

Report Title: Traffic Regulation Order objections associated with the proposed waiting restrictions on Belmore Close, Thirleby Close and Harding Way, Cambridge.

To: Cambridgeshire County Council's Traffic Manager and the Local Member(s) representing electoral division below.

Meeting Date: 9th December 2020

From: Executive Director: Place & Economy

Electoral division(s): Local Member representing Arbury division, Cambridge

Key decision: No

Outcome: To determine the objections received to the proposed waiting restrictions on Belmore Close, Thirleby Close and Harding Way, Cambridge

Recommendation: a) Approve the proposed waiting restrictions as advertised on Belmore Close and as amended on Thirleby Close and Harding Way.
b) Inform the objectors accordingly

Officer contact:

Name: Sonia Hansen
Post: Traffic Manager
Email: Sonia.Hansen@cambridgeshire.gov.uk
Tel:

Member contacts:

Names: Cllr Jocelynne Scutt
Post: County Councillor Arbury
Email: scutt.jocelynne@gmail.com
Tel: 07821 653997

1. Background

- 1.1 Cambridgeshire County Council has published proposals to introduce waiting restrictions at various locations in Cambridge under the Local Highways Improvement (LHI) scheme. This report relates to proposals in Belmore Close, Thirleby Close and Harding Way in the Arbury Division of Cambridge City, the locations of which can be viewed in Appendix 1.
- 1.2 In the case of Belmore Close no waiting at any time has been proposed to prevent dangerous parking around the turning head of Belmore Close, and to allow for larger vehicles to turn around more safely on Belmore Close. The total length of the proposed restrictions are 68 metres.
- 1.3 With Thirleby Close, no waiting at any time has been proposed on its north side (total length 161m) and on its south side (total length 1658m) and on Harding Way on its western side at its junction with Thirleby Close (total length 19.5m). The above proposed waiting restrictions are as amended following consideration of comments received during the statutory consultation period. The restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close, as carriageway is too narrow to accommodate parked vehicles and travelling vehicles. Also to prevent dangerous parking in turning heads and around blind corners.
- 1.4 Plans showing the extents of the proposed restrictions on Belmore Close can be seen at Appendix 2. A plan showing the proposed restrictions as advertised on Thirleby Close and Harding Way can be found at Appendix 3 and the restrictions as amended can be seen at Appendix 4.
- 1.5 Waiting restrictions were proposed for a number of other locations in Cambridge, however, these did not attract objections and or the objections received were able to be satisfied without the need to report them to a Delegated Decision meeting.

2. Main Issues

- 2.1 The Traffic Regulation Order (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 invites the public to formally support or 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 19th August 2020. The statutory consultation period ran from the 19th August 2020 to the 9th September 2020.
- 2.3 In respect of the Belmore Close proposal the statutory consultation resulted in three objections (one of which was received after the statutory consultation period had ended) and one comment in support which have been summarised in the table in Appendix 5. The officer responses to the comments are also given in the respective tables.
- 2.4 In respect of the Thirleby Close and Harding Way proposals six objections, eight general comments and six statements of support were received to the advertised proposal. Following consideration of the comments received during the Statutory consultation period an amended proposal was shared with interested parties. In response to the revised

proposals one objection was received, one general comment and three statements of support. To summarise the comments received, objectors voiced concerns regarding lack of parking for trades people, carers and visitors, lack of on street parking for adjacent properties at 13-51 Carlton Way and some felt that the restrictions were only needed on the splay of the corner/junctions. Some residents wanted to see waiting restrictions on Harding Way between its junctions with Thirleby Close and Perse Way. Those in support re-iterated problems with vehicles parked on bend, junctions and within turning circles and this causing an obstruction, obstructions to driveways and issues with vehicles obstructing footways. The comments to the advertised proposal and amended proposal together with officer comments can be found in the table at Appendix 6.

3. Alignment with corporate priorities

- 3.1 A good quality of life for everyone
There are no significant implications for this priority.
- 3.2 Thriving places for people to live
There are no significant implications for this priority.
- 3.3 The best start for Cambridgeshire's children
There are no significant implications for this priority.
- 3.4 Net zero carbon emissions for Cambridgeshire by 2050
There are no significant implications for this priority.

4. Significant Implications

- 4.1 Resource Implications
The necessary staff resources and funding have been secured through the LHI scheme.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications
There are no significant implications for this priority.
- 4.3 Statutory, Legal and Risk Implications
There are no significant implications for this priority.
- 4.4 Equality and Diversity Implications
There are no significant implications for this priority.
- 4.5 Engagement and Communications Implications
The statutory consultees have been engaged including the County and City Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were placed in the local press, were also displayed on site and local residents were consulted. The proposal documents were made available for viewing on Cambridgeshire County Councils website at <http://bit.ly/cambridgeshiretro>

- 4.6 Localism and Local Member Involvement

The County Councillor, Cllr Jocelynn Scutt, and the City Councillors, Cllr Greg Chadwick, Cllr John Hipkin, Cllr Cheney Payne (Castle Ward, Belmore Close) and Cllr Carina O'Reilly Cllr Patrick Sheil and Cllr Mike Todd-Jones (Arbury Ward, Thirleby Close and Harding Way) were consulted. Cllr Scutt supports the proposals. City Councillor Mike Todd-Jones requested confirmation of the reasoning behind the proposals in Thirleby Close as he believed that earlier discussions raised the need for restrictions just in the turning head of Thirleby Close. Cllr Scutt responded to Cllr Todd-Jones stating the restrictions were needed both in the turning head and throughout the Close to prevent vehicles blocking resident's driveways.

4.7 Public Health Implications

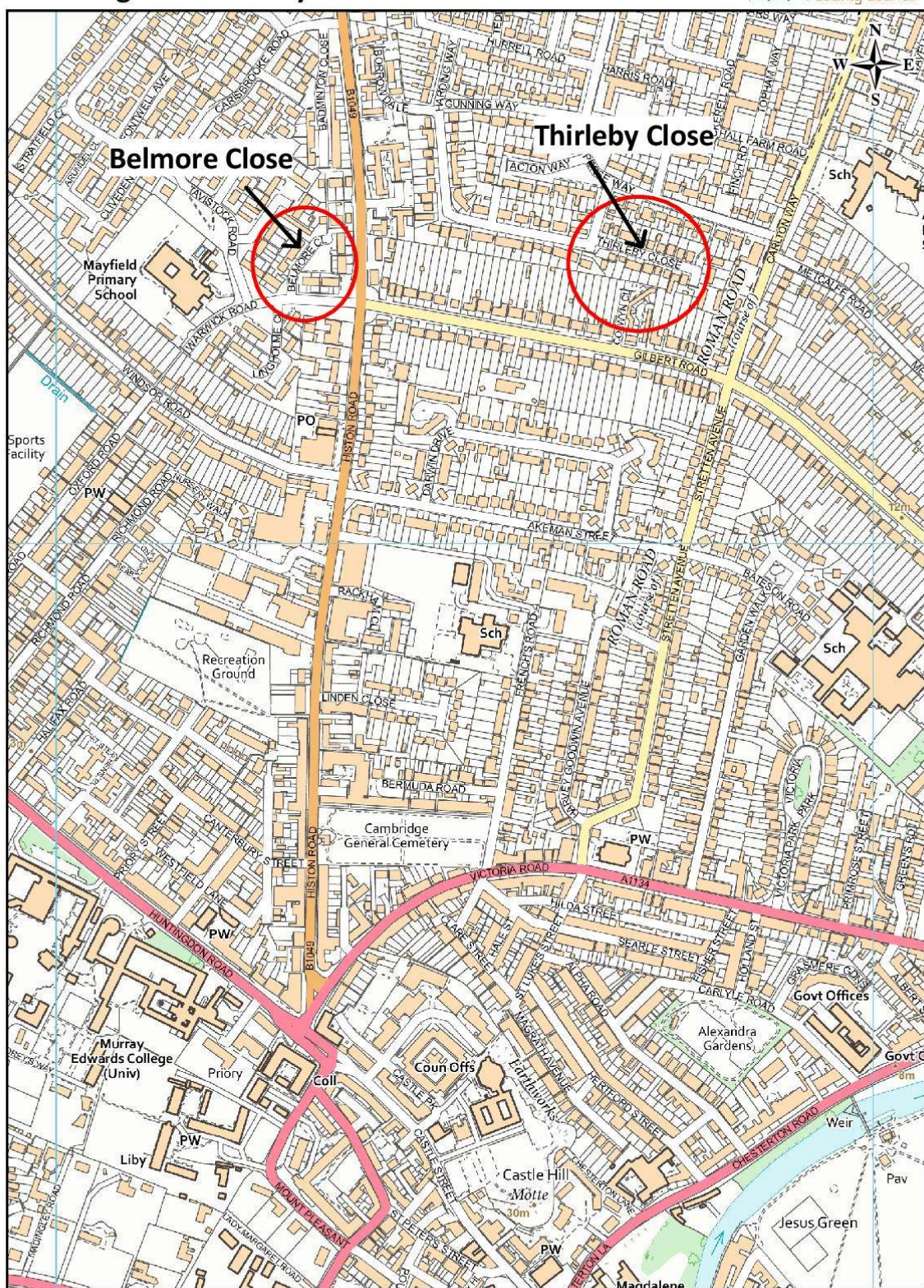
There are no significant implications for this priority.

5. Source documents

Source Documents	Location
Draft Traffic Regulation Order Copies of written representations (redacted) received during the public notice period	policyandregulation@cambrdgeshire.gov.uk

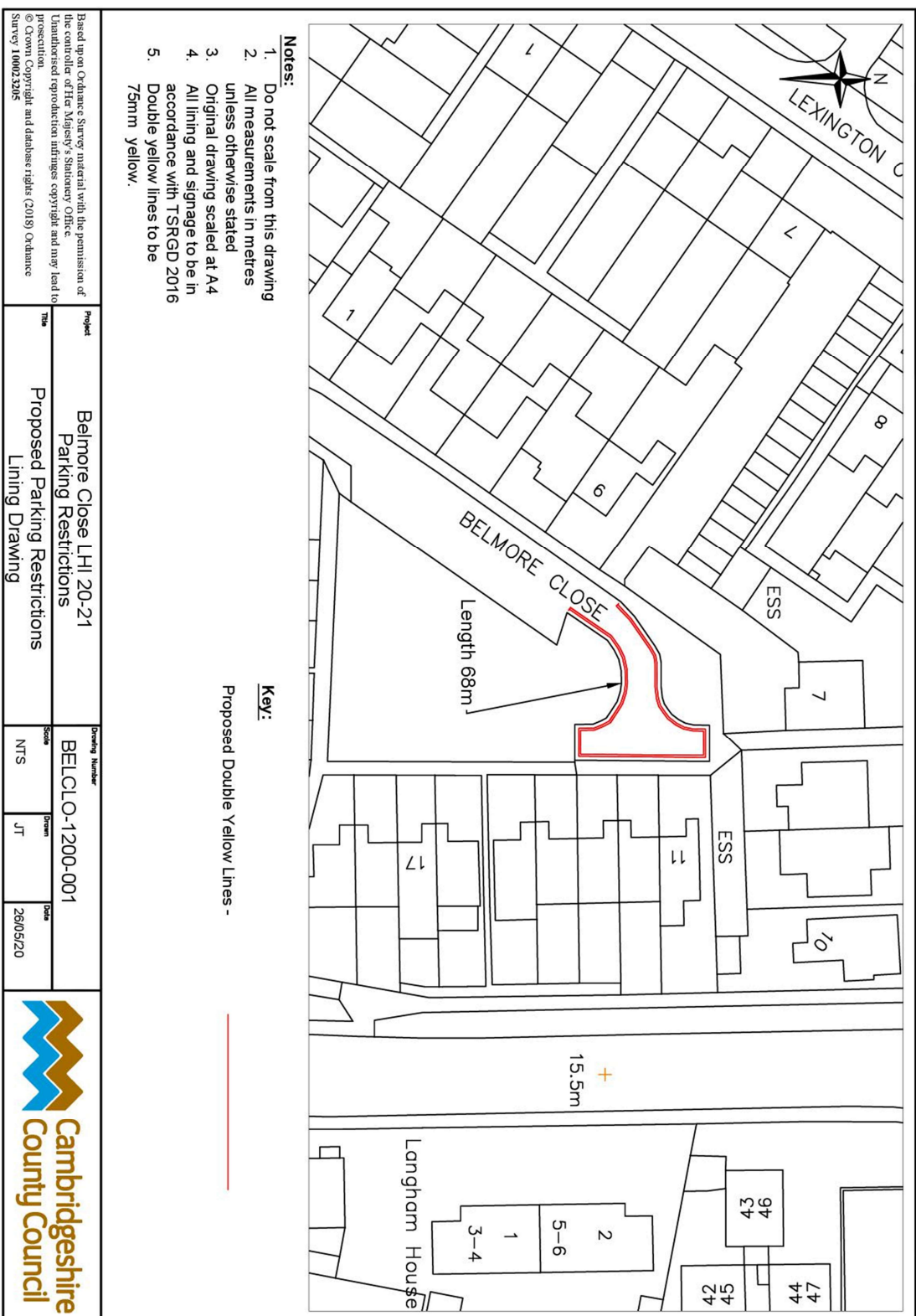
Appendix 1: Location of Belmore Close and Thirleby Close

Cambridgeshire County Council

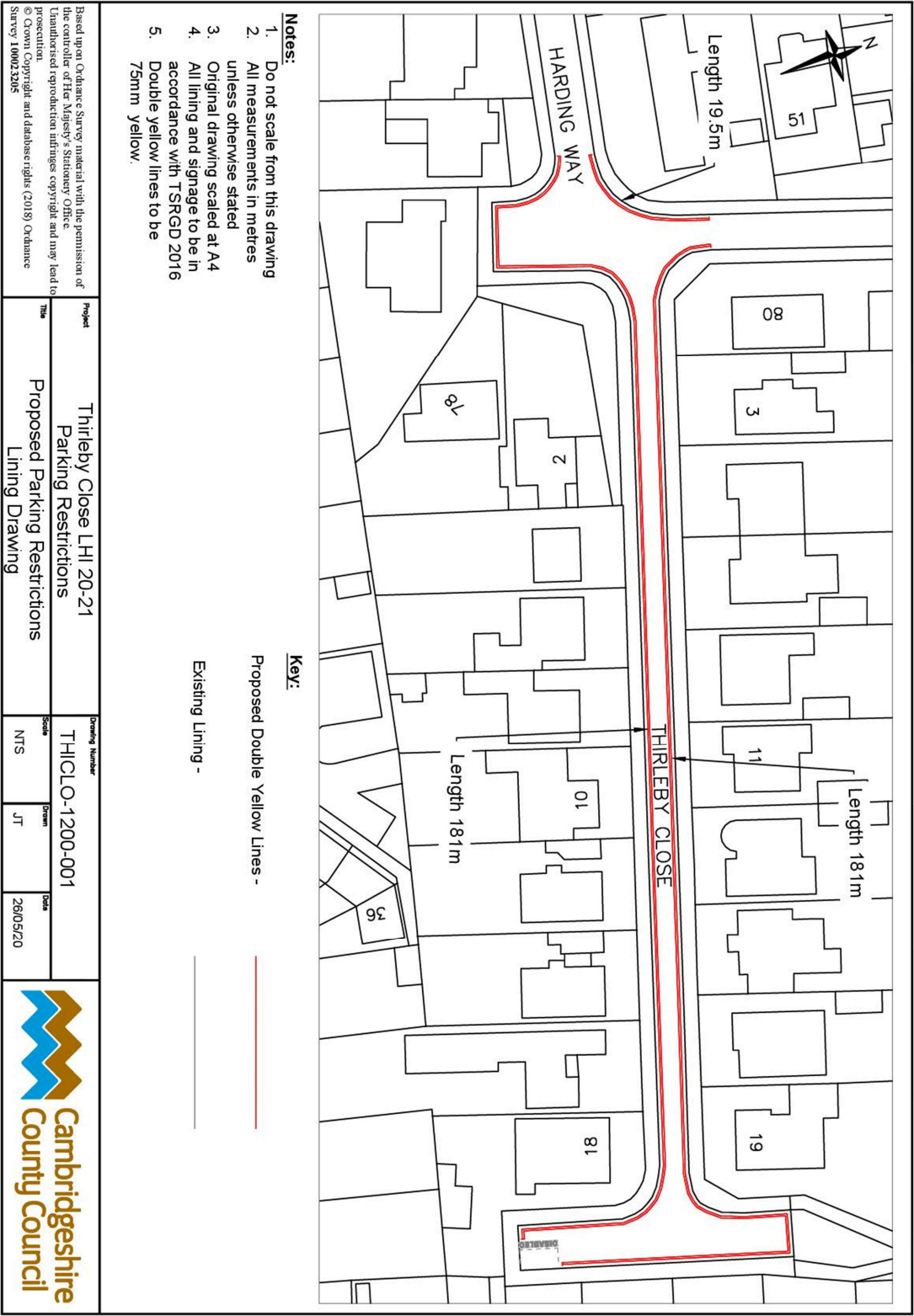


Scale (at A4): 1:5949 Centred at: 545051,259854 Date: 12/11/2020 © Crown copyright and database rights 2020 OS 100023205

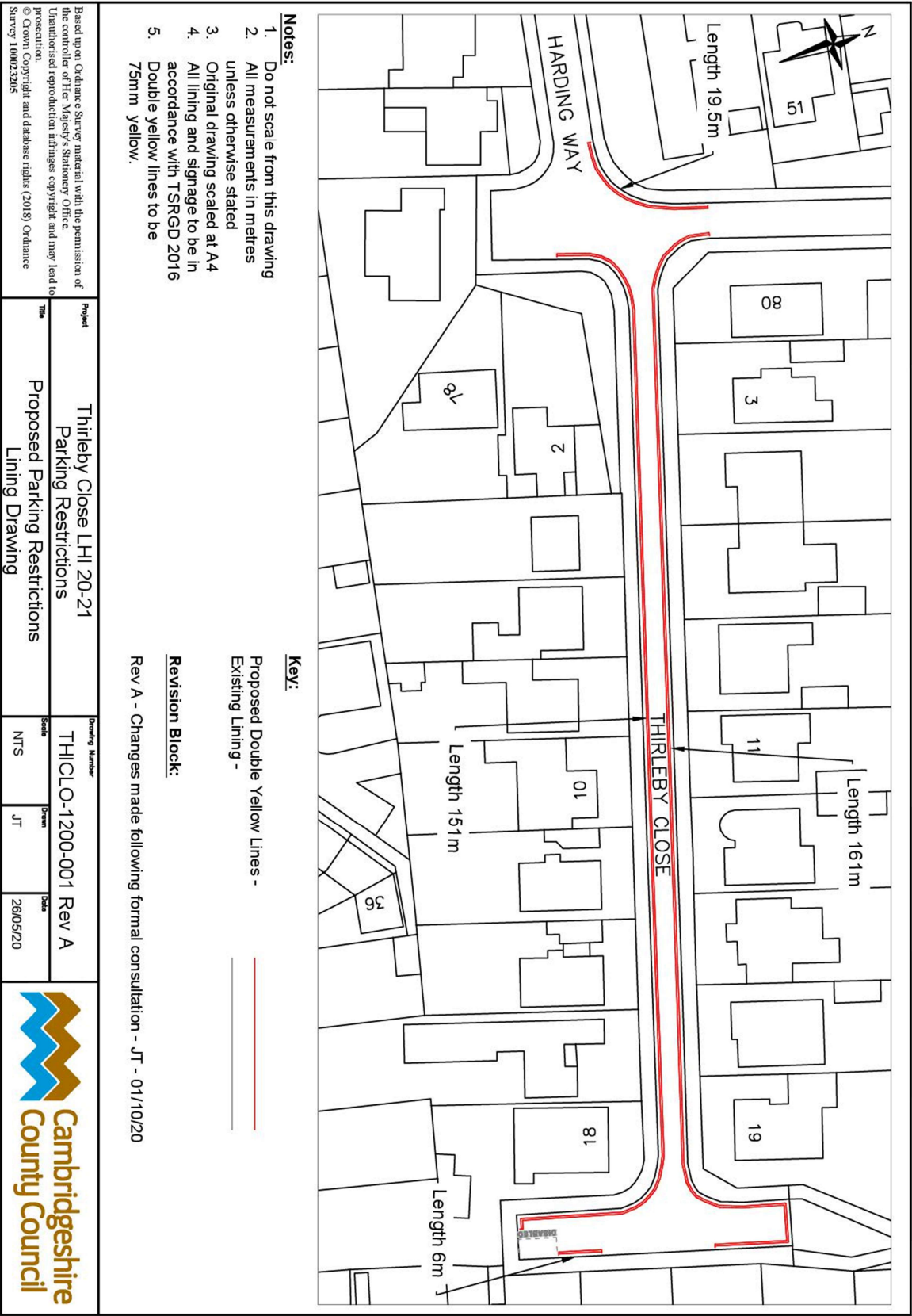
Appendix 2: Proposed restrictions on Belmore Close



Appendix 3: Proposed restrictions (as advertised) on Thirleby Close and Harding Way



Appendix 4: Proposed restrictions (as amended) on Thirleby Close and Harding Way



Appendix 5: Comments received during the statutory consultation to the proposed waiting restrictions in Belmore Close

No.	Summary of Objection / Comments	Officer Response
1.	<p>I am emailing you to object to your proposal to prohibit parking and waiting in Belmore Close.</p> <p>The proposed order would cause significant issues for myself and other residents of the close who do not have the luxury of private driveways.</p> <p>There is a shortage of provision of parking in the Close at the present time. Your proposal does not address this issue. The proposed order would effectively remove 2 or 3 parking spaces from the close. It is quite possible to park at least 2 cars in the area where the double yellow lines are proposed for, and still be able to easily turn a vehicle in the end of the close.</p> <p>In addition, the area in which you propose to disallow 'waiting at any time' is the closest road location for many of us to load our car with heavy or bulky items. Having to keep an eye on the car constantly during the process of loading the car for a week away would be inconvenient for many of us.</p> <p>I cannot understand why the council is proposing to spend tax payers money on removing useful facilities from residents. I suggest that the proposed scheme will lead to:</p> <ul style="list-style-type: none"> -Increased animosity between neighbours in the close -Increased parking in less desirable areas (such as on kerbs, at the entrance to the close) -Increased driving across the grass in the middle of the close to bring cars to a usable location for loading -No benefits of any kind. 	<p>To give you some back ground to this proposal the waiting restrictions have been proposed at the request of local residents via a Local Highways Improvement Initiative application. The Local Highways Improvement Initiative (LHI) gives local groups an opportunity to apply for annual funding to make minor highway improvements to address local issues. Parking in the turning head in Belmore Close prevents larger vehicles such as refuse lorries, emergency vehicles and delivery vehicles turning around, the waiting restrictions have therefore been proposed to improve road safety as it would mean that larger vehicles would be able to turn around safely and exit the close in a forward gear rather than having to reverse out of the Close. Also vehicles would be able to exit driveways without their sightlines being obstructed by parked vehicles and without having to mount footways to avoid parked vehicles.</p> <p>Whilst we acknowledge that there may be some displacement of parking because of the proposed parking restrictions that will inconvenience residents the major concern is the safe movement of traffic on the public highway. Given that the turning area was designed as an area for vehicles to turn around and exit the Close in a forward gear and given that there are a number of driveway accesses within the turning head the proposed double yellow lines will result in the loss of very few legitimate parking places.</p> <p>To clarify the limitations of restrictions of the proposed Traffic Regulation Order, the Order will not make it unlawful for persons to board or alight vehicles or for vehicles to load or unload goods.</p> <p>Whilst I sympathise that the proposed prohibition of waiting will cause some loss of on street parking the purpose of the public highway is for passing and re-passing and whilst parking on the public highway is tolerated (provided it does not cause a safety hazard) Cambridgeshire County Council as the local highway Authority is not required to provide private parking facilities for residents. If local residents feel that they would like to turn</p>

	<p>Can I suggest that the council revise its proposal to address the shortage of parking? Rather than adding double yellow lines and removing facilities, the council might investigate how a small amount of the little used grass area in the close could be converted to provide a few extra spaces.</p> <p>If the council does proceed with this scheme, I assume that it will compensate residents without driveways for the loss of the parking and the likely reduction in property value?</p>	<p>some of the green space into further parking areas it may be that this could be suggested for a future Local Highways Improvement Initiative application, further details regarding LHI can be found here https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/local-highway-improvement-funding Alternatively I don't know if the garages in Belmore Close are owned by a local authority or privately owned but if these garages are underused it may the area could be better utilised if the garages were demolished and turned into a parking area.</p>
2.	<p>I would like to object to the proposal for Belmore Close (PR0648). I live on Belmore Close and there are frequently cars parked in the area outlined in the proposal to have double yellow lines. However, I don't think cars parking there is a problem in any way. It is always still possible to turn a car in the remaining space. I also think that there is a shortage of parking in the close and that removing this area would make the problem worse. It would result in cars being parked on neighbouring streets, moving the problem. If there was any proposal to increase parking, I think this would be much more useful.</p>	<p>To give you some back ground to this proposal the waiting restrictions have been proposed at the request of local residents via a Local Highways Improvement Initiative application. The Local Highways Improvement Initiative (LHI) gives local groups an opportunity to apply for annual funding to make minor highway improvements to address local issues. Parking in the turning head in Belmore Close prevents larger vehicles such as refuse lorries, emergency vehicles and delivery vehicles turning around, the waiting restrictions have therefore been proposed to improve road safety as it would mean that larger vehicles would be able to turn around safely and exit the close in a forward gear rather than having to reverse out of the Close. Also vehicles would be able to exit driveways without their sightlines being obstructed by parked vehicles and without having to mount footways to avoid parked vehicles.</p> <p>Whilst we acknowledge that there may be some displacement of parking because of the proposed parking restrictions that will inconvenience residents the major concern is the safe movement of traffic on the public highway. Given that the turning area was designed as an area for vehicles to turn around and exit the Close in a forward gear and given that there are a number of driveway accesses within the turning head the proposed double yellow lines will result in the loss of very few legitimate parking places.</p>

3	<p>(Received after the Statutory consultation period)</p> <p>I strongly object to this proposal.</p> <p>It is not only entirely unnecessary, it will also remove useful parking for the residents of Belmore Close.</p> <p>I have lived on Belmore Close for 23 years and I have never known parking in the space at the end of the Close to be a problem. Residents are sensible enough always to leave sufficient space for access to the properties there and to permit turning.</p> <p>There is, in practice, simply no problem to be addressed here. Please leave the Close as it is. viz. without parking restrictions and no not remove the useful parking spaces at the end of the Close.</p> <p>I foresee that if you go through with this, people will just start parking on the grass instead.</p>	<p>As the consultation period for the above proposed Traffic Regulation Order (TRO) closed on the 9th September 2020 we are unable to treat your objection as a formal objection.</p> <p>I will append your objection (redacted as not to include any personal details) to the Delegated Decision meeting report although it will be noted that the objection was received after the consultation period had finished. I will keep your details on file as an interested party and send you a copy of the meeting report in advance of the meeting.</p> <p>To give you some back ground to this proposal the waiting restrictions have been proposed at the request of local residents via a Local Highways Improvement Initiative application. The Local Highways Improvement Initiative (LHI) gives local groups an opportunity to apply for annual funding to make minor highway improvements to address local issues. To give you some back ground to this proposal the waiting restrictions have been proposed at the request of local residents via a Local Highways Improvement Initiative application. The Local Highways Improvement Initiative (LHI) gives local groups an opportunity to apply for annual funding to make minor highway improvements to address local issues. Parking in the turning head in Belmore Close prevents larger vehicles such as refuse lorries, emergency vehicles and delivery vehicles turning around, the waiting restrictions have therefore been proposed to improve road safety as it would mean that larger vehicles would be able to turn around safely and exit the close in a forward gear rather than having to reverse out of the Close. Also vehicles would be able to exit driveways without their sightlines being obstructed by parked vehicles and without having to mount footways to avoid parked vehicles.</p>
	Comment in support	Officer response
1.	<p>It is a good idea to put yellow lines on the turning area in Belmore Close but I would request that they be continued all the way along from no.7 up to no.1. This will help to prevent parking half on the path and half on the road outside those properties when no other places to park can be found. The lay-by is</p>	<p>Thank you for your email, your support the proposed waiting restrictions in the turning head in Belmore Close is noted.</p> <p>With regard to your request for further double yellow lines between Nos. 1 -7 Belmore Close to prevent parking on the footway, any additional restrictions such as further double yellow lines would require re-advertisement and consultation. I</p>

<p>nearly always full leaving no spaces for delivery vans, workmen, taxis, carers etc. visiting the close as well as people parking and walking to Histon Road shops or the town. Unfortunately a lot of people who have a garage in Belmore Close do not use it to put their car in, if they did there would be adequate parking for visitors (11) in the lay-by. This alteration to the lay-by to enable more cars to park was at the request of some residents in houses from 1 to 6 years ago and has been very successful in preventing ad-hoc parking up to now. Please give this suggestion some consideration.</p>	<p>will however share this comment with the Project Lead and County Councillor as all comments will be considered before any decisions are made how best to proceed.</p> <p>If implemented double yellow lines would not prevent delivery drivers from stopping to make deliveries or taxis stopping to pick up and drop off customers, your comment regarding the need for some parking for carers and trades people is noted as is your comment regarding the garages not being used for parking. Unfortunately in a lot of cases older garages are too narrow to accommodate modern vehicles so in a lot of cases they are used for storage. I don't know if the garages are owned by a local authority or privately owned but it may the area could be better utilised if the garages were demolished and turned into a parking area.</p>
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Appendix 6: Comments received during the statutory consultation to the proposed waiting restriction in Thirleby Close and Harding Way

No.	Summary of Objections	Officer response
1	<p>I write on behalf of myself and the residents of 13/51 Carlton way Cambridge CB42BY which are 3 blocks of flats facing onto Thirleby close.</p> <p>You have written to us informing us of your proposal for waiting restrictions in Thirleby close Cambridge clearly understanding that we will be affected by this proposal.</p> <p>I am assuming this proposal has been encouraged by the residents of Thirleby close and not any safety reasons as there have been no incidents involving pedestrians, cyclists or cars in the last 14 years I have lived here.</p> <p>Thirleby close has approximately 20 dwellings and the occupants are very lucky as all are detached homes with a minimum of 2 off road car parking spaces so they will not be directly impacted.</p> <p>This proposal directly targets the low income residents who live in council/ex council flats who do not have the luxury of designated parking spaces and have to use limited on road parking which sometimes involves a number of vehicles and are vital transport for working residents.</p> <p>If you continue with this proposal you are effectively forcing us to find alternative parking in nearby streets or spaces outside/side of the shops which are regularly at capacity. This will then bring its own problems. The residents of 13/51 have stated that they will park outside 10 to 14 Carlton way which is perfectly legal and breaks no laws or Highway code rules if no driveways are blocked, the police have no authority to act. Whilst I will not be parking there, I cannot control the actions of others.</p> <p>This in itself doesn't immediately bring to mind problems but you should understand since the closure of Histon</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and moving vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners and to prevent vehicles parking part on the road and part on the footway which causes an obstruction especially to people in mobility vehicles and pushchairs.</p> <p>The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues. More information about the LHI initiative can be found here</p> <p>The Council always has to balance residents' parking needs with road safety considerations. Whilst we acknowledge that the proposed waiting restrictions will cause a loss of some on street parking in the area the major concern is the safe movement of traffic on the public highway and that the purpose of the highway is for passing and re-passing. Verge parking exists from No.1 Carlton Way up to the Carlton Arms and layby parking is available by the shops as well as unrestricted on street parking on nearby side roads.</p> <p>The purpose of the consultation period and advertisement of public notices regarding the proposed Traffic Regulation Order is to give interested parties a chance to submit comments. Letters regarding the proposed waiting restrictions were sent to nearby residents, notices were posted on site as well as the public notice being advertised in the local press and</p>

<p>road the traffic has increased in Carlton way and with your proposals for the Leys road / Ave and Arbury road proposals the traffic will increase dramatically and with a number of cars parked it will effectively narrow the road 50%, traffic jams and late running buses will be a regular fixture throughout the day and night. There is also a lot of traffic movement at the shops and nearby school which adds to the congestion and emissions and this will only increase.</p> <p>I study my area closely and foresee many problems in the future. I think it would be prudent for yourselves to carry out an impact survey of surrounding areas before you go ahead with the restrictions. I think it would also be prudent that you have a better understanding of the area and the needs of the wider community. Public roads are for the use of the public and not an extension of someone's property.</p> <p>You state that you have had consultation with the police, please can you forward the correspondence that you have had between yourselves and the police.</p> <p>I also believe my safety will be compromised. I work shifts and if I am forced to park away from my house I will have to walk a much further distance to my home and my choice of routes will be to walk through an unlit passageway or a poorly lit estate at night. I am already getting anxious about this prospect due to the ever-increasing numbers of street drinkers and drug taking in the immediate vicinity of the OneStop shop and the areas surrounding that I will have to use. These groups can be seen in numbers at any time of the day or night and are quite intimidating.</p> <p>Finally, we feel that we are being victimised and unfairly treated and your</p>	<p>online. The police were consulted as they are one of our Statutory Consultees and have raised no objections to the proposals.</p> <p>A number of residents have raised concerns regarding loss of on street parking for residents, visitors, carers and trades people etc. and these concerns will be considered by the Project Lead of this scheme. The local County Councillor has undertaken a site visit and spoken with some of the residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents' concerns. Now that the consultation period has ended comments will be considered and we will decide how best to proceed. (Revised proposal subsequently proposed and shared with interested parties).</p>
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	<p>proposals can only bring negatives to the residents and the surrounding area. I respectfully request that you withdraw this proposal and look forward to hearing from you.</p>	
2.	<p>We wish to object to the order regarding parking restriction in Thirleby Close and Harding Way.</p> <p>Regarding the restriction of parking in the Harding Way / Thirleby Close cul-de-sac. Unmarked on your plan are the three dropped kerbs giving access to nos 76 & 78 Harding Way and the rear of 2 Thirleby Close. Along with the residents of 76 & 78 Harding Way we object to these plans. At present there is only one parking space here, adjacent to the dropped kerb to 2 Thirleby Close. By enforcing parking restrictions, as per your plan, adjacent to No 76 Harding Way will mean that the residents of no 76 will not be able to park in front of their drive. Any cars parked in this cul-de-sac do not restrict visibility to other road users.</p> <p>With regard to parking restrictions in Thirleby Close, it would be sensible to have restrictions opposite the two bungalows in the corners of the "T" at the bottom of Thirleby Close, I believe these are nos 18 & 21 ensuring that residents can reverse out of their drives. However, any further restrictions would be excessive and unnecessary. There has never been a problem with larger vehicles turning.</p> <p>If you would care to visit the area you would see that there are very rarely vehicles parked on Thirleby Close, with the exception of delivery vehicles and short stay visitors to the residents. To enforce this plan would make it difficult for essential services visiting the properties, i.e. Care Workers. The continued implementation of no parking zones moves any problems to the next road as we have seen by the</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and moving vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners and to prevent vehicles parking part on the road and part on the footway which causes an obstruction especially to people in mobility vehicles and pushchairs. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars.</p> <p>The area of carriageway to the south of the junction of Thirleby Close and Harding Way (near to numbers 76 and 78 Harding Way) is designed to be a turning head so that larger vehicles (such as refuse lorries) can turn around. As you rightly state the Highway Code states that vehicles should not be parked opposite or within 10 metres of a junction or on bends and therefore the proposed double yellow lines will reinforce this. Given that there are a number of dropped kerb accesses within the turning head there is a limited amount of on street parking space in this area that doesn't cause obstruction or hinder visibility at junctions. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p> <p>The Council always has to balance residents' parking needs with road safety considerations. Whilst we acknowledge that the proposed waiting restrictions will cause a loss of some on street parking in the area the major concern is</p>

	<p>restrictions in Metcalfe Road. A Metcalfe Road resident has parked his vehicle in Harding way, unmoved, since last November. It now has a flat tyre.</p> <p>Jocelynn Scutt and Patrick Sheil have been consulted and we understand they are sympathetic to our concerns.</p> <p>We object strongly to the above plan and are of the opinion that double yellow lines all round this close is excessive with regards to any problems, will spoil the look of the close and could ultimately down value the properties. Why are double yellow lines are needed round a corner when it is illegal to park within 10 metres of a junction. We are disappointed that every resident was not consulted or received notification before the proposal was implemented.</p>	<p>the safe movement of traffic on the public highway.</p> <p>As many of the properties in Thirleby Close have driveways we would envisage that displacement of parked vehicles into nearby streets to be minimal.</p> <p>The purpose of the consultation period and advertisement of public notices regarding the proposed Traffic Regulation Order is to give interested parties a chance to submit comments. Letters regarding the proposed waiting restrictions were sent to nearby residents, notices were posted on site as well as the public notice being advertised in the local press and online.</p> <p>A number of residents have raised concerns regarding loss of on street parking for carers and trades people etc. and these concerns will be considered by the Project Lead of this scheme. The local County Councillor undertook a site visit last week and spoke with some of the residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents' concerns. Now that the consultation period has ended comments will be considered and we will respond to you in more detail in due course. (Revised proposal subsequently proposed and shared with interested parties).</p>
3.	<p>I am referring to the PR0648 'Statement of Reasons' pdf document.</p> <p>The proposed reason is incongruent with the proposed parking space and time restrictions.</p> <p>Please refer to the above illustration for the available parking spaces, highlighted in green rectangles.</p> <p>There are at least 3 to 4 parking spaces at the end of Thirleby Close which neither block access nor introduce dangerous parking in turning heads and around blind corners.</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and travelling vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for</p>

<p>1. The restrictions should not apply to the four parking spaces illustrated above.</p> <ul style="list-style-type: none"> • Vehicles of various types and sizes have always been able to come to the end of Thirleby close and manoeuvre a 180 degree turn. • The four spaces illustrated above have never blocked access or otherwise introduced dangerous traffic conditions. • The proposed blanket restrictions would deprive nearby Carlton Way Blocks' permanent residents of parking spaces • The restrictions introduce parking space congestion on nearby roads • The displaced vehicles are put onto an increased the risk of Vehicle theft/arson. <p>2. The blanket parking restrictions at the end, as opposed to sides, of Thirleby close requires an adequate explanation.</p> <ul style="list-style-type: none"> • There should be a satisfactory explanation why, Thirleby close, distinct from all other cul-de-sac's in the County should ban all parking at the end of the cul-de-sac (i.e. the aforementioned existing parking spaces) <p>Suggestions</p> <p>1. The proposed restrictions should be amended from 'any time' to active hours Working hours, for the aforementioned four parking spaces above.</p> <p>2. Resident Parking Permits should be issued for the aforementioned Parking spaces above.</p>	<p>funding to make minor highway improvements to address local issues.</p> <p>With regard to your suggestion for a Residents Parking Scheme this would be beyond the scope of this Order. Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement and would need the support of local Councils and Councillors. Before a scheme is implemented an assessment is made to make sure that introducing a scheme is technically and financially feasible. Implementing parking restrictions requires the making of a legal order, which involves 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 invites the public to formally support or object to the proposals. Should any objections be received then a report would go before Members for decision. As resident Parking schemes are, by their nature, of a direct benefit to a small and localised group of residents, the general principle will apply that Residents' Parking Schemes are set up and run on a cost-recovery basis i.e. schemes are self-funding and not eligible for Local Highway Improvement contributions. Residents would need to meet the cost of the resident parking scheme through the purchase of resident parking permits. The implementation of any new resident parking schemes (where a full consultation has not yet been undertaken) has been paused since the end of March 2020 for a period of 12 months. This follows a decision made by county councillors at the Highways and Infrastructure Committee. The majority voted to pause the implementation for 12 months to allow the provision of sustainable transport measures to catch up with the parking restrictions.</p> <p>Your concern regarding the removal of parking provision for residents is acknowledged, this concern has been raised by other residents and I will share these concerns with the Project Manager of this scheme. Councillors (both County and City) are planning to visit the site and discuss resident's concerns. (Revised</p>
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		proposal subsequently proposed and shared with interested parties).
4.	<p>With reference to our telephone call yesterday, I would like to put my concerns over this proposal to prohibit parking in Thirleby Close in writing.</p> <p>Thirleby Close consists of a narrow neck leading to a cul-de-sac in the shape of a hammer head. There is space for five vehicles to park in this hammer head part without causing any obstruction that I can see, or that has been brought to my attention.</p> <p>The residents of Thirleby Close have driveways and garages, so the on-street parking is used by the residents of the flats at 13-51 Carlton Way, which back onto Thirleby Close. The space is also used by visitors, tradesmen and council workers when they come to tend to the Carlton Way council properties.</p> <p>Prohibiting parking in Thirleby Close will make residents park further away from their homes, increasing congestion in nearby streets. It will cause inconvenience to residents, visitors, workers and officials who all have a legitimate interest in being there. The flats on Carlton Way have no parking of their own. Carlton Way itself is a bus route, has a school on it and is already busy and crowded with parked cars.</p> <p>I would like this proposal to be reconsidered, taking into account the needs of the people who use the on-street parking on Thirleby Close. I do not see what problem is solved by the proposed prohibition of parking.</p>	<p>As discussed in our telephone conversation the waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and moving vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners and to prevent vehicles parking part on the road and part on the footway which causes an obstruction especially to people in mobility vehicles and pushchairs. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p> <p>The Council always has to balance residents' parking needs with road safety considerations. Whilst we acknowledge that the proposed waiting restrictions will cause a loss of some on street parking in the area the major concern is the safe movement of traffic on the public highway and that the purpose of the highway is for passing and re-passing. Verge parking exists from No.1 Carlton Way up to the Carlton Arms and layby parking is available by the shops as well as unrestricted on street parking on nearby side roads.</p> <p>A number of residents have raised concerns regarding loss of on street parking for residents, visitors, carers and trades people etc. and these concerns will be considered by the Project Lead of this scheme. The local County Councillor has undertaken a site visit and spoken with some of the residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents' concerns. Now that the consultation period has ended comments will be</p>

		considered and we will decide how best to proceed. (Revised proposal subsequently proposed and shared with interested parties).
5.	<p>I have lived in Thirleby Close for a year now and cannot understand why the council wants to waste funds by imposing parking restrictions here. People visit the elderly and those sheltering with supplies and services, tradesmen need access to homes for essential and improvement work. Builders can occasionally cause a mild inconvenience but we all need them from time to time.</p> <p>The road is too narrow for commuters to use so I suggest the funds would be better used filling in potholes around the city.</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and travelling vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues. Funding for LHIs are provided by Cambridgeshire County Council with a contribution made by the applicant.</p> <p>Your concern regarding the removal of parking provision for visitors (including carers and tradespeople) is acknowledged, this concern has been raised by other residents and I will share these concerns with the Project Manager of this scheme. Councillors (both County and City) are planning to visit the site and discuss resident's concerns. Upon completion of the consultation period (which ends on Wednesday 9th September) comments will be considered and we will respond to you in more detail. (Revised proposal subsequently proposed and shared with interested parties).</p>
6.	<p>I would like to lodge an official objection to the proposed parking restrictions for Thirlby Close and Harding Way.</p> <p>I live at ■■■ Harding Way.</p> <p>I understand that the proposal was originally for Thirlby but was extended into Harding Way. I can't comment on issues affecting Thirlby as I don't live there, other than to say the road is narrow and therefore any on street</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and travelling vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked</p>

	<p>parking would effectively block the road. I have never seen, however, the road blocked and very rarely are there any vehicles parked along the length of Thirlby.</p> <p>This weekend there hasn't been a single car parked in the road. Given the proposals I would expect it to look like a car park 24/7.</p> <p>There is an extensive turning area at the junction with Harding Way and Thirlby Close which is used on a daily basis by large lorries to turn prior to reversing down Thirlby Close. There are no obstructions in the turning area which currently hinder this at all and therefore the addition of double yellow lines are not required. The area outside 76 & 78 Harding Way has three dropped kerbs in it to allow access to the properties and therefore no other parties should legally park there anyway as this would block access for residents to their properties.</p> <p>The council refuse vehicles also use the area in its current form to turn before reversing down Thirlby.</p> <p>Given this, I don't feel it's necessary to implement the restrictions and certainly not in Harding Way. This would be an unnecessary use of public funds.</p>	<p>cars. The area of carriageway to the south of the junction of Thirlby Close and Harding Way (near to numbers 76 and 78 Harding Way is designed to be a turning head so that larger vehicles (such as refuse lorries) can turn around. The Highway Code states that vehicles should not be parked opposite or within 10 metres of a junction or on bends and given that there are a number of dropped kerb accesses within the turning head there is a limited amount of on street parking space in this area that doesn't cause obstruction or hinder visibility at junctions. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p> <p>The local County Councillor has carried out a site visit this week and spoken with residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents comments. Upon completion of the consultation period (which ends on Wednesday 9th September) comments will be considered and we will respond to you in more detail. (Revised proposal subsequently proposed and shared with interested parties).</p>
	Summary of comment	
1.	<p>I received your letter dated 17th August 2020 in relation to the above proposal. I must convey my thoughts on this proposal as it was not expected for these roads in particular Harding Way being changed to no prohibited traffic, I live in the Carlton Way flats and I do park my car near to my flats as I have to be up early for work at 5am and I am a carer for my mother who is disabled and registered with adult and social care on the what if plan in case of emergencies in Ferrars Way who I go in to see every morning and I need to be</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirlby Close as the carriageway is too narrow to accommodate parked vehicles and travelling vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the</p>

	<p>able to access my car quickly in case my mother needs me.</p> <p>My concerns around this proposal are as follows:</p> <p>1) If I am unable to park anywhere near my accommodation then where am I supposed to park? - Will you be offering residents parking permits to park their cars?</p> <p>2) Carlton Way has cars parked all along the grass verge up to the flats adjacent, there are no spaces available and the cars that are already parked there are damaging the grass verge and these spaces are being used by the people that are living in the houses on Carlton Way? - if other residents start parking on these verges this will cause neighbour disputes</p> <p>3) Alternative parking in Thirleby Close will no longer be accessible - So where will these people park? - Points as above.</p> <p>4) My father has recently passed away so my mother now lives on her own, I have had to go out in the early hours recently as she has fallen over and as my car is parked near my accommodation I can easily get to my car and then to my mother - How will I have the same access if I have to park a distance from my accommodation?</p> <p>5) Where will my family park who live out of Cambridge when they come to visit? - as they don't know the area very well?</p> <p>I am feeling quite stressed out by the proposal and would like to know if alternative parking will be made as in the forms of a parking permit for residents only or this is what it is and I just have to live with it!!?</p>	<p>request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p> <p>Your concern regarding the removal of parking provision for residents and visitors is acknowledged, this concern has been raised by other residents and I will share these concerns with the Project Manager of this scheme. Councillors (both County and City) are planning to visit the site and discuss resident's concerns. Upon completion of the consultation period (which ends on Wednesday 9th September) comments will be considered and we will respond to you in more detail. (Revised proposal subsequently proposed and shared with interested parties).</p>
2.	<p>I live at Harding Way, which is just on the corner of the junction with Thirleby Close.</p> <p>I don't own a car, but when I (very occasionally) do have visitors it's useful</p>	<p>The proposed double yellow lines have been proposed to prevent vehicles from blocking access to Thirelby Close, as carriageway is too narrow to accommodate parked vehicles and travelling vehicles. Also to prevent dangerous parking in turning heads and around blind</p>

	<p>to have street parking. These proposed restrictions seem a little extreme. I assume that someone in the area must have made a complaint but I find that hard to understand. I haven't noticed many cars parked in this area, or witnessed anyone parking on corners, blocking driveways, etc.</p> <p>While I can understand restricting parking on Thirleby Close (which is narrower) could the restrictions to this wider section on the corner of Harding Way be reconsidered? You can quite comfortably fit a car on that South-east corner without creating any obstruction.</p>	<p>corners. The area of carriageway to the south of the junction of Thirleby Close and Harding Way (near to numbers 76 and 78 Harding Way is designed to be a turning head so that larger vehicles (such as refuse lorries) can turn around. The Highway Code states that vehicles should not be parked opposite or within 10 metres of a junction or on bends and given that there are a number of dropped kerb accesses within the turning head there is a limited amount of on street parking space in this area that doesn't cause obstruction or hinder visibility at junctions. When schemes such as this are requested Cambridgeshire County Council has to consider the on street parking needs of local residents whilst prioritising the safety of road users, in this instance there is a large amount of on street parking space nearby that is unrestricted.</p> <p>Your comments have been noted and we will consider all comments at the end of the consultation period before proceeding any further with the proposed scheme. (Revised proposal subsequently proposed and shared with interested parties).</p>
3.	<p>I live at Thirleby Close, Cambridge and you are planning to make it a no parking street. Can I ask you how workmen e.g. electricians who may need to visit us for repairs, will be able to park their vans if the street has double yellow lines?</p> <p>The bottom end of Thirleby Close (farthest away from Harding Way) has ample parking and turning space, unlike the rest of Thirleby Close which is admittedly very narrow. It seems a bit excessive to put double yellow lines throughout the whole Close, could that part of Close at the bottom end be exempted from the new restriction? (or some alternative control such as resident permit parking?). I'm concerned about how many of the older people in Thirleby Close who may need to get in workers e.g. carpet layers, for two hours of work that they can't do for</p>	<p>I confirm receipt of your email comments to the above proposed Traffic Regulation Order.</p> <p>Your comments regarding the need for some on street parking for carers and trades people has been raised by a number of residents. The local County Councillor undertook a site visit last week and spoke with some of the residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents' concerns when the Project Lead returns from annual leave next week.</p> <p>With regard to your suggestion for a Residents Parking Scheme this would be beyond the scope of this Order. Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement and would need the support of local Councils and Councillors. Before a scheme is implemented an assessment is made to make sure that introducing a scheme is technically</p>

	<p>themselves, will be confused or put off by the need to apply for a permit with all the extra cost and hassle that involves. We have a resident's organisation in the Close that could helpfully allocate reserved spaces for tradespeople at the bottom end of the Close, would that be helpful if the residents managed such a process?</p>	<p>and financially feasible. Implementing parking restrictions requires the making of a legal order, which involves 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 invites the public to formally support or object to the proposals. Should any objections be received then a report would go before Members for decision. As resident Parking schemes are, by their nature, of a direct benefit to a small and localised group of residents, the general principle will apply that Residents' Parking Schemes are set up and run on a cost-recovery basis i.e. schemes are self-funding and not eligible for Local Highway Improvement contributions. Residents would need to meet the cost of the resident parking scheme through the purchase of resident parking permits. The implementation of any new resident parking schemes (where a full consultation has not yet been undertaken) has been paused since the end of March 2020 for a period of 12 months. This follows a decision made by county councillors at the Highways and Infrastructure Committee. The majority voted to pause the implementation for 12 months to allow the provision of sustainable transport measures to catch up with the parking restrictions.</p> <p>As to your suggestion of a residents parking scheme managed by the local residents organisation, any restriction in the highway (such as double yellow lines, residents parking bays etc.) require the making of a Traffic Regulation Order and without such an Order would be unenforceable. Such a restriction would also need the permission of the Highway Authority and Statutory bodies such as the police and as these restrictions would be unenforceable by Civil Enforcement Officer's and the Police it is unlikely to be supported.</p>
4.	<p>Double yellow lines in Thirleby close will be a waste of time. The road is so narrow no one is stupid enough to park in it. Yellow lines would be better used on the short stretch around the corner from Thirleby close, Harding way ,number 80, up to</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and travelling vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners. The double yellow</p>

	<p>Perse Way. Cars Continually block one side of the road there and on Perse way opposite Gunning Way up to Acton Way, on the bend.</p>	<p>lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The area of carriageway to the south of the junction of Thirleby Close and Harding Way (near to numbers 76 and 78 Harding Way is designed to be a turning head so that larger vehicles (such as refuse lorries) can turn around. The Highway Code states that vehicles should not be parked opposite or within 10 metres of a junction or on bends and given that there are a number of dropped kerb accesses within the turning head there is a limited amount of on street parking space in this area that doesn't cause obstruction or hinder visibility at junctions. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p> <p>The local County Councillor has carried out a site visit this week and spoken with residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents comments. Upon completion of the consultation period (which ends on Wednesday 9th September) comments will be considered and we will respond to you in more detail. (Revised proposal subsequently proposed and shared with interested parties). Any further restrictions (such as double yellow lines in up to Harding Way and its junction with Perse Way) would require further consultation.</p>
5.	<p>I can partly agree with this from a safety aspect, as I have nearly been in a collision with a car exiting Thirleby Close the driver unable to see past the old Landrover (not moved for months with flat tyres and I understand owner lives in Metcalf Way!) and other parked cars along the Harding Way entrance from Perse Way.</p>	<p>Response as above.</p>

	<p>I can see the people living in Thirleby Close will be unable to receive visitors or tradesmen if they cannot park. Surely it was only the Harding Way/Thirleby Close junction that was dangerous?</p> <p>There are several Taxi vehicles at the east end of the Close belonging I understand to people living in Multi Occupancy homes at that end. Will they now move to be parked in Harding Way?</p> <p>I live in Harding Way on the South side, fairly near to Thirleby Close, which is another narrow road with several Multi-Occupancy Houses, and I have had problems for years with their cars being parked without thought across our driveway, making our access virtually impossible. I do fear this will now get even worse as the problem of where to park will simply move from Thirleby Close to Harding Way. Will you then put yellow lines down Harding Way?</p> <p>I am all for safety, but we already have large cars parked on the path outside our house, and you must realise your Proposal will have consequences for neighbouring roads.</p>	
6.	<p>I am writing regarding the placement of double yellow lines along Thirleby Close, Cambridge.</p> <p>Yesterday (28/08/2020) residents of Thirleby Close had a consultation with Jocelynne Scutt and one of her colleagues, about the proposal and we all came to the same decision that we do not want or need double yellow lines down the road.</p> <p>As a long term resident, of 38 years, I can say there has never been a problem with parking, everyone down our road respects the other residents when it comes to parking and we all park in our driveways; with our visitors also being respectful of parking.</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and travelling vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p>

	<p>We were told that the double yellow lines were being marked on the road because of the new properties at 16 Thirleby Close but we all agreed that the new homes should not affect the road as they will have their own driveway parking. This will save the Cambridgeshire County Council unnecessary expenditure, time and resource.</p> <p>We did all agree that if there are to be yellow lines they are only placed on the corners of the cul-de-sac adjacent to properties 18 and 19 as sometimes the residents of the Carlton Way flats at the end of the cul-de-sac do occasionally park on the pavement corners and this does sometimes make it difficult to turn around.</p> <p>We also did agree that you should instead consider double yellow lines be put in place on the corner of Perse Way turning into Harding Way junction. After talking together it seems that that has been the only problem with parked cars in our area.</p>	<p>As you state, Cllr Scutt has carried out a site visit and spoken with residents and as I understand will be meeting with the Project Lead for these proposals. Upon completion of the consultation period (which ends on Wednesday 9th September) comments will be considered and we will respond to you in more detail. (Revised proposal subsequently proposed and shared with interested parties).</p>
7.	<p>I live at ■■■ Carlton way. Which is a flat facing towards Thirleby close. I am writing with my concerns regarding parking.</p> <p>I am a female living on my own at this flat. I was concerned about the parking before I moved to this flat but the council officer told me that I am able to park on Thirleby close as long as I'm not blocking anyone. Parking restriction will cause me a great deal of stress. I feel that parking on Carlton way is not safe as there is a pub next to the flats and a shop where there are crowds of people that are drunk. There have also been issues related to drugs.</p> <p>I have felt safe parking on Thirleby close as I am able to access my flat easily.</p> <p>I understand that too many cars parked on Thirleby close may be causing</p>	<p>The waiting restrictions have been proposed to prevent vehicles from blocking access to Thirleby Close as the carriageway is too narrow to accommodate parked vehicles and moving vehicles (especially larger vehicles such as emergency services and refuse lorries) and also to prevent dangerous parking in turning heads and around blind corners and to prevent vehicles parking part on the road and part on the footway which causes an obstruction especially to people in mobility vehicles and pushchairs. The double yellow lines have also been proposed to prevent parking across dropped kerb accesses as residents have reported a number of instances where driveways have been blocked by parked cars. The proposed waiting restrictions have been applied for by the County Councillor at the request of a number of residents and are being funded via the Local Highways Improvement Initiative (LHI) whereby bids are made for funding to make minor highway improvements to address local issues.</p>

	<p>problems for other residence. There are few spaces that can be used by people living in the flats that will cause no problems to other residents. I am happy to hold a residential parking permit which will ensure that too many cars cannot park in the spaces.</p> <p>I request that you look into this matter and consider the difficulties that some of us will be facing with regards to parking as our flats do not have allocated parking spaces. We will only have to park on another road causing inconvenience to other residents.</p>	<p>Cambridgeshire County Council as the local highway authority has to balance residents' parking needs with road safety considerations. Whilst we acknowledge that the proposed waiting restrictions will cause a loss of some on street parking in the area the major concern is the safe movement of traffic on the public highway.</p> <p>A number of residents have raised concerns regarding loss of on street parking for residents, visitors, carers and trades people etc. and these concerns will be considered by the Project Lead of this scheme. The local County Councillor undertook a site visit last week and spoke with some of the residents and as I understand will be meeting with the Project Lead for these proposals to discuss the proposed restrictions and residents' concerns. Now that the consultation period has ended comments will be considered and we will respond to you in more detail in due course. (Revised proposal subsequently proposed and shared with interested parties).</p>
8.	<p>I have lived in Harding Way for 30 years and in that time have various problems occur when vehicles, having entered Harding Way, then negotiate the first bend. Vehicles are usually parked in the locality of 80 Harding Way, causing oncoming traffic to be on the wrong side of the narrow road. Consequently when they negotiate the bend any vehicle parked on either corner causes an obstruction/hazard, especially to L drivers who use the route regularly and cyclists. I regret to say that many vehicles do not adhere to the 20 mph speed limit adding to problems.</p> <p>Your proposal will prohibit parking in both above mentioned areas and it may well lead to more vehicles being parked close to that bend. May I request therefore that you give consideration to extending the yellow lines further away from the bend i.e. extending your line of 19.5m to say 23/24m further round the bend, plus a similar extension on the opposite side of the road?</p>	<p>Having considered the comments and objections during the consultation period the Project Lead and Cambridgeshire County Council's Local Councillor for the area have discussed the issues raised and have issued an amended plan. As you will see from the attached plan the amended proposal will allow for some on street parking at the eastern end of Thirleby Close and at the western end near its junction with Harding Close, it is also proposed to remove the existing disabled persons parking bay and return this to free parking as we have been informed that this bay is no longer being used by a blue badge holder.</p> <p>The points you raised regarding extending the double yellow lines were considered however any additional restrictions above those proposed would require the traffic regulation order to be re-advertised and a further consultation period, therefore it could be that further restrictions could be added at this location at a later date.</p>

	It is hoped that this would make the road safer for all users.	
	Summary of support	
1.	<p>Thank you very much for proposing yellow lines for our road, very overdue!</p> <p>Please may I add the following additional supporting information for double yellow lines to be implemented into Thirleby Close?</p> <p>We have had trouble with parked cars belonging to non-residents of our Close for a number of years now and this number has increased. Photos supplied showing vehicles parked on the corners of Thirleby Close near numbers 18 and 19 partially obstructing the footway.</p> <p>The parking has become so impossible that the dustbin men, delivery drivers (especially from Tesco, Asda and Iceland) have to reverse back up the close to get out as there is no room to turn.</p> <p>Also a couple of neighbours' driveways have been blocked several times which has prevented them from exiting their property (one neighbour was unable to take his elderly wife to her appointment at Addenbrookes Hospital).</p> <p>This problem is even worse on weekends as you can clearly see in the attached photo (e.g. the T-junction was full with 10 non-residents' cars plus three on the corresponding pavements) as members of the public are also using the Close to park then catch a bus into town from a nearby bus-stop.</p> <p>The two taxis that park here are also waking residents as they arrive and leave the close all through the night.</p> <p>The new constant influx of building vans, lorries and delivery vans for the site have made parking within our own drives impossible and this is before the four flats are inhabited.</p>	<p>Thank you for your email, your support for the proposed waiting restrictions in Thirleby Close is noted.</p>

	<p>There have also been torched cars in the cul-de-sac turning area, both cars belonged to non-residents of the Close. (photo supplied).</p> <p>Therefore, I strongly support double yellow lines in Thirleby Close and hope this will be implemented as soon as possible, if only to make the Close a safer place.</p>	
2.	<p>I write to support the Thirleby Close waiting restrictions in PR0648.</p> <p>I live at ■ Thirleby Close.</p> <p>I strongly agree with the explanation given in the Statement of Reasons:</p> <p>"To prevent vehicles from blocking access to Thirleby Close, as carriageway is too narrow to accommodate parked vehicles and travelling vehicles. Also to prevent dangerous parking in turning heads and around blind corners"</p> <p>Additionally:</p> <ul style="list-style-type: none"> • The pavement on the corner by 19 Thirleby Close is often mostly blocked by a parked car on the corner. Those with wheelchairs and pushchairs are often blocked from passing. For anyone with really limited mobility, this is a real inconvenience • Preventing parking is especially important for access by emergency vehicles, including access to the flats on Carlton Way that are accessed on foot from beside 20 Thirleby Close • Bad car parking has sometimes prevented residents at the closed end of the street from using their cars. • In one case, a blocked driveway prevented someone from taking their wife to hospital. 	<p>Thank you for your email, your support for the proposed waiting restrictions in Thirleby Close is noted.</p> <p>Your point regarding sending residents a letter to explain what is and is not permitted if the waiting restrictions were to be implemented is also noted and is a good idea. Just to clarify, if double yellow lines were to be implemented this would prohibit parking on footways adjacent to the restrictions but would not prevent vehicles stopping to make deliveries or load goods.</p>

	<p>I suspect that the finer points of waiting restrictions are not well-understood (such as that deliveries are still allowed). If this restriction is enacted, please could residents receive a written explanation of what would now be allowed, and what not. And whether pavement parking would still be permitted</p>	
3.	<p>I have lived in ■■■ Thirleby Close for 34 years and support your proposal. I have given below some additional information in order to support your proposal.</p> <ul style="list-style-type: none"> • Thirleby Close was initially designed and implemented in the 1950s as a single lane street for traffic and the road space at the end of it has been used by the residents and visitors for turning their vehicles. The road width is not sufficient for the movement of most vehicles in opposite directions. This access road was also not designed to accommodate the current level of traffic and parking requirements. • Thirleby close is already suffering from enormous parking problems. In this regards I would like to bring to your notice of previous incidents of blocking my car on numerous occasions. Of these three were reported to the Cambridge Police. In one of these incidents the Police could not contact the owner of the vehicle but the driver removed the vehicle before the arrival of police. In the other two parking incidents the police took appropriate action against drivers of the vehicles. • When vehicles are parked in Thirleby Close or on pavements, incoming vehicles frequently use the pavement to bypass them in order to gain access to their destination. These incidents have become a frequent occurrence on the road. 	<p>Thank you for your email, your comments in support of the proposed waiting restrictions in Thirleby Close are noted.</p>

	<ul style="list-style-type: none"> • There are a few street lights on the existing pavements and when vehicles are parked in Thirleby Close in the vicinity of an existing street lighting/lamp post, this further hinders the access for incoming or outgoing vehicles. The obstruction to traffic also happens when two vehicles are parked close to each other on opposite sides of the road or on the pavement. These issues likely to cause problems for the movement of large vehicles used by the fire brigade in emergencies including vehicles involved in collecting recyclable and non-recyclable materials. 	
4.	<p>I live at ■ Thirleby Close and strongly SUPPORT your proposal.</p> <p>Thirleby Close has a very narrow carriageway and often I am unable to access my driveway due to vehicles half parked on the pavements. Emergency vehicles, dustcarts and large delivery vehicles find it extremely difficult to turn at the bottom of the cul de sac. Also wheelchairs, invalid vehicles & pushchairs are often blocked from using the pavement.</p> <p>None of the vehicles parked at the cul de sac end belong to residents of the Close.</p> <p>Below is some instances of the parking which I have previously reported (Photos supplied of vehicles parked on street corner partially on the footway). In fact it is even worse now. Plus there is the additional problem of the building site right opposite my driveway.</p> <p>Personally, I would like to see the restrictions start from Perse Way end of Harding Way both sides as often vehicles are parked along here also.</p>	<p>Thank you for your email, your support for the proposed waiting restrictions in Thirleby Close is noted.</p> <p>Any additional restrictions (such as further double yellow lines in Harding Way towards its junction with Perse Way) would require further consultation before being implemented.</p> <p>Any instances of vehicles causing obstructions to footways (such as the ones shown in your photos) would be a matter for the police to enforce</p>
5.	<p>We write to support the proposed double yellow lines to be installed in Thirleby Close.</p>	<p>Thank you for your email, your support for the proposed waiting restrictions in Thirleby Close is noted.</p>

	<p>The road is too narrow to allow for any parking, and residents who do not live in Thirleby Close regularly park their vehicles on the pavement, making it very difficult for pedestrians and those with wheelchairs or pushchairs to negotiate around them.</p>	
6.	<p>I support this proposal and thank the council for all their work making this possible.</p> <p>Please could I ask a few questions:-</p> <ol style="list-style-type: none"> 1. Please could you confirm that double yellow lines will be added on both sides of the narrow road as well as to the turning circles at top and bottom? 2. Do the arrows on the map at 181m mark boundaries of the 'no waiting at any time' zones? 3. If so please could I request a slight adjustment so that my bungalow at Number ■ is completely within the 'no waiting at any time' zone? At present it is half in/half out of the zone. <p>I would like to minimise noise disturbance from car/van engines revving/doors slamming directly in front of my office/bedroom if possible.</p> <p>I have lived in Thirleby Close for ten years and over that time I have seen the traffic/parking problems steadily worsen. I believe our road is too narrow to allow for parked cars/vans for hours on end.</p> <p>The problem is particularly acute at the top turning circle where an increasing number of cars/vans park. Many cars park on the pavement; half on the pavement and half on the road causing obstructions throughout the day as well as in the evening/overnight.</p> <p>In addition the cars parked at the top of the cul-de-sac speed up and down our narrow road and cause much late night/early morning disturbance from 10 pm to 6 am. This leads me and my</p>	<p>Thank you for your email, your support for the proposed waiting restrictions in Thirleby Close are noted.</p> <p>In response to the questions you have asked;</p> <p>The no waiting at any time restrictions (double yellow lines) are proposed for the whole of Thirleby Close, on both sides of the road so this would cover both sides of the road in front of your property. The 181m arrows shown on the plan are to show the length of double yellow lines on both sides of the road. The proposed double yellow lines would also prohibit vehicles parking partly on the footway and partly on the road.</p>

	<p>neighbours to have disturbed sleep. Because our road is so narrow our properties are closer to it so we suffer disturbance more than properties on larger roads.</p> <p>Friends visiting me say they struggle to turn their cars round in the turning circle at the top of the cul-de-sac due to the parked cars and vans.</p> <p>I know the rubbish vans struggle to carry out their work due to this traffic/parking issue.</p> <p>I am also concerned that emergency vehicles might not reach the bungalows at the top of the road which could lead to life threatening situations.</p> <p>The unfortunate and unwelcome property development of four one bedroom houses at Plot 16, currently being built, I thought would make the traffic/parking problems hard to bear. Double yellow lines on both sides of the road could help to solve this problem.</p> <p>Fingers crossed this gets the go-ahead. It would make life so much less stressed.</p> <p>Thank you and your team for the continued work on this proposal.</p>	
	Objections to revised proposals	
1.	<p>I see no justification for spending thousands of pounds on imposing parking restrictions in Thirleby Close which in my opinion does not have a parking problem.</p> <p>The amended proposal still looks as similar to the original as to make little difference.</p> <p>Why not offer an incentive for householders to install off road parking such as an amnesty on kerb lowering application fees or use your budget on road and pavement repairs which are much needed and where it will benefit everyone?</p>	<p>Thank you for your email. Cambridgeshire County Council has an annual budget for minor highways improvements that are requested by local groups, local Councils and residents, these parking restrictions have been applied for by the Local Councillor at the request of a number of local residents who have campaigned for a number of years for the restrictions due to parked vehicles blocking driveways, restricting access and vehicles parked partly on footways obstructing the footway for those pushing pushchairs or using mobility vehicles.</p>

	I've lived here just over a year and haven't noticed a problem. Please note me down as an objector.	
	Comments in response to revised proposals	
1.	<p>Thank you for the update and thank you very much for taking into considerations the concerns I expressed in my previous email.</p> <p>Just one more concern I have is that some cars who currently park in the area are non-residential and also park for days and sometimes weeks at a time. Are you able to consider a signage to state 'for residential only' or a residential permit policy where residents interested in parking there must pay for an annual permit.</p>	<p>Thank your email, with regard to your comment about residents parking permits this would be beyond the scope of this Order. Any proposed residents parking scheme would need to go through vigorous localised consultation and engagement and would need the support of local Councils and Councillors. Before a scheme is implemented an assessment is made to make sure that introducing a scheme is technically and financially feasible. Implementing parking restrictions requires the making of a legal order, which involves 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 invites the public to formally support or object to the proposals. Should any objections be received then a report would go before Members for decision. As resident Parking schemes are, by their nature, of a direct benefit to a small and localised group of residents, the general principle will apply that Residents' Parking Schemes are set up and run on a cost-recovery basis i.e. schemes are self-funding and not eligible for Local Highway Improvement contributions. Residents would need to meet the cost of the resident parking scheme through the purchase of resident parking permits. The implementation of any new resident parking schemes (where a full consultation has not yet been undertaken) has been paused since the end of March 2020 for a period of 12 months. This follows a decision made by county councillors at the Highways and Infrastructure Committee. Without the implementation of the legal order to officially implement a residents parking scheme we would be unable to install any signage such as 'resident parking only' as without the legal order traffic enforcement officer would be unable to issue fixed penalty notices.</p>
	Statements in support of the revised proposals	
1.	Many thanks for the revised proposals.	Noted.

	I still strongly support what is proposed, for all the reasons in my original message.	
2.	<p>Thank you for this update. I strongly agree with the updated plans and my support of the additional yellow lines to Thirleby Close.</p> <p>We have had several further occasions where my drive has been blocked and when there has been no turning space in the turning area of the close.</p> <p>Also residents of the flats (not living in the close) have been double parking too.</p>	Noted.
3.	<p>Thank you for your email and for your continuing work on this matter.</p> <p>I thought that the delay in hearing about the proposed waiting restrictions was not good news for myself and some neighbours who wished for no on street parking in Thirleby Close.</p> <p>In an increasingly over developed cul-de-sac the traffic is becoming a real issue for those of us who wished for a return to the quieter conditions of the past.</p> <p>The main problem has been two taxi drivers parking in the top turning circle (east end) and driving speedily and loudly at all times of day and night decreasing our quality of life. They live in the council flats at the top right corner.</p> <p>Personally I think that our visitors and public service vehicles e.g. bin lorries/delivery vans could still find it difficult to turn round if cars are parked in the top turning circle.</p> <p>I wonder if double yellow lines could be put in place where the disabled parking bay was as it seems to break up the current no parking area?</p> <p>While the amended waiting restrictions are far from ideal I am happy to see that most of the Close could still have</p>	Noted

	<p>double yellow lines especially outside my property.</p> <p>I hope that the decision to place double yellow lines on the Close will not be overturned for the reasons mentioned.</p>	
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