillor Jocelynne Scutt Councillor Amanda Taylor and Councillor Ashley Walsh

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

Clerk Name: Ruth Yule

Clerk Telephone: 01223 699184

Clerk Email: [ruth.yule@cambridgeshire.gov.uk](mailto:ruth.yule@cambridgeshire.gov.uk)

The County Council is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens. These arrangements operate in accordance with a protocol agreed by the Chairman of the Council and political Group Leaders which can be accessed via the following link or made available on request: <http://tinyurl.com/ccf-film-record>.

Public speaking on the agenda items above is encouraged. Speakers must register their intention to speak by contacting the Democratic Services Officer no later than 12.00 noon three working days before the meeting. Full details of arrangements for public speaking are set out in Part 4, Part 4.4 of the Council's Constitution <http://tinyurl.com/cambs-constitution>.

The Council does not guarantee the provision of car parking on the Shire Hall site and you will need to use nearby public car parks <http://tinyurl.com/ccc-carpark> or public transport



**CAMBRIDGE CITY JOINT AREA COMMITTEE: MINUTES**

**Date:** Tuesday 26th January 2016

**Time:** 4.30pm –5.35pm

**Present:** County Councillors Cearns, Kavanagh, Manning, Scutt, Taylor and Walsh;  
City Councillors Blencowe, Price (alternating for Cllr A Smith), Ratcliffe,  
Robertson, C Smart and Tunnacliffe

**Apologies:** City Councillor A Smith

**26. DECLARATIONS OF INTEREST**

Councillor Scutt declared an interest in agenda item 4 (minute 29) as an alumna of Lucy Cavendish College, Lady Margaret Road.

**27. MINUTES OF THE MEETING HELD ON 14th JULY 2015**

The minutes of the meeting held on 14th July 2015 were agreed as a correct record and signed by the Chairman.

**28. PETITIONS**

None

**29. TRAFFIC REGULATION ORDERS OBJECTIONS ASSOCIATED WITH ALBION ROW, CAMBRIDGE**

The Committee received a report on objections received to the Traffic Regulation Order (TRO) associated with Albion Row. Members noted that objections to the TRO centred on the perceived loss of parking, but there would be no overall loss of residents' parking spaces. Concerns had been expressed about a disabled resident who needed to park close to their home, but a reply would be sent by email giving more information.

In the course of discussion, Members

- sought further information about the disabled parking issue. Officers advised that holders of blue badges were permitted to park in certain areas as part of the disabled parking scheme, but there would be a reduction in parking outside the residence of this particular disabled person, who did not have a personal disabled parking bay
- commented that the equality and diversity implication of the impact of the proposal on this resident should have been cited in the report and asked officers to seek a way forward on the resident's concerns
- noted that two of the ward Councillors had expressed support for the scheme
- suggested that it might be appropriate to include the Monday to Saturday timing of the residents' parking scheme when considering the parking policy review [agenda item 9, minute 31 refers]

- enquired whether the position of the proposed crossing would make it impossible to achieve Lucy Cavendish College's wish for a zebra crossing towards the Madingley Road end of Lady Margaret Road. Officers advised that any proposal for another crossing would have to be assessed separately.

It was resolved unanimously to:

- a) Approve and make the order as advertised;
- b) Inform the objectors accordingly.

### **30. CITY LOCAL HIGHWAY IMPROVEMENT MEMBER PANEL ARRANGEMENTS**

The Committee received a report seeking a minor change to the way in which substitutes (County) and alternates (City) were nominated to the Local Highway Improvement (LHI) Member Assessment Panel. When the Cambridge City panel had been established in July 2015, named substitute and alternate members had been identified, but the situation had arisen recently of neither member nor substitute/alternate being available for a proposed meeting, which had led to considerable scheduling difficulties. To avoid this, it was proposed that members of the Cambridge City panel nominate their own substitute or alternate, as was the practice of LHI panels elsewhere in the county. Members noted that the substitute or alternate would be taken from the membership of the Joint Committee.

One Member reported that there had been concern about the nature of the LHI panel meetings, and a Freedom of Information request had been lodged about this. Clarity about the nature of the meetings was required; it was not clear from the County Council website whether they were held in public; if they were public meetings, people should be welcome to attend. Officers confirmed that the meetings of the Member Assessment Panel were open to the public to attend.

It was resolved by a majority to

- a) agree that substantive Local Highway Improvement Panel Members be authorised to nominate a substitute or alternate member, should they not be available to attend.

### **31. PARKING POLICY REVIEW**

The Committee received a report updating it on the proposed countywide parking review and presenting proposals for changes to on-street parking charges in Cambridge. Members noted that there was a revenue shortfall in comparison to the costs of the current scheme, and that there were large numbers of permits, and particularly of visitors' permits, in relation to the parking spaces available.

In discussion, Members welcomed the report as raising an important topic, but criticised it as failing to address various important issues, such as how input would be sought from local Cambridge people; some residents' associations were keen to give their views, and input should also be sought from other stakeholders, including current permit holders and all four Area Committees.

Members said that the parking review needed to take a broader look at the City's parking problems, not forgetting the context of consultations on City Deal schemes such as those in Milton Road and Histon Road. The extent of Cambridge's parking

difficulties, with for example no geographical break between the parking pressures affecting the city centre and those around Addenbrooke's Hospital, meant that consideration should be given to introducing a city-wide parking scheme, such as that in some other cities, including Oxford. A city-wide scheme might also have economies of scale in administration cost. There needed to be a process of research, review and consultation before arriving at a set of proposals.

Members pointed out some current difficulties with parking, citing the consequences for local residents of there being unrestricted parking in residents' bays on Sundays, and the lack of arrangements for visiting tradespeople, such as a traders' pass permitting parking in residents' bays in the daytime. It was also suggested that greater use should be made of IT solutions rather than paper-based permits, and that the aims of the policy ought to include ensuring ecological travel and making streets safe for drivers, cyclists and pedestrians. Members also expressed appreciation for the difficult situation in which officers found themselves, given the need to find substantial savings in expenditure, but urged that saving money should not be the sole aim of the parking policy review.

The Chairman suggested that far more work needed to be done to give a sound basis on which to make a recommendation to the Highways and Community Infrastructure Committee. A member working group should be formed to assist with developing proposals in more detail, with a view to a revised scheme starting in April 2017, rather than part-way through the financial year. After further discussion of how to proceed, it was proposed by Councillor Walsh and seconded by Councillor Blencowe that a member working group be established, with three City Members and three County Members. This proposal found broad support, as did the suggestion that a further report be brought to the Committee's next meeting to inform discussion of a wider scheme, the report to be developed with input from officers, working group and stakeholders. The Chairman thanked officers for their work so far.

It was resolved unanimously

- a) to defer decisions on the Committee's preferred option for on-street parking charges and on the introduction of the proposed non-refundable deposit
- b) to establish a member working group to examine options for on-street parking in Cambridge , with input from invited stakeholders
- c) that the working group be composed of three members each from Cambridge City Council and Cambridgeshire County Council
- d) that the members of the working group be County Councillors Kavanagh, Scutt and Taylor, and City Councillors Blencowe, C Smart and Smith
- e) that the individual members of the working group identify a substitute or alternate from amongst the membership of the Joint Committee should they be unable to attend a meeting
- f) that the next meeting of the Joint Committee receive a report setting out the working group's findings to date.

Chairman





**PARKING POLICY REVIEW**

**To:** Cambridge Joint Area Committee

**Meeting Date:** 7<sup>th</sup> June 2016

**From:** Executive Director: Economy, Transport & Environment

**Electoral division(s):** All

**Purpose:** To update Members on the progress of the Member Working Group for the resident parking policy review for Cambridge, seek endorsement of the Members Working Group Scope/Terms of Reference and consider the membership of the working group for the next municipal year.

**Recommendation:** The Committee is invited to

a) Endorse Cambridge Resident Parking Policy Working Groups Scope and Terms of Reference (appendix 1 & 2)

b) Review the membership of the working group for the next municipal year.

c) Nominate two City Councillors to sit on the working group.

<b><i>Officer contact:</i></b>	
<b>Name:</b>	Nicola Gardner
<b>Post:</b>	Parking Policy Manager
<b>Email:</b>	nicola.gardner@cambridgeshire.gov.uk
<b>Tel:</b>	01223 727915

## **1. BACKGROUND**

- 1.1 At the Cambridge Joint Area Committee (CJAC) meeting of the 24<sup>th</sup> January, it was decided that:
- a member working group would be established to examine options for on-street parking in Cambridge, with input from invited stakeholders.
  - the working group be composed of three members each from Cambridge City Council and Cambridgeshire County Council.
  - the members of the working group be County Councillors Kavanagh, Scutt and Taylor, and City Councillors Blencowe, C Smart and Smith.
  - the individual members of the working group identify a substitute or alternate from amongst the membership of the Joint Committee should they be unable to attend a meeting.
  - the next meeting of the Joint Committee receive a report setting out the working group's findings to date.
- 1.2 On the 15<sup>th</sup> March 2016 a report was presented to the County Council Highways and Community Infrastructure Spokes meeting. This report provided an update on the parking policy review work undertaken and the recommendations made at the CJAC meeting regarding both the parking policy review and the introduction of a Members Working Group.
- 1.3 The first meeting of the Cambridge City Members Working Group took place on the 24<sup>th</sup> March 2016.

## **2 MAIN ISSUES**

- 2.1 There were a number of issues addressed by the working group at this first meeting including:
- Establishing the group's scope, objectives, key tasks and deliverables.
  - Determining the method of engaging stakeholder groups, residents and resident associations.
  - Establishing a meeting schedule to maintain the momentum of the review.
  - Ensuring alignment with City Deal concepts and objectives.

## **3. THE WAY FORWARD**

- 3.1 The working group agreed to the attached Scope (Appendix 1) and Terms of Reference (Appendix 2).

3.2 A particular emphasis has been placed on engaging with local communities to ensure that the new Resident Parking Policy reflects and balances the evolving needs of those that live, work and visit Cambridge. Actions taken include:

- An initial survey was sent to a sample of residents and resident associations across Cambridge City to encourage and stimulate constructive ideas/suggestions that will help develop the new Resident Parking Policy. The closing date for the return of the survey was 22<sup>nd</sup> May 2016.
- A sample of the respondents will be invited to present their views at the next working group meeting. Further meetings will be arranged if required.
- A further survey will be sent to other stakeholder organisations that have a vested interest in parking controls within the City. These will include groups/organisations such as the University and tradespeople as the working group see this as key to the development of a comprehensive Resident Parking Policy.

The feedback from these surveys and meeting/s will be discussed and considered by the working group and will play a key role in helping to shape and form the recommendations for the new resident parking policy for Cambridge.

3.3 A provisional meeting schedule is being developed to review, discuss and address the working group's objective and bring together the groups recommendations.

3.4 Following the local elections held in May, the working group seeks an additional representative from the City Council to replace Catherine Smart and due to a change of Cambridge Joint Area Committee membership, a representative to replace Cllr Smith. This is to ensure parity of County – City member representation in accordance with the agreed Terms of Reference.

3.5 The Parking Policy Manager will continue to work closely with the City Deal Team and its partners to establish a joined up approach that assesses and optimises parking provision across Cambridge City. As part of this process City Deal consultants Mott MacDonald will be working with the Parking Policy Manager to undertake a comprehensive parking study which will look at how kerb space is currently utilised with a view to gaining a better understanding of the demands on parking throughout unrestricted residential areas. This work will form part of the Cambridge Access Study.

#### **4. ALIGNMENT WITH CORPORATE PRIORITIES**

##### **4.1 Developing the local economy for the benefit of all**

The development of a comprehensive parking policy will tackle congestion, enhance transport capacity and support economic growth.

#### 4.2 **Helping people live healthy and independent lives**

A balanced parking provision and Parking Policy will offer those with special needs real choices throughout the city along with access to alternative travel such as Park & Ride.

#### 4.3 **Supporting and protecting vulnerable people**

Careful consideration needs to be given to the number and location of blue badge holder bays to accommodate the needs of both residents' and visitors to Cambridge that hold valid badges.

### 5. **SIGNIFICANT IMPLICATIONS**

#### 5.1 **Resource Implications**

This proposal seeks to use resources to their maximum benefit.

#### 5.2 **Statutory, Risk and Legal Implications**

The Parking Policy review carries the following key risks:

- Failure to adequately manage on-street parking will increase congestion and undermine road safety.
- Failure to cover the cost associated with on-street parking management will have a negative impact on budgets.

These can be mitigated by:

- Implementing parking policies that keep traffic moving and reduce the risk of accidents on the road network.
- Apply suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

#### 5.3 **Equality and Diversity Implications**

There are no significant implications within this category.

#### 5.4 **Engagement and Consultation Implications**

The Cambridge Joint Area Committee will be consulted on the draft policies

#### 5.5 **Localism and Local Member Involvement**

Interaction with local Members, stakeholder groups and residents is essential to a robust policy meeting the needs of both Cambridge and Cambridgeshire.

#### 5.6 **Public Health Implications**

Reducing congestion, promoting the use of lower emission vehicles and encouraging the use of more sustainable travel options for visitors will have a positive impact on public health.

Source Documents	Location
Report to and minutes of Cambridge City Joint Area Committee 24 January 2016	<a href="http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=12721">http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=12721</a>

## **PARKING POLICY REVIEW CAMBRIDGE CITY MEMBER WORKING GROUP**

### **Scope Document**

#### **1. Projected Purpose statement**

To assist the County Council in refreshing and updating the Cambridge City Resident Parking Policy to address local priorities whilst achieving a consistent approach which could be adopted across the County.

#### **2. Background**

The first Parking Review Report was submitted to CJAC at the meeting held on 26<sup>th</sup> January 2016. The committee expressed a number of concerns predominantly regarding the level of detail contained within the report and officer's interaction with both Members and resident groups. It was felt that:

- The scope of the review should be widened taking into account the objectives/aims of The City Deal and look at the possibility of city wide residents parking scheme;
- There should be a greater emphasis on the use of new technology such as virtual permits;
- Residents and Members should be consulted on the Resident Parking Policy and have the opportunity to help mould the policy;
- Road safety should be considered and ecological, sustainable forms of travel encouraged.

A cross-authority member working group was established to examine the option for Resident parking in Cambridge City with the input of invited stakeholders. The aim of the group is ensure that recommendation made to H&CI has a sound basis.

#### **3. Objectives**

There are a number of key issues that need to be addressed as part of the resident parking review process. These include;

- 3.1 Reviewing the process involved in the introduction of new Resident Parking Scheme.
- 3.2 Reviewing the process involved in changing existing Resident Parking Schemes.
- 3.3 Reviewing the suitability/requirement/practicality of different permit types to best suit the needs of residents, their visitors, business/traders/tradespeople and essential users, such as carers.
- 3.4 Looking at a competitive permit pricing structure which offers value for money for residents and is cost neutral to the County Council.
- 3.5 Investigate new technologies such as 'virtual' permits

- 3.6 Encourage the use of more environmentally friendly vehicles and sustainable travel choices.
- 3.7 Managing the ever increasing demand on parking spaces within established resident parking schemes.
- 3.8 Consider the viability of a city wide parking scheme to manage the ever increasing on–street parking demand from non-residents.
- 3.9 Complement the aims/objectives of City Deal.

#### 4. Deliverables & Milestones

Agree and deliver final Resident Parking Policy recommendation at CJAC on 25<sup>th</sup> October 2016 for approval by H&CI on 8<sup>th</sup> November 2016.

<b>Milestone Date</b>	<b>Milestone No.</b>	<b>Milestone Description</b>
<b>7<sup>th</sup> June 2016</b>	<b>1</b>	<b>CJAC - Agree Terms of Reference &amp; Scope</b>
<b>26<sup>th</sup> July 2016</b>	<b>2</b>	<b>CJAC – Present progress report</b>
<b>25<sup>th</sup> October 2016</b>	<b>3</b>	<b>CJAC – Final Present of recommendations</b>
<b>8<sup>th</sup> November 2016</b>	<b>4</b>	<b>H&amp;CI - Authorisation</b>
<b>January 2017</b>	<b>5</b>	<b>Implementation</b>

#### 5. Group Members

Three members each from Cambridge City Council and Cambridgeshire County Council, Nicola Gardner (Parking Policy Manager) and Sonia Hansen (Traffic Manager)

**PARKING POLICY REVIEW  
CAMBRIDGE CITY MEMBER WORKING GROUP**

**TERMS OF REFERENCE**

**1. Purpose**

To assist the County Council in reviewing a County Wide Parking Policy by providing input and advice on parking-related issues in Cambridge city to ensure the Policy best meets community needs, assists business viability and is in keeping with Cambridge's historic environment.

**2. Key Tasks**

- 2.1 To review Resident Parking Policy issues, opportunities and solutions and seek local information/views to help develop the Resident Parking Policy.
- 2.2 To consider the impact of the Resident Parking Policy on residential neighbourhoods, local businesses/traders/tradespeople and provide feedback about proposed recommendations.
- 2.3 To consult with relevant stakeholder groups and resident associations.
- 2.4 To take account of national guidance, the impact on other strategies including Local Transport Policies and City Deal, and financial viability

**3. Membership**

- 3.1 Three members each from Cambridge City Council and Cambridgeshire County Council.

**4. Meeting Schedule**

- 4.1 To be determined.

**5. Officer Support**

- 5.1 The group will be supported by the Parking Policy Manager, Nicola Gardner.





**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH CHURCH  
END AND ROSEMARY LANE, CHERRY HINTON, CAMBRIDGE**

**To:** Cambridge City Joint Area Committee

**Meeting Date:** 7<sup>th</sup> June 2016

**From:** Executive Director: Economy, Transport & Environment

**Electoral  
division(s):** Cherry Hinton

**Forward Plan ref:** N/A                      **Key decision:** No

**Purpose:** To determine objections received to the proposed no waiting at any time traffic regulation order (TRO) and speed cushions in Church End and Rosemary Lane, Cherry Hinton

**Recommendation:** a) Determine the objections and approve the installation of the TRO and speed cushions as advertised and make the order.

b) Inform the objectors accordingly

<b><i>Officer contact:</i></b>	
Name:	Sonia Hansen
Post:	Traffic Manager
Email:	<a href="mailto:Sonia.Hansen@cambridgeshire.gov.uk">Sonia.Hansen@cambridgeshire.gov.uk</a>
Tel:	01223 743817

## **1. BACKGROUND**

- 1.1** Rosemary Lane is located off Coldham's Lane and leads into Church End (Appendix 1). At the western end of Church End and in Rosemary Lane there is a mixture of residential and business development. Vehicles requiring access to this area include articulated goods vehicles and car transporters. The route is also used as a 'rat-run' by drivers seeking to avoid the traffic signals at the Coldham's Lane/Cherry Hinton High Street junction.
- 1.2** Some residents have expressed concern for the speed and volume of traffic using the route, particularly in peak periods. There have been a number of damage only accidents in Church End.
- 1.3** A resident undertook a survey in 2014 and distributed 220 leaflets to residents and businesses located in Rosemary Lane and Church End and received 51 responses. 80% (40) of the respondents felt that traffic in Church End is very dangerous at times. The local County Councillor was subsequently successful in securing funding through the Local Highway Improvement initiative for the introduction of speed reduction measures on these roads.
- 1.4** Speed cushions are therefore proposed to be installed on Rosemary lane and Church End. Priority give way features were initially considered, but the alignment of the highway and location of private accesses means that there are no suitable locations for such features. In addition to the traffic calming, further parking restrictions are also proposed, in particular in the vicinity of junctions to protect the necessary visibility for vehicles negotiating the junction. (Appendix 2).

## **2. TRO PROCESS**

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert provides the opportunity for the public to formally object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on the 23<sup>rd</sup> December 2015. The statutory consultation period ran from 23<sup>rd</sup> December 2015 until 16<sup>th</sup> January 2016.

The statutory consultation resulted in seven objections and three comments, which are summarised in Appendix 3. There were no comments received from the emergency services.

- 2.3** On the basis of this analysis it is recommended that this Order is made, and the parking restrictions and speed cushions installed for the following reasons:
- To improve the visibility at junctions
  - To improve visibility along the road
  - To enable vehicles to traverse the cushion on their side of the carriageway
  - To reduce traffic speed
  - Improvement of general road safety

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

There are no significant implications for this priority.

#### **3.2 Helping people live healthy and independent lives**

There are no significant implications for this priority.

#### **3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

The necessary resources to progress this project have been secured through the Transport Delivery Plan.

#### **4.2 Statutory, Risk and Legal Implications**

The statutory process for this TRO and the implementation of the cushions has been followed.

#### **4.3 Equality and Diversity Implications**

There are no significant implications for this priority.

#### **4.4 Engagement and Consultation Implications**

The statutory consultees have been engaged – (County Councillor, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view at the Reception of Shire Hall, Castle Street, Cambridge CB3 0AP.

#### **4.5 Localism and Local Member Involvement**

The Local Member Cllr. Sandra Crawford has been consulted and has made no comments.

#### **4.6 Public Health Implications**

There are no significant implications within this category.

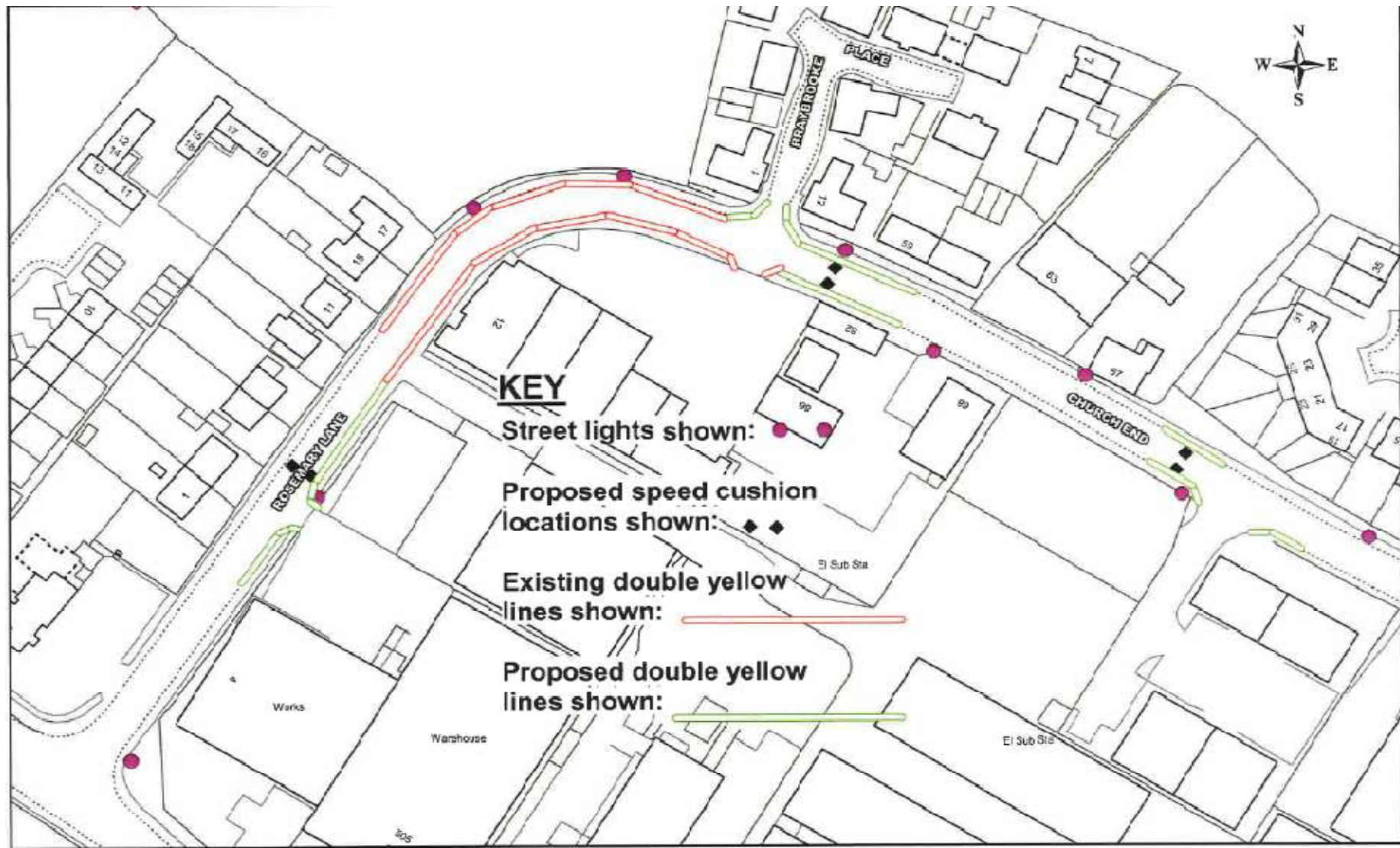
<b>Source Documents</b>	<b>Location</b>
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall, Castle Hill Cambridge, CB30AP

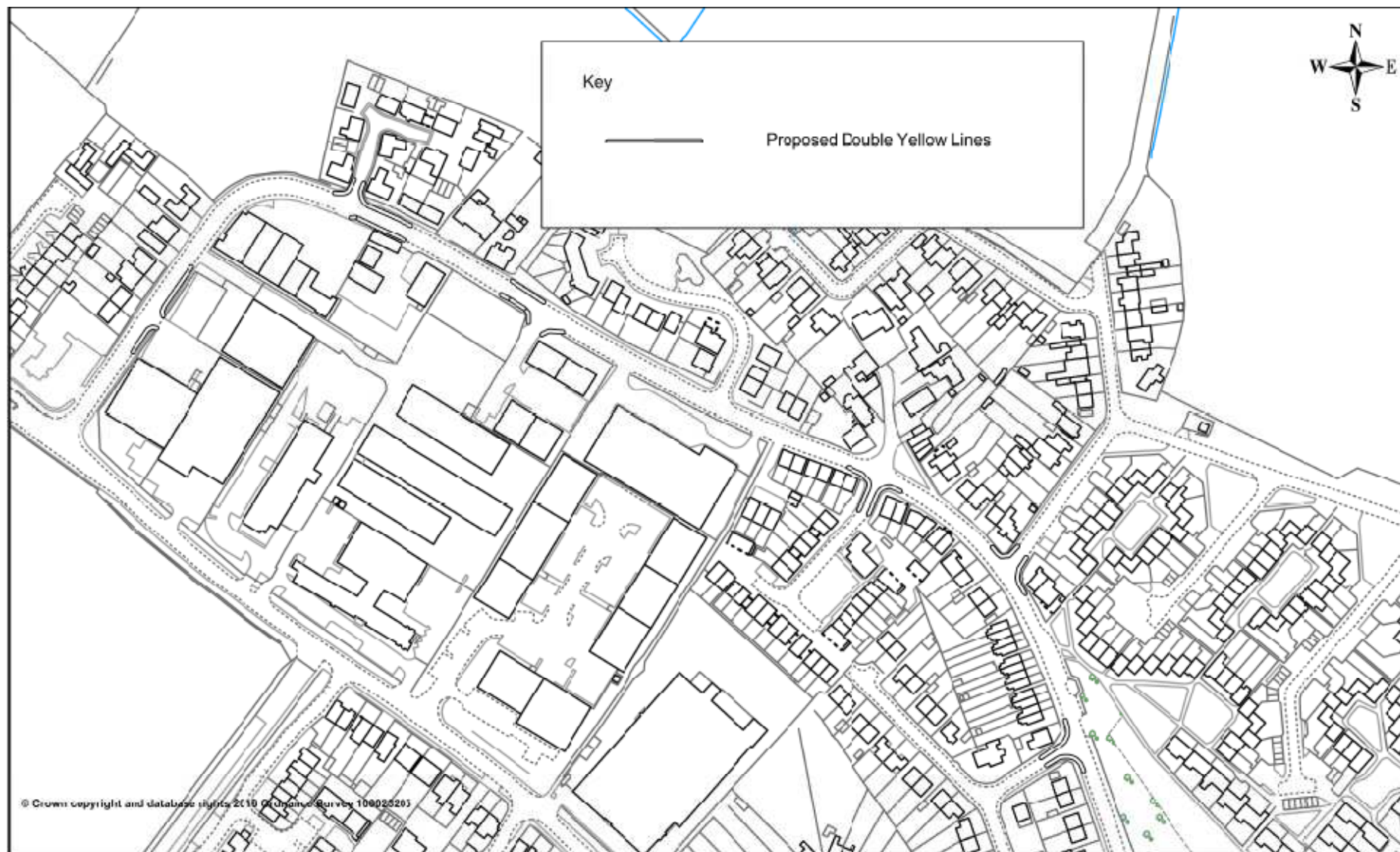
## APPENDIX 1 – OVERVIEW





## **APPENDIX 2 – LOCATION OF DOUBLE YELLOW LINES AND SPEED CUSHIONS**





## APPENDIX 3

	Comments or Objections	Officer's Response
1	<p>Objection.</p> <p>It appears the proposed speed cushion/hump will be located approximately outside our house, I believe the movement of vehicles over the obstruction, in particular road users who will have a total disregard for this and will continue to speed over the proposed speed restrictions, all actions creating unacceptable noise pollution outside our property particularly during the hours of darkness.</p> <p>The effect of this will be to reduce the speed of vehicles approaching the corner from Rosemary Lane into Church lane, the proposed position of the speed cushion/hump is clearly in the wrong location, as it will have a minimal effect and will need to be located closer to the approach of the corner.</p>	<p>Speed cushions have been shown to be effective at reducing overall traffic speeds when utilised correctly and not in isolation. There is no evidence that speed cushions will give rise to significant additional noise pollution. The axles of larger vehicles such as HCVs will span them.</p> <p>The location of the cushions has to take into account the proximity of existing access chambers in the carriageway and vehicular accesses as they cannot be located too close to these. The cushions also need to be located in close proximity to a street light.</p> <p>A road safety audit has been carried out on the proposed location of the cushions and identified no significant issues.</p>
2	<p>Objection.</p> <p>As cost is always going to be an issue, why do you propose expensive road narrowing? Road narrowing also frustrates drivers.</p> <p>The proposed speed cushion in Rosemary Lane is also ill thought out, traffic speed here is naturally controlled at both ends by the junction to Coldhams Lane and the large right hand turn at Church End.</p> <p>The proposed speed cushion at the Rosemary Lane end of Church End will indeed slow traffic entering from this direction but it will do nothing to deter speeders coming from the opposite direction who will have already passed the Neath Court</p>	<p>The carriageway narrowing at the cushion locations is required as the existing road means that there would be very wide gaps between the kerb and the edge of cushion which drivers may be tempted to drive through. The carriageway narrowing prevents this from happening.</p> <p>Inappropriate speed around the bend was identified as an issue by residents and local ward members and this pair of cushions will encourage reduced speeds.</p> <p>Funding for additional speed reduction measures has been secured through the Local Highway Improvement initiative and the length of Church End in the vicinity of the Neath Farm Court junction will be discussed with local ward members.</p>

Comments or Objections		Officer's Response
	<p>junction at high speed. It is clear that a speed cushion is therefore required on both sides of the approach to the Neath Court junction.</p> <p>It is clear that when cars are parked on the Neath Court junction corners, then visibility is limited but it is quite draconian to propose no parking in front of the houses no's 140 - 148.</p> <p>The visibility with cars parked in front of 140 - 148 is no different from that due to cars parked 138 - 128 but you are not proposing to double yellow line that area.</p> <p>Unfortunately it is not only the residents of no's 140 - 148 but also No's 139 - 143 who park there and as that includes myself, I'm wondering where that leaves me to park.</p>	<p>The proposals have been revised so that on street parking will be possible between house numbers 140-148 Church End.</p> <p>The reason for proposing the parking restriction outside properties 140-148 Church End is that for drivers trying to emerge from Neath Farm Court traffic travelling from this direction is the immediate source of conflict.</p> <p>The proposals have been revised so that on street parking will be possible between house numbers 140-148 Church End.</p>
3	<p>Objection.</p> <p>There would be an unacceptable level of noise emanating from traffic traversing the speed cushions which would be located directly outside our home.</p> <p>Guests would no longer be able to park in front of our property due to the location of the speed cushions.</p> <p>We would have to drive over the cushions regularly to get in and out of our driveway, this would damage our cars.</p> <p>If you narrow the road here and add speed cushions it would make the road unsafe as many large vehicles have to manoeuvre in the road to access the local businesses out onto the road here.</p>	<p>Speed cushions have been shown to be effective at reducing overall traffic speeds when utilised correctly and not in isolation. There is no evidence that speed cushions will give rise to significant additional noise pollution. The axles of larger vehicles such as HCVs will span them.</p> <p>Whilst it may no longer be possible to park directly outside the property alternative on street parking is available close by or in adjacent streets.</p> <p>There is no evidence of additional damage caused to vehicles by the introduction of speed cushions.</p> <p>The overall benefits of slower speeds in the area will offset any issues caused to the manoeuvring of large vehicles in the street.</p>



Comments or Objections		Officer's Response
	The speed cushions should be moved towards the corner where it will be more effective.	The location of the cushions has to take into account the proximity of existing access chambers in the carriageway and vehicular accesses as they cannot be located too close to these. The cushions also need to be located in close proximity to a street light.
4	<p>Objection.</p> <p>I object to the positioning of one of the speed cushions in that it will be located directly outside my bedroom window.</p>	The location of the cushions has to take into account the proximity of existing access chambers in the carriageway and vehicular accesses as they cannot be located too close to these. The cushions also need to be located in close proximity to a street light. There is no evidence that speed cushions will give rise to significant additional noise pollution.
5	<p>Objection.</p> <p>I object to the position of the speed cushions which will be directly outside the entrance to my branch. They will cause a lot of complaints especially when articulated lorries roll over the top of them constantly creating noise.</p>	With schemes of this nature there are often compromises to be made and in this instance the trade-off of reduced speed versus a potential slight increase in noise at times is considered to be acceptable.
6	<p>Objection.</p> <p>These restrictions are watered down from the original and will not solve the problems experienced by other road users and pedestrians.</p>	The revised proposals take into account comments raised during the informal consultation process.
7	<p>Objection.</p> <p>The proposals for parking restrictions in Neath farm Court have been revised, the new proposals will not solve the problems of existing blind spots caused by inconsiderate car parking in the area.</p> <p>The number of speed cushions are excessive, 2 sets may be necessary but not 3. The eastern most set of cushions is unnecessary and will cause an excessive amount of parking restrictions.</p>	<p>The revised proposals take into account comments raised during the informal consultation process.</p> <p>Speed humps used in isolation have proven to be ineffective. The number proposed will ensure greater compliance with the existing speed limit.</p> <p>It is intended to provide further speed reduction measures to compliment these</p>

Comments or Objections		Officer's Response
	We suggest creating more off-street parking to mitigate against the displacement of parking that will likely occur due to these new restrictions.	with the funding secured from the 2016/17 Local Highway Improvement initiative.  Creating off-street parking is outside the remit of this project. The County Council does not have an obligation to create off-street parking facilities or the budget to do so.
8	<p>Comments.</p> <p>More double yellow lines are needed at the junction of Neath Farm Court and Church End. Coming out of the road it is completely blind on the left hand side.</p>	<p>The proposals take into account comments made during the informal consultation process.</p> <p>The properties to the left have no off street parking facilities so prohibiting parking here would lead to this being displaced elsewhere.</p>
9	<p>Comments</p> <p>The proposals do nothing to resolve the ongoing problem of traffic travelling westwards being forced into the path of traffic coming from the city direction.</p>	This is no different to many other roads where there is on street parking. Drivers have to utilise areas where they can pull in to allow oncoming vehicles through.
10	<p>Comments</p> <p>Very disappointed to see that double yellow lines won't extend to our dwelling (125-131 Church End). People from Neath Farm already encroach onto our exit to the highway and this will only get worse</p>	A number of comments were received that suggested that parking restrictions were not required in this area and the proposals reflect this.