

CAMBRIDGE CITY JOINT AREA COMMITTEE



Date: Tuesday, 14 March 2017

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

16:30hr

Shire Hall
Castle Hill
Cambridge
CB3 0AP

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

AGENDA

Open to Public and Press

- 1 Apologies
- 2 Declarations of Interest
Guidance for Councillors on declaring interests is available at <http://tinyurl.com/cccd-dec-of-interests>
- 3 Minutes of the meeting held 24th January 2017 3 - 16
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- 5 Morley Area Residents' Parking Scheme 17 - 48
- 6 Tenison Road – Zebra Crossing Provision 49 - 54
- 7 Traffic Regulation Order objections associated with Lansdowne Road, Cambridge 55 - 64

The Cambridge City Joint Area Committee comprises the following members:

Councillor Jocelyne Scutt (Chairwoman) Councillor Kevin Blencowe (Vice-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 Amanda Taylor and Councillor Ashley Walsh

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

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CAMBRIDGE CITY JOINT AREA COMMITTEE (CJAC): MINUTES

Date: Tuesday 24th January 2017

Time: 4.30pm – 7.35pm

Present: County Councillors Ashwood (substituting for Cearn's), Kavanagh, Manning, Scutt (Chairwoman) Taylor and Walsh
City Councillors Baigent, Bird, Blencowe (Vice-Chairman), Robertson and Tunnacliffe.

Apologies: Councillor Cearn's

49. DECLARATIONS OF INTEREST

None.

50. MINUTES OF THE MEETING HELD 1st NOVEMBER 2016

The minutes of the meeting held on 1st November 2016 were approved as a correct record and signed by the Chairwoman.

51. PETITIONS

The Committee was advised that two petitions had been received unrelated to items on the agenda. The first petition was introduced by one of the petitioners, but there were too few signatures on the second petition to qualify for speaking rights.

a) Sunday parking on the Kite

A petition with 52 signatures, headed 'End free Sunday parking on the Kite'.

Liz Crow spoke in support of this petition, stating that on a Sunday, parked cars made access to their houses very difficult, particularly for wheelchairs and buggies. Sunday was a normal shopping day and should be treated as such.

b) Parking on Clifton Industrial Estate

A petition with 29 signatures, including a letter of support, stating 'We the undersigned, petition the Council to Install parking restrictions (in the form of double yellow lining) on the estate roads of Clifton Industrial Estate, Cambridge CB1 7EA as a matter of urgency.'

As there were no relevant reports on the agenda, there was no discussion of the petitions and the Chairwoman indicated that the petitioners would receive a written response to the petitions within ten working days.

52. RESIDENTS' PARKING POLICY

The Committee received a report updating it on the progress of the Members' Working Group on residents' parking, and seeking endorsement of the proposed overarching Residents' Parking Policy and the Cambridge Residents' Parking Schemes Extension Delivery Plan.

Martin Lucas-Smith of Camcycle (Cambridge Cycling Campaign) spoke in support of the proposals; residents' parking should be treated as a strategic issue. He commented that there was a mismatch between City Deal spending on bus lanes and the continuing availability of free parking in parts of the city. Mr Lucas-Smith welcomed that the City Deal would pay for the first year's implementation as a capital cost, and suggested various other measures which should be introduced at the same time, including cycle parking, car club spaces and permits for traders. He also suggested that pavement parking should be phased out.

The Chairwoman explained that the Committee was unable to respond on any matters relating to the City Deal, as these were the responsibility of the City Deal Board and Assembly.

Lynn Hieatt of Smarter Cambridge Transport spoke to propose reviewing or developing some aspects of the proposals. Her remarks were a summary of her full written comments, which had been circulated to all members of the Committee in advance of the meeting.

Ms Hieatt said that the proposals contained much to be commended, and urged that they be put out to public consultation before being adopted. There was a risk of ending up with a patchwork of residents' parking schemes, particularly as a 50% threshold was needed to implement a scheme. She said that limited-wait bays could prove attractive and convenient, and commended the scheme adopted in Oxford, which was simple and cheap to install and enforce. Ms Hieatt suggested that the title of the scheme be amended to 'Neighbourhood Parking' because of its new features, and urged the Committee to be bold and imaginative with a policy that could play a significant role in solving Cambridge problems of pollution, congestion, danger and inconvenience; matters could not continue as they were.

The Parking Policy Manager introduced the report, the draft Residents' Parking Policy, and the draft Cambridge Residents' Parking Schemes Extension Delivery Plan. Points noted by members included

- the policy set out a strategic plan that could be adopted across the county
- the City Deal Executive Board in principle, and subject to agreement of a business case, fully supported the Delivery Plan and funding of the associated implementation costs
- the operational hours of each scheme would be a matter for residents to determine locally
- the Delivery Plan identified zones in Cambridge for the creation of new residents' parking schemes; a revised map showing recent revisions to the zones was distributed [attached to these minutes at Appendix A].

Councillor Blencowe, Chair of the working group, said that the group had carried out its task as conscientiously and diligently as it could. He apologised that the report had not been ready earlier, but there had been issues to be resolved such as ensuring that upfront costs would not require residents to pay double in a scheme's first year of operation. There had been a good response from residents, which had informed the working group's thinking, as had the Mott McDonald survey. The group had tried to devise a process that would be able to respond to increasing and new pressures on parking, positively encouraging new schemes to come forward and not including those areas of the city which had shown no interest in residents' parking schemes. The Highways and Community Infrastructure Committee would be asked to endorse the proposed residents' parking scheme at its meeting in March.

In the course of discussion, members

- reported that there was a 50% level of support for a scheme in Staffordshire Street (zone 26). The problem there was of people parking to visit the Grafton Centre, whereas York Street was affected by railway passengers parking. Members were advised that the shading to indicate 50% support reflected the position as known at the time of writing the report. Councillor Walsh, the local County member, requested that the Staffordshire Street Area be included in phase 1 of the Delivery Extension Plan
- responding to the public speakers, expressed the view that the availability of free parking was working against efforts to reduce parking in the city, and said that it was anticipated that there would be legislation against pavement parking
- urged that the 50% support threshold for introducing a scheme be retained, as schemes needed to be self-financing; in areas where a large number of properties had off-street parking, residents would not want to purchase a permit
- commended the flexibility of the proposals compared with existing schemes; the Cambridge extension plan allowed for part-time possibilities, to be developed with local members' involvement to suit a particular area
- suggested that enforcing short-term parking bans need not be expensive because if the times were staggered around the city, one officer could move through several zones consecutively
- pointed out that the choice of time of day would be up to an individual area, which could not be compelled to adopt a different time from its neighbours. Officers advised that it would be more expensive to have officers available in a lot of short-term areas at once; commuters were well aware of parking restrictions, and it could be anticipated that some would simply move their cars around if times were staggered
- commented that dealing with enforcement on the boundaries of a scheme could be complicated by motorists claiming that they were unaware of different times applying in different areas
- noted that the working group had received presentations on a number of existing parking schemes, including those in Oxford and Edinburgh; these had informed their thinking.

It was resolved unanimously to

- a) Endorse the Residents' Parking Policy (appendix A of the report before Committee)
- b) Endorse Cambridge Residents' Parking Schemes Extension Delivery Plan (appendix B)

The Chairwoman thanked all the residents and residents' associations who had contributed to the development of the proposals by attending consultation meetings and participating in online and paper consultations. The Committee was also hugely indebted to the officers involved, Sonia Hansen and in particular Nicola Gardner; both residents and officers had the gratitude of the Committee.

53. TWO-WAY CYCLING IN ONE-WAY STREETS

The Committee received a report seeking its support for the advertisement of Traffic Regulation Orders to allow two-way cycling on restricted streets in Cambridge.

The Chairwoman reported that Helen Higgs of North Newtown Residents' Association had been prevented by illness from addressing the Committee. Her written submission was circulated to the Committee; the submission opposed the introduction of two-way cycling in Panton Street, St Eligius Street, Coronation Street, Norwich Street, and Union Road, for reasons including the large number of schools in the area and the narrowness of St Eligius Street.

City Councillor Nicholas Avery, a local member for Trumpington, addressed the Committee at the prompting of North Newtown residents. North Newtown was an area with many schoolchildren, and a lot of rat-running. He had no issue with two-way cycling in principle, but it was necessary to apply common sense and consider whether there was a clear view of the road ahead, and whether it was wide enough.

In the case of these particularly roads, local residents and Councillors had consistently queried their appropriateness. Looking at the Newtown roads in turn, Councillor Avery said that

- in Panton Street, the turn into and out of Lensfield Road was difficult; turning right into Panton Street from Lensfield Road was particularly awkward – he had recently observed two cyclists having difficulty there – and it was not appropriate to encourage schoolchildren to undertake the manoeuvre
- St Eligius Street was not very busy, but was very narrow, and parked cars made it impossible for other cars to drive up the road without driving on the kerb. The direction of one-way travel in Panton Street and Brookside was such that it seemed unnecessary to choose to cycle against the flow in St Eligius Street, so omitting St Eligius Street would not greatly inconvenience cyclists
- Coronation Street west of Panton Street was short and narrow, and a car would be in the road before a cyclist could see it
- Norwich Street had adequate width and visibility, and bigger gaps between parked cars, though Bateman Street nearby already had provision for two-way cycling in the same direction as was proposed for Norwich Street.

In summary, Councillor Avery was happy with two-way cycling in most cases, but the message from Newtown residents was that it was unsafe and undesirable for the particular streets identified.

Martin Lucas-Smith of Camcycle spoke to welcome the proposed changes. He said that these were some of the last few streets in Cambridge without two-way cycling, and there had been no indication from experience of the existing streets that the practice was unsafe. Two-way cycling was of great benefit because it enabled people to avoid longer routes safely and legally.

Mr Lucas-Smith expressed disappointment at the recommendation to exclude Willis Road and Brookside. There was no good reason not to allow two-way cycling in Willis Road, which would allow cyclists to get off Mill Road sooner, and the school run traffic congestion in Brookside should be dealt with by making it safer for all users, particularly children on bicycles. Newtown residents had not suggested any

alternative scheme, despite being invited to do so two years ago. He suggested that if in doubt about a street, the Committee grant approval for it on a temporary basis.

The Project Officer set out the background to the proposals and responded to points made by speakers.

- in Willis Road, there was a planter that restricted the space available to put in a marked cycle path; as it would have been for local rather than strategic use, the proposal was not being put forward for approval
- in Brookside, there tended to be a solid line of parked cars, whereas in St Eligius Street there were gaps between parked cars, provided space for cyclists to pull in
- Panton Street was quite a strategic route; a large number of people already cycled against the flow, and the intention was to make this easier and safer
- St Eligius Street was very narrow, with cars driving on the footway; it was impossible to walk with a bicycle, so the one-way meant that a long detour was necessary. Cycling against the flow would be no different from a narrow street with two-way cars; it would be necessary to give way to cars coming in the opposite direction
- in Romsey, the issue was getting to homes without a detour, as there was not enough space on the pavements to push a bicycle. The safety audit had raised questions of narrowness, but similar streets had cars in both directions.

The Committee proceeded to examine and vote on the proposals for each street, grouped by electoral division. [The decisions are recorded by division, and summarised for clarity at the end of this minute.] The Chairwoman emphasised that the Committee would not be stating that two-way cycling would be happening in particular streets; that decision would be based on the outcome of the Traffic Regulation Order (TRO) consultation process.

Petersfield, recommendations a) to d), Guest Road, Collier Road, Emery Street/Road, Perowne Street

Speaking as a local City member, Councillor Robertson welcomed the initiative, provided that there was clear signage at the entrance of the roads to show that cyclists were allowed to ride against the flow of traffic; there was a recognition that people were already doing this anyway.

Speaking as County member for Petersfield, Councillor Walsh said that people often turned into Perowne Street rather dangerously; the proposal would improve safety.

It was resolved unanimously to support the advertising of Traffic Regulation Orders in order to allow two-way cycling in the following streets:

- a) Guest Road
- b) Collier Road
- c) Emery Street/ Road
- d) Perowne Street

Romsey, recommendations e) to j), Sedgwick Street, Catharine Street, Thoday Street, Ross Street (from St Philip's Road to Mill Road), Hemingford Road, Argyle Street

Councillor Baigent, a local member, spoke in favour. He said that there were problems with two-way cycling, but the proposals would improve safety for something that was already happening. Cars would travel more slowly because of

the need to be aware of oncoming bikes; because of the narrowness of the pavements, people often crossed the road, or pushed buggies along the roadway.

Speaking as County member for Coleridge, the neighbouring electoral division, Councillor Kavanagh said that the proposals would make matters safer for all. He welcomed the inclusion of Thoday Street, recalling that its residents had voted to have two or three car spaces changed into cycle parking spaces.

It was resolved unanimously to support the advertising of Traffic Regulation Orders in order to allow two-way cycling in the following streets:

- e) Sedgwick Street
- f) Catharine Street
- g) Thoday Street
- h) Ross Street (from St Philip's Road to Mill Road)
- i) Hemingford Road
- j) Argyle Street.

Market, recommendation p), New Square

In the absence of member comment, the Committee proceeded directly to the vote.

It was resolved unanimously to support the advertising of a Traffic Regulation Order in order to allow two-way cycling in the following street:

- p) New Square.

Trumpington, recommendations k) to o), Panton Street, St Eligius Street, Coronation Street (west of junction with Panton Street), Norwich Street, Union Road

Speaking as local County member, Councillor Ashwood recalled Councillor Avery's remarks, and said that she would prefer to see all the Newtown proposals removed from the list. She would however have supported two-way cycling in Brookside, because it was a straight open road with good visibility.

Councillor Ashwood said that some of the houses in St Eligius Street opened straight onto the pavement; it was dangerous to step out of them because of cars driving along the pavement. She was appalled at the thought of cyclists turning right into Panton Street from Lensfield Road, and had very serious concerns about the safety of children on the roads, given the large number of schools embedded in the area and the lack of space for even single-way cycling at some times. She urged the Committee, in view of the City Deal's efforts to ease congestion, and the parking review, to support the local members in rejecting the Newtown proposals. Councillor Ashwood added that City Councillors Avery and O'Connell agreed with her; it was not that they were opposed to cycling, but they were concerned about these streets.

In discussion, members

- suggested that the proposals for St Eligius Street and the northern end of Panton Street be removed or delayed, in view of the concerns expressed by the Residents' Association; St Eligius was too narrow for two-way cycling to be safe or sensible

- expressed surprise that the proposals did not restrict traffic movement, as it was cars rather than bicycles which were the problem in these streets; if St Eligius Street was open only to bicycles, there would be no difficulty with two-way cycling
- pointed out that it was necessary to consider the proposals in front of the Committee on this occasion, as it was impossible to know what developments there would be in the years ahead
- suggested that the advertising of TROs should proceed for Panton Street, Coronation Street, Norwich Street and Union Road; while the Committee had expressed some concerns about these streets, the proposals could then be judged in the light of the TRO consultation responses
- suggested that allowing two-way cycling in Brookside, a clear, open road, would improve access to St Mary's School without introducing two-way cycling in St Eligius Street or Panton Street.
- noted that resources were not available to conduct a wider review of traffic in general. There was an issue with rat-running in Newtown, and cyclists were already cycling round the area against the flow of one-way streets
- queried whether the fact that people were already cycling illegally against the flow was a reason to legitimise the practice.

The Committee proceeded to vote on each Trumpington division street in turn.

k) Panton Street

It was resolved by a majority not to support the advertising of a Traffic Regulation Order to allow two-way cycling on Panton Street.

l) St Eligius Street

It was resolved unanimously not to support the advertising of a Traffic Regulation Order to allow two-way cycling on St Eligius Street.

m) Coronation Street

It was resolved by a majority to support the advertising of a Traffic Regulation Order to allow two-way cycling on Coronation Street (west of junction with Panton Street).

n) Norwich Street

It was resolved by a majority to support the advertising of a Traffic Regulation Order to allow two-way cycling on Norwich Street.

o) Union Road

It was resolved by a majority to support the advertising of a Traffic Regulation Order to allow two-way cycling on Union Road.

The Committee then considered whether or not to support the recommendation not to progress any changes to Willis Road and Brookside.

q) Willis Road

It was resolved by a majority to agree not to progress any changes to Willis Road.

r) Brookside

It was resolved by a majority not to agree not to progress any changes to Brookside.

The Chairwoman then put the question whether the Committee supported the advertising of a TRO for Brookside.

It was resolved by a majority to support the advertising of a Traffic Regulation Order to allow two-way cycling on Brookside.

In summary, the Committee resolved

- 1) to support the advertising of Traffic Regulation Orders in order to allow two-way cycling on the following streets:

- a) Guest Road
- b) Collier Road
- c) Emery Street/ Road
- d) Perowne Street
- e) Sedgwick Street
- f) Catharine Street
- g) Thoday Street
- h) Ross Street (from St Philip's Road to Mill Road)
- i) Hemingford Road
- j) Argyle Street
- m) Coronation Street (west of junction with Panton Street)
- n) Norwich Street
- o) Union Road
- p) New Square
- r) Brookside

- 2) to agree not to progress any changes to the following streets:

- k) Panton Street
- l) St Eligius Street
- q) Willis Road

54. TRAFFIC REGULATION ORDER REPRESENTATION ASSOCIATED WITH ASCHAM ROAD, GURNEY WAY AND ATHERTON CLOSE, CAMBRIDGE

The Committee received a report inviting it to determine the representation to the installation of prohibition of waiting restrictions on Ascham Road and at its junctions with Gurney Way and Atherton Close, West Chesterton. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

Members noted that once a TRO had been advertised, it was not permissible to introduce a more onerous restriction, but it was possible to reduce the proposed restriction. Consultation feedback had suggested that the proposals were more severe than necessary, and approval was being sought for an amended scheme. An improved print-out of Appendix 4 was circulated, with apologies for the poor quality of the appendix included in the report.

In discussion, Councillor Tunnacliffe, a local member, endorsed the modified proposal.

It was resolved unanimously to

- a) Implement the proposed restriction over a lesser extent, as detailed in this report before Committee
- b) Inform the representor accordingly

55. TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH COURTNEY WAY AND METCALFE ROAD, CAMBRIDGE

The Committee received a report inviting it to determine objections to the installation of proposed Prohibition of Waiting parking restrictions on the corner of Courtney Way/Metcalf Road, West Chesterton. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

Members noted that, as with the previous TRO, there was a possibility of reducing the length of the proposed restriction. The proposal had been intended to keep the whole junction clear of parked vehicles using a one-off funding opportunity to do so; if the Committee decided to proceed with the lesser restriction and it subsequently proved necessary to introduce the wider restriction, a fresh consultation process would be required, involving further expenditure.

In discussion, Councillor Tunnacliffe, a local member, said that modifying the proposed configuration was not entirely clear-cut. Councillor Scutt, also a local member, said that the concern had been that cars should not be parked where they would impede access to the school; the three houses where it was proposed to reduce the restrictions had got up a petition in support of the modification. Members noted that the school had not submitted any formal response to the TRO consultation, but was aware of the proposals.

It was resolved unanimously to

- a) implement the proposed restrictions over an amended lesser extent, as detailed in the report before Committee
- b) inform the objectors accordingly.

56. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH HURST PARK AVENUE, AT ITS JUNCTION WITH MILTON ROAD, CAMBRIDGE

The Committee received a report inviting it to determine the objections to the installation of prohibition of waiting on Hurst Park Avenue, West Chesterton. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

Michael Page, Chair of Hurst Park Estate Residents' Association, spoke to welcome the proposed prohibition of waiting, and to query the lack of officer engagement with the dental practice opposite and adjacent to the affected area. He stressed that nobody on the estate wanted any further delay in implementing parking restrictions; the only difference of opinion concerned the length of the lines.

Sara Payne, Chair of Dalegarth Residents Company Ltd, spoke to urge the Committee to extend the proposed parking restriction on the south side of Hurst Park Avenue to just beyond the entrance to the Dalegarth flats, and to install some

restricted parking just beyond the dental practice on the other side. The restriction on the south side would alleviate the problems of drivers emerging from the Dalegarth flats, whose vision was currently blocked by parked cars, and the restriction opposite would enable refuse lorries to access the flats without difficulty.

Introducing the report, the City Council Senior Engineer explained that these proposals were part of the same West Chesterton package as the preceding TRO [minute 55 refers]. He apologised if he had misunderstood any commitment to go back to local residents. Informal consultation had taken place in summer 2015, along with discussions with local members, and the decision had been taken to move forward with the proposals contained in the report. There was concern that patients attending the dental surgery would be unable to park nearby; encouraging surgery staff to park off the surgery forecourt could release five or six spaces there.

The Senior Engineer said that there was often a solid line of parked vehicles throughout the working day on one or both sides of the road, with considerable pavement parking on the surgery side because of cars parked on the opposite, Dalegarth, side. Restricting parking near the junction with Milton Road would keep the junction area clear. Opinion in the road varied as to the best length for the double yellow lines, whether longer or shorter or as proposed and consulted on.

In reply to Mr Page's question whether officers were empowered to contact significant objectors directly, the Senior Engineer said that there was nothing preventing direct contact in this case except a lack of resources. Local members had been happy to proceed with the scheme proposed, which had been developed at their suggestion.

In discussion, members

- commented that the question of length of restriction was finely balanced; reducing the length slightly on the Dalegarth side would allow more space for dental visitors
- there was no guarantee that any additional spaces on the road would not be occupied by other vehicles, unconnected with the dental practice
- noted that the present pattern of parking permitted passage of emergency vehicles, but only because of footway parking; the Senior Engineer could not recommend that footway parking continue
- noted that any attempt to increase the proposed restriction would require the whole TRO advertisement process to be re-run, whereas the scheme as proposed, or a lesser scheme, could be introduced almost immediately.

It was resolved unanimously to

- a) implement the restriction as advertised
- b) inform the objectors accordingly.

Councillor Scutt, local County member for West Chesterton, thanked the Senior Engineer and all the residents involved for their efforts to develop all the TROs for West Chesterton [minutes 54, 55 and 56 refer].

57. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH FANSHAWE ROAD, CAMBRIDGE

The Committee received a report inviting it to determine the objection to the installation of No Waiting at Any Time on parts of Fanshawe Road. Members noted the background to the proposed scheme, the response to the statutory consultation process, and officer comment on the one objection received.

Speaking as local County member, Councillor Kavanagh commented that the objection contained an internal contradiction, and reported that the residents of Bancroft Close and Sterne Close were very supportive of this proposal to improve the safety of Fanshawe Road, which was a rat run.

It was resolved unanimously to

- a) implement the restriction as advertised
- b) inform the objectors accordingly

58. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH LANSDOWNE ROAD, CAMBRIDGE

The Committee received a report inviting it to determine the objection to the installation of No Waiting at Any Time on Lansdowne Road. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

Bobby Reddy, a resident of Lansdowne Road, spoke to explain that, while he broadly supported the parking scheme, he objected to the proposed signpost setting out the single yellow line being placed outside his property. A post in this position would adversely affect the view from, and the value of, the property, which had been recently renovated and landscaped. He had hoped that an existing telegraph pole could be used for the signage, but had learnt that this would not be possible because the sign would then be more than 15m from the start of the single line. Instead, he suggested that the double yellow line be lengthened to end within 15m of the telegraph pole (a stretch of road where parking was anyway impossible), so no new sign would be needed; the other residents of the street would support this approach.

The Service Manager - Local Projects confirmed that officers had looked at the telegraph pole and found it to be too far from the end of the restriction. Mounting the plate on this pole would make the whole line unenforceable, and extending the double yellow lines would make the restriction more onerous than that advertised, which would require a fresh consultation process. Mr Reddy confirmed that the problem lay with the height of the proposed signpost, rather than the size of the sign. The Service Manager explained that on the footway, a sign had to be 2.1m high for the safety of passers-by, but it would be possible to work with a resident to mount the sign on a fence or property; this could then be lower because there would be no risk of a pedestrian striking their head on it.

Members expressed sympathy for Mr Reddy's position, and noted that local City member Councillor Holt had expressed support by email for the suggestion of installing either a new pole or painting the current one. Members suggested that officers work with Mr Reddy to resolve the issue of signage, and it was proposed that this be reflected by the addition of a third element to the Committee decision.

It was proposed, and agreed unanimously, that the recommendation be amended by the addition of 'c) urge that reasonable steps be taken to address the signage issue raised during the consultation.'

It was resolved by a majority to

- a) implement the restriction as advertised
- b) inform the objectors accordingly
- c) urge that reasonable steps be taken to address the signage issue raised during the consultation

59. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH MARINER'S WAY, CAMBRIDGE

The Committee received a report inviting it to determine the objection to the installation of No Waiting at Any Time on Mariner's Way. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

Andrew Mangeot, a resident of Chichester House flats, spoke in support of the proposed restriction of waiting because it would improve safety for drivers, cyclists and pedestrians and improve access for emergency vehicles to the Chichester House end of Mariner's Way, and improve access to the Chichester House car park.

At the Chairwoman's request, comments received by email from Mike Hawes were circulated to the Committee. In his view, the proposals were wholly unnecessary, as there was already excellent emergency vehicle access to Eights Marina via Cutter Ferry Lane, and for Chichester House from Elizabeth Way Bridge.

Speaking as local County member, Councillor Manning said that he supported the proposed TRO, both in terms of the size of the area covered and the amount of consultation. He had spoken to many residents in both Marina Way and Capstan Close; some Marina Way residents had wanted no waiting at any time down the whole of Marina Way, and the present scheme represented a compromise solution. The majority of residents, in his experience, did want something to be done.

It was resolved to

- a) implement the restriction as advertised
- b) inform the objectors accordingly

60. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH NEW STREET ACCESS ROAD, CAMBRIDGE

The Committee received a report inviting it to determine the objection to the installation of No Waiting at Any Time on New Street Access Road. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

Members noted that Mr B of St Matthew's Gardens had registered to speak but had not submitted the required summary of his remarks in advance. Instead, his wife had emailed members of the Committee. The email and accompanying map were circulated to members. The Chairwoman read out the email, which alleged that due

process had not been followed in advertising or consulting on the proposed TRO, and which queried the process by which Local Highway Improvement (LHI) initiative funding was secured for a project involving a private/ non-highway road.

The Service Manager – Local Projects explained that the LHI scheme had been promoted by the local Councillors. A large number of vehicles parked on the footway beside the access road, blocking access for pedestrians. The adjacent carriageway was not highway, but the landowner had agreed to allow restrictions at that point. The footpath was public highway, so the use of LHI funding was acceptable.

The Service Manager described the advertising process followed. A press notice had been published in the Cambridge News on 19 October 2016, a notice had been placed on site on the same day and a letter drop had been carried out in the vicinity to homes thought likely to be affected by the proposals. In addition, statutory consultees such as the Police had been consulted. These measures meant that statutory obligations to ensure adequate publicity for the scheme had been met.

Mr B said that the notice had not been posted on site until 30 October, and four properties had been omitted from the letter drop. The Service Manager said that the statutory process did not require a letter drop. In future, his team would be taking photographs when notices were posted, showing the date of posting.

Councillor Robertson, a local City member, said that this initiative had come about as a result of residents' complaints about pavement parking; the Police had been putting cones on the pavement as a temporary measure for the last year to stop it. He strongly supported the proposed TRO.

In the course of discussion, members

- pointed out that it was not uncommon for LHI funds to be used on private land
- suggested that if it was being alleged that due process had not been followed, the proposal could not be approved
- said that it was reasonable to assume that officers had carried out their duties properly; the Policy and Regulation team had confirmed to the Service Manager that the site notice was put up on the same day as the notice went into the newspaper
- observed that the objections raised had been responded to in the committee report and at the meeting.

Summing up, the Chairwoman said that the Committee had noted and taken into account the allegations and objections raised in reaching its decision on the Traffic Regulation Order.

It was resolved by a majority to

- a) implement the restriction as advertised
- b) inform the objectors accordingly

61. TRAFFIC REGULATION ORDER OBJECTION ASSOCIATED WITH SLEAFORD STREET, CAMBRIDGE

The Committee received a report inviting it to determine the objection to the installation of No Waiting at Any Time on Sleaford Street. Members noted the background to the proposed scheme, the responses to the statutory consultation process, and officer comment on the responses.

It was resolved unanimously to

- a) implement the restriction as advertised
- b) inform the objectors accordingly

Chairwoman

MORLEY AREA RESIDENTS' PARKING SCHEME

To: **Cambridge City Joint Area Committee**

Meeting Date: **14th March 2017**

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

Electoral division(s): **Coleridge and Queen Edith's**

Purpose: **To consider:**

The representations and objections received in response to the formal advertisement of parking controls in the Morley area of the Queen Edith's division.

Recommendation: **The committee is recommended to:**

- i. Note and determine the representations and objections received;
- ii. Approve the area wide parking controls shown in **Plan A-C** as advertised, and
- iii. Authorise the Head of Highways, in consultation with local members, to make such minor amendments to these parking controls as are necessary in response to the formalisation of the Traffic Regulation Order.

<i>Officer contact:</i>	
Name:	Nicola Gardner
Post:	Parking Policy Manager
Email:	Nicola.gardner@cambridgeshire.gov.uk
Tel:	01223 727912

1. BACKGROUND

- 1.1 The highway is an area of land which the public have the right to use for, passing and repassing without let or hindrance. Although residents and other road users have no automatic parking entitlements, residents' parking is generally allowed where it does not:
- Impinge on the movement of traffic;
 - Create a safety hazard or obstruct access for other highway users including cyclists and pedestrians; or
 - Cause damage to the fabric of the highway
- 1.2 Residents' Parking Schemes can be used in certain circumstances to prioritise the available parking space in a road or area. Schemes can help in situations where residents regularly find it difficult to park within a reasonable distance of their homes because of other competing/evolving parking needs.
- 1.3 Towards the end of 2015, the County Council was approached by Cllr Amanda Taylor, local member for Queen Edith's division. Cllr Taylor requested that the option of a Residents' Parking Scheme be considered for the Morley area as a number of her constituents had raised concerns regarding the increasing demand on parking by non-residents such as local tradespeople, students and commuters.
- 1.4 The County Council agreed to:
- a) Support the principle of an area wide parking scheme with residents' parking for Elsworth Place, Marshall Road, Rathmore Close, Rathmore Road, Blinco Grove, Magnolia Close, Hartington Grove, Rock Road, Cherry Hinton Road (south side between the junction with Hills Road and Blinco Grove) and Hills Road (east side between the junction with Cherry Hinton Road and Blinco Grove).
 - b) Delegate to the local councillor the responsibility for setting the hours of operation.
 - c) Delegate to the local councillor, decisions on the exact lengths of parking bays and restrictions.
 - d) Support a further consultation with residents in the area boarded by Blinco Grove (Inc. Blinco Grove), Cherry Hinton Road (south side between the junction with Hills Road and Blinco Grove) and Hills Road (east side between the junction with Cherry Hinton Road and Blinco Grove).
 - e) Support formal advertisement and public consultation for an area wide parking scheme to include, Elsworth Place, Marshall Road, Rathmore Close, Rathmore Road, Blinco Grove, Magnolia Close, Hartington Grove, Rock Road, Cherry Hinton Road (south side between the junction with Hills Road and Blinco Grove) and Hills Road (east side between the junction with Cherry Hinton Road and Blinco Grove), subject to support from a further residents' consultation.
- Informal Consultation**
- 1.5 Cllr Taylor undertook an informal consultation in November 2015. The results of this consultation showed that 42% of the area consulted, responded. Of those that responded 62% were in favour of the introduction of parking controls.

Public Consultation

- 1.6 The County Council conducted a public consultation at the beginning of November 2016, **Appendix 1** shows the proposals and questionnaire. The results of this public consultation showed that 40% of residents responded, of those 59% were in favour of the proposed parking controls.

No. Properties contacted	No. Responses received	% Responses received	% Respondents Support	% Respondents Oppose	% Respondents No Preference
680	274	40%	59%	35%	6%

- 1.7 As the majority of these that responded were in favour of the proposals detailed in Plan 1, the parking controls were formally advertised.

2 MAIN ISSUES

- 2.1 On 27th January 2017, proposals for area wide parking controls were formally advertised for the Morley area in the Cambridge News; **Plans A - C** show the proposals.

Note: In line with the current Parking Policy, the Marque complex was included in this consultation as all properties that fall in the defined area should be included in a scheme, only new developments within an existing scheme can be excluded for purchasing residents' permits.

- 2.2 The results of this consultation are:

No. Properties contacted	No. Responses received	% Responses received	% Respondents Support	% Respondents Oppose	% Respondents No Preference
803	168	21%	69%	26%	5%

- 2.3 116 written objections to the advertised proposals have been received, which are summarised in **Appendix 2**, along with officer comment. 44 written representations of support were also received these have been summarised in **Appendix 3**. **Appendix 4** shows the comments/suggestions. Full details of all the responses received can be viewed (by appointment) at Shire Hall.

Note: The consultation document requested objections or any additional comments regarding the introduction of the proposed scheme be directed to the County Council.

- 2.4 The main underlying concerns raised in this consultation revolve around the proposed introduction of double yellow lines, in particular those on Marshall Road and the impact the loss of space will have on both the residents of Marshall Road and the surrounding roads as a result of displacement.

Responses have been received from:

Marshall Rd	Rock Rd	Hartington Gr	Blinco Gr	Rathmore Rd/Cl	Cherry Hinton Rd	Hills Rd	Marque Complex	No Add/Outside Scheme
12%	14%	14%	20%	13%	2%	2%	1%	22%

The proposed introduction of double yellow lines (DYLs)

- 2.5 When considering a new Residents' Parking Scheme, careful consideration has to be given to access, congestion, road safety along with addressing the needs of residents, businesses, pedestrians and other road users. As a result of this, the proposed plan introduces double yellow lines as a means of junction protection and pedestrian safety.

There are set criteria that have to be considered when planning a scheme, these include the requirement for all marked bays to be a minimum width of 1.8m as detailed in the Traffic Signs Regulations and General Directions 2016 (TSRGD2016) and the need for an unobstructed carriage way width of 3.1m to ensure the free flow of traffic including larger vehicles such as emergency and refuse lorries in one direction.

To facilitate parking on one side of any road, the road must be 4.9m wide and to facilitate parking on both sides, 6.7m. The average width of Marshall Road is 6m which is not wide enough to accommodate parking on both sides.

The average width of the pavement on Marshall Road is just 1.5m. The minimum width recommended in the government's report on 'Inclusive Mobility' for the safe passage of a wheelchair user and an ambulant person side-by-side is 1.5m, therefore partial pavement parking would not be considered in this location.

Parking on pavements would only be considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles.

Parking Displacement

- 2.6 Parking in Marshall Road in its current form, is unsustainable and could represent hazards to all road users. In order to regulate parking effectively for the benefit of all highway users it will be necessary to make changes which will ultimately limit and reduce overall car parking on the street. Whilst this is regrettable, the safety of all highway users should take primacy over the availability of car parking space.

Whilst a residents only parking scheme is designed to benefit residents on the whole, there will always be some displacement of parking to surrounding areas. Regrettably this is unavoidable, as in order to ensure safe parking and free flow of traffic, parking must be regulated and made safe.

The introduction of parking controls will inevitably have an impact on the local community. For some it will be positive with a reduction in the demands for parking by non-residents and for others negative, as parking may not be so readily available close to their homes.

City Deal Funding of new Residents' Parking Schemes

- 2.7 In relation to the timing of the proposed Residents' Parking Scheme for the Morley Area, this was determined by the local County Councillor, Cllr Taylor. Cllr Taylor was conscious of the time that has been taken to get to this stage of the process and felt that further delays should be avoided.

A business case is being developed as part of the City Centre Access work-stream to consider prioritisation of a parking strategy. The outcome of this will be considered by the City Deal Executive Board later this year and it may be the case that the **implementation**

costs only of the schemes proposed in the Cambridge Residents' Scheme Extension Delivery plan will be funded.

In the absence of alternative funding, all costs associated to the introduction of a Residents' Parking Scheme will initially be covered by the Parking on-street account. These costs are subsequently recovered via a one-off fee charged to residents at the point of application.

Alternative Parking Controls

- 2.8 When drafting the proposed parking plan for the Morley area, a number of options were considered such as one-way traffic and the introduction of a single yellow line which would permit parking on one side of the road during the evenings. However after carefully reviewing the measurements, Marshall Road is just not wide enough to accommodate parking on both sides. With an increased emphasis on the impact pavement parking has on both access and road safety, parking on the pavements along Marshall Road is not something the council will consider.

Restrictions that have previously been introduced, such as partial pavement parking in the Romsey area of the city, do not set a precedent moving forward. These solutions were put in place some time ago, when vehicles had a much smaller footprint, both individually and in overall numbers. If these schemes were considered today, it is very unlikely that any pavement parking would be allowed.

- 2.9 Area wide parking schemes will never provide a perfect solution to parking problems and some degree of parking transfer is inevitable. The introduction of such a scheme will inevitably have an impact on the local community, although it will offer advantages in relation to improved road/pedestrian safety, reduced traffic flow and lessen the demand on parking spaces, it will reduce the number of available parking spaces which may affect residents' parking patterns and have a negative impact across the scheme.
- 2.10 Once approved, traffic orders are usually implemented within 12 months to avoid any potential for legal challenge. Officers will liaise with local councillors to determine the best time for implementation.

3 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The following bullet points set out details of implications identified by officers:

- The proposed scheme has the flexibility to balance needs of both residents and the local community.
- It will prioritise parking for residents.
- The removal of free parking will improve traffic flow and reduce congestion and pollution.

3.2 Helping people live healthy and independent lives

The following bullet points set out details of implications identified by officers:

- A balanced parking provision will offer residents and their visitors prioritised parking.
- A resident's permit scheme offers a range of permit types which includes free medical permits and Health worker dispensation.
- The removal of free parking will reduce congestion and will have a positive impact on air quality levels.
- Improved pedestrian access by removing pavement parking.

3.3 Supporting and protecting vulnerable people

The following bullet points set out details of implications identified by officers:

- 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 Blue Badges.
- Any valid Blue Badge holder is permitted to park in both residents' and pay and display bays across the city without time limitation.
- Improved pedestrian access by removing pavement parking.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

All costs associated to the introduction of a Residents' Parking Scheme are initially covered by the Parking on-street account. These costs are subsequently recovered via a one-off fee charged to residents at the point of application.

4.2 Statutory Legal and Risk Implications

The introduction of a Resident Parking Scheme 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 either set-up and ongoing charges will have a negative impact on budgets.

These can be mitigated by:

- Balancing the needs of residents, local business and the local community to keep traffic moving, improve pedestrian safety and reduce the risk of accidents on the road network.
- Applying suitable pricing structures, where appropriate, to ensure that all operational costs are covered.

The Council also has a general obligation under s122 of Road Traffic Regulation Act (RTRA) 1984 when exercising any functions under it to "secure expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

4.3 Equality and Diversity Implications

Interaction with local Members, stakeholder groups and residents has played a key role to ensuring the proposed Residents' Parking Scheme meets the needs of both residents and the local community.

4.4 Engagement and Consultation

The local County Councillor has played a key role in both the planning and consultation process and received regular updates on progress. The following consultations have been undertaken:

- Informal Consultation - undertaken by Cllr Taylor late in 2015
- Public Consultation - undertaken by the County Council in November 2016 (this included a survey being sent to all households/businesses within the defined scheme area along with street notices erected at the entry of each street within the scheme)
- Statutory Consultation - undertaken by the County Council in January 2017 (this included a survey being sent to all households/businesses within the defined scheme area along with street notices erected at the entry of each street within the scheme)

4.5 Localism and Local Member Involvement

Interaction with the local County Councillor and residents has been essential to ensuring the proposed scheme best meets the needs of the local community.

4.6 Public Health

The proposed Residents' Parking Scheme will reduce congestion and encourage the use of more sustainable travel options for visitors which will have a positive impact on air quality and therefore an impact on public health.

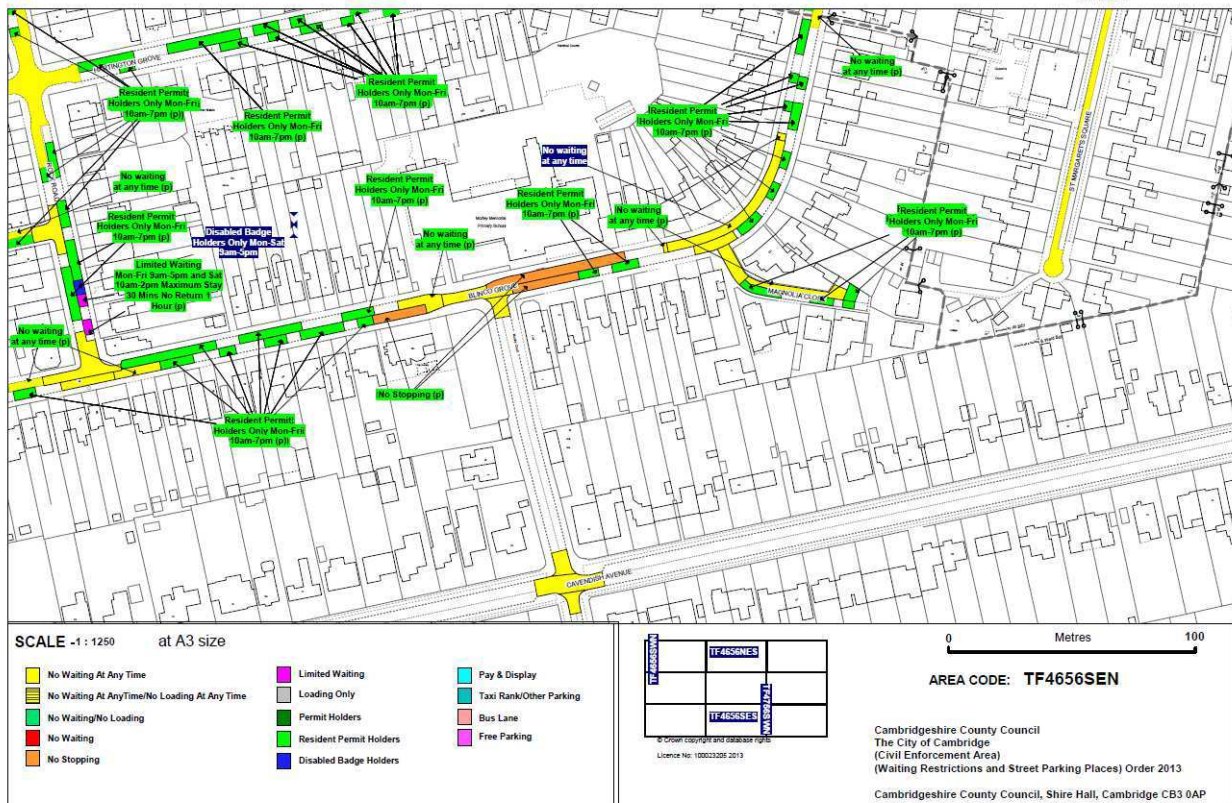
Source Documents	Location
Public Consultation Results (Nov 2016)	http://www.cambridgeshire.gov.uk/site/custom_scripts/cons_details.aspx?ref=540
Mott McDonald Parking Survey	http://www.cambridgeshire.gov.uk/citydeal/download/downloads/id/447/residential_parking_report.pdf
Formal consultation survey responses	Shire Hall, room 210

Plan A

TF4656SWN

Sheet Revision Number: 3

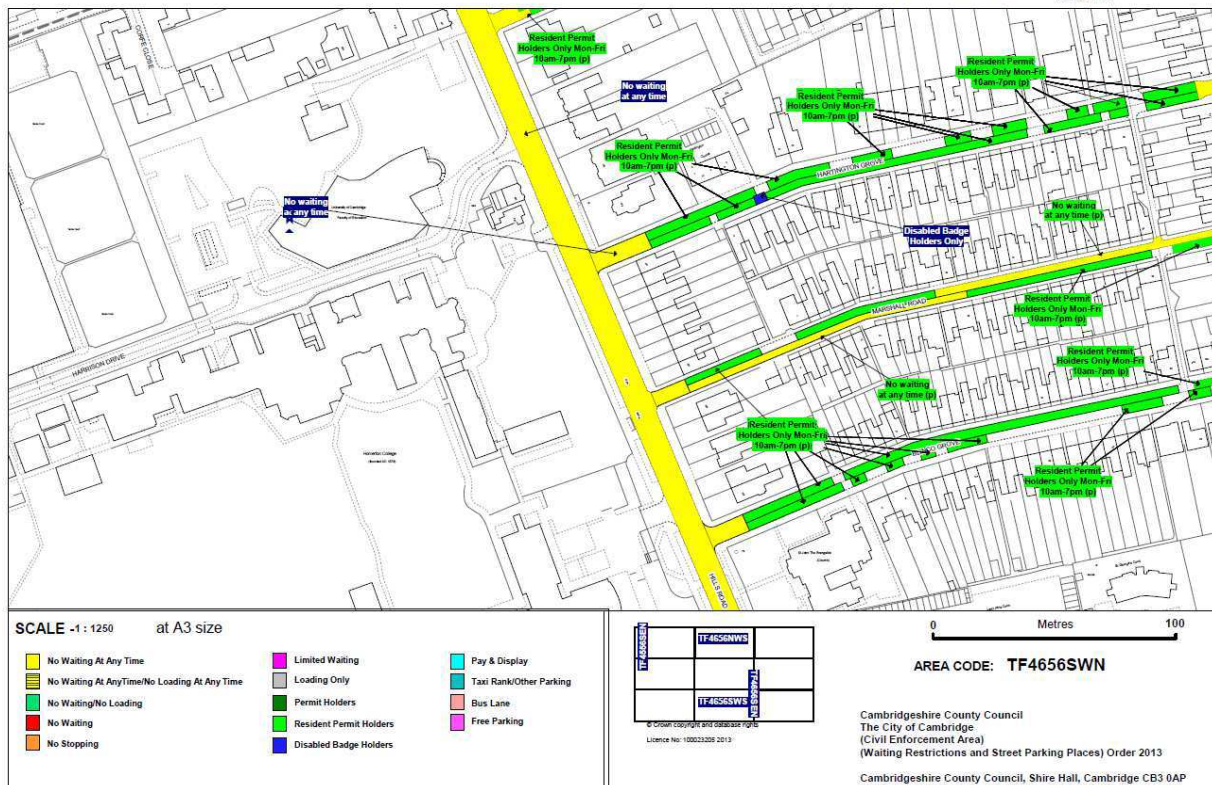
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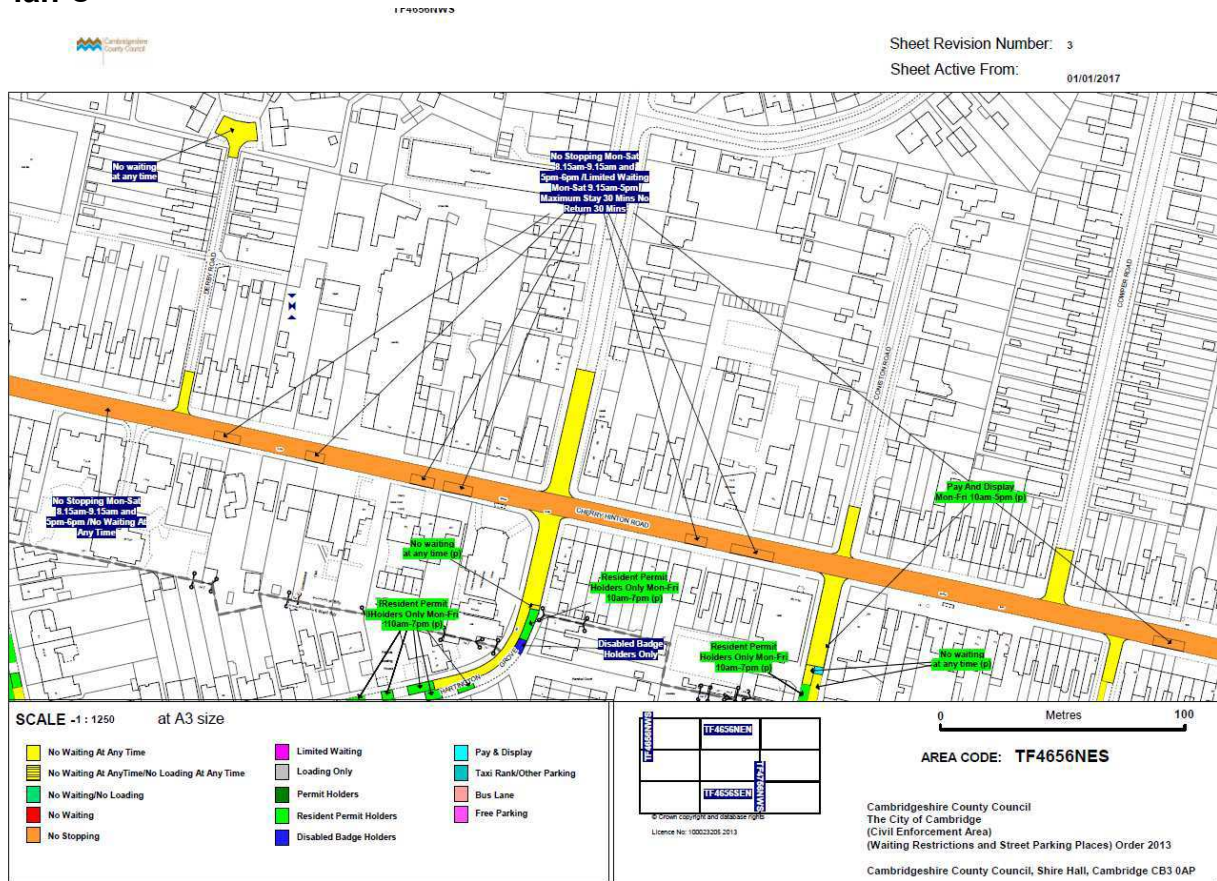
Plan B

Sheet Revision Number: 6

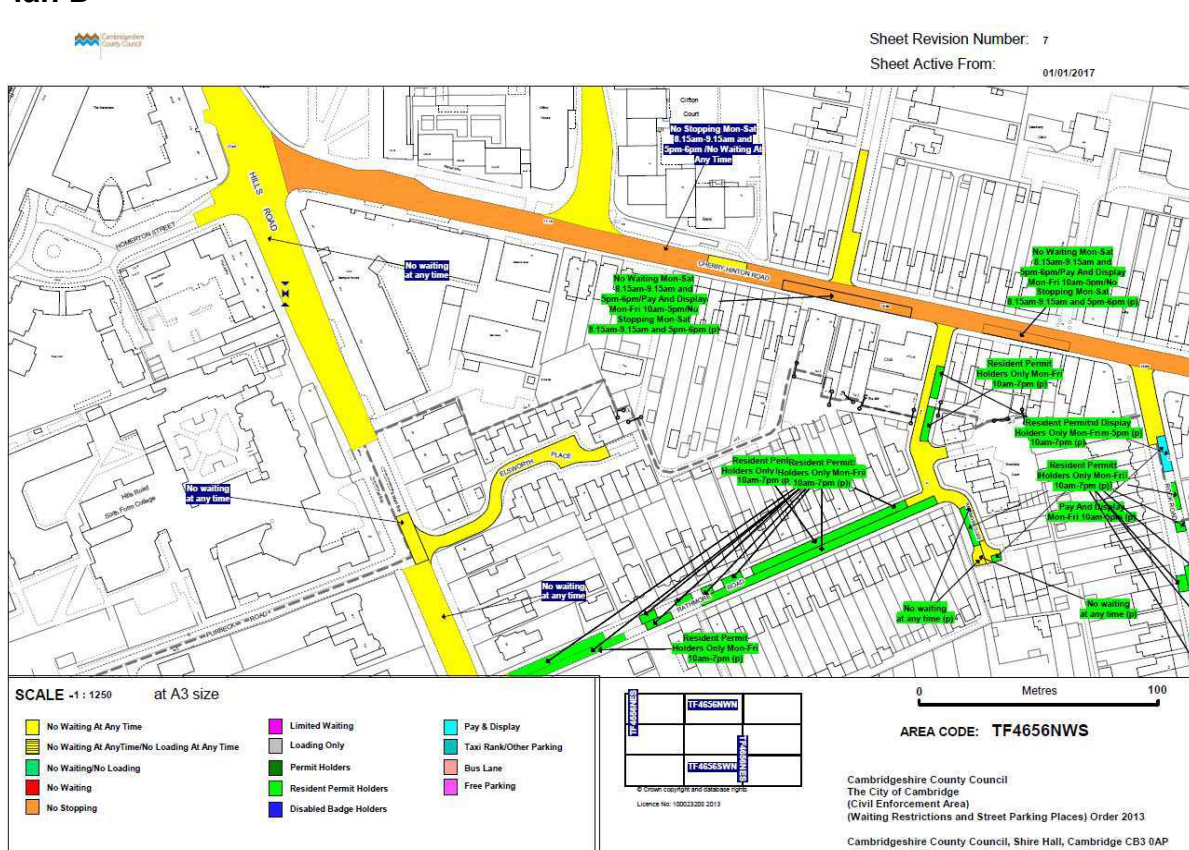
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Plan C



Plan D



Appendix 1

Please read and consider the information contained in this document before answering the questions below.

Only one questionnaire to be completed per household.

Your Details (please enter details):

House No (required): _____ Street (required): _____ Post Code (required): _____

Full Name (optional): _____ Email address (optional): _____

General Details (please select which apply):

Is this property your: Home/Business/Both/Other (please specify): _____

Do you have off-street parking: YES / NO _____

How many vehicles are there registered at the above address: One/Two/Three/Four/More (please specify): _____

How many of these vehicles park on the street: One/Two/Three/Four/More (please specify): _____

Parking Overall:

Q1. Do you support or oppose the introduction of the parking controls detailed on the enclosed maps? (Please select one option)

☐ Strongly Support

☐ Support

☐ No Preference

☐ Oppose

☐ Strongly Oppose

If you oppose the introduction of parking controls, please tell us why: _____

Q2. Please use the blank space below to provide further comments.

Data Protection: Cambridgeshire County Council processes personal data in compliance with the Data Protection Act 1998. We will use your personal data for the purpose of analysing the results of this consultation or to contact you in relation to the information given. Once the consultation has been concluded, this data will be confidentially destroyed.



The Occupier/Owner

Public Consultation On-Street Parking

We would like your views on a parking proposal for your area. Please look at the proposal and let us know your views before 25th November 2016.

Why are we carrying out this consultation?

At the end of last year one of your local Councillors carried out an informal consultation that found, of those who responded, there was support to look at introducing parking controls. We are now carrying out a formal consultation in response to this.

Following a review of your area and in-line with other schemes across Cambridge, we have developed the proposals which are presented in this leaflet.

The colleges, leisure facilities, shops and the medical campus in your area attract a high number of visitors and commuters. The area comprises of mainly terraced housing with few properties having off-street parking. This has led to a high demand for on-street parking, meaning spaces can be hard to find. In some locations, where roads are narrow, parked vehicles are creating safety problems by blocking paths and hindering the safe movement of vehicles, pedestrians and cyclists.

These are issues which we are looking to address as a result of this proposed parking plan.

We have sent this consultation leaflet to every household within the proposed area (as shown on leaflet) and we would now like to know your views on the proposal.

Even if you do not drive or own a vehicle, parking controls may affect you as a resident and any visitors you receive; therefore your opinion matters.

What are we hoping to achieve from this consultation?

- To include the local community in the development of any proposals; and
- To determine the level of support or opposition for the introduction of controlled parking in your area.

Some of the measures considered to improve parking are:

- On-street parking bays for residents and their visitors when displaying a valid permit.
- On-street parking bays for other dedicated users such as disabled badge holders.
- On-street parking bays, with a limited length of stay and pay and display bays to support the local community and make the area more accessible.
- Yellow line restrictions to:
 - Improve visibility and safety
 - Provide areas for vehicles to pass; and
 - Keep pavements free of parked cars.

THE PROPOSED RESIDENT PARKING SCHEME WOULD INCLUDE:

Elsworth Place
Marshall Road
Rathmore Close
Cherry Hinton Road as highlighted above (South side only)

Rathmore Road
Blinco Grove
Magnolia Close

Hartington Grove
Rock Road

Hills Road as highlighted above (East side only)

THE PROPOSED PARKING SCHEME OPERATIONAL HOURS ARE:

Residents' parking bays – Monday to Friday, 10am – 7pm
Pay and Display bays – Monday to Friday, 10am – 5pm

Limited waiting bays – Monday to Friday, 9am – 5pm & Saturday, 10am – 2pm

THE ENCLOSED MAPS SHOW THE PARKING CONTROLS PROPOSED AND THE MAP BELOW THE EXTENT OF THE CONSULTATION



Permit parking – What does it mean?

Parking areas would be available for use by valid permit holders during the operational hours. During these hours parking would only be allowed by vehicles displaying a valid permit. No other vehicles would be able to park, making it more likely that permit holders would be able to park conveniently. However, holding a valid permit does not guarantee a parking place. A Penalty Charge Notice (PCN) may be issued to any vehicle parked without displaying a valid permit during the scheme's operational hours.

A detailed assessment has been carried out to locate specific bays for pay and display and limited waiting within each street. Overall parking space will be reduced compared to the current arrangement, but the overall parking demand will fall by removing non-resident parking.

Cambridgeshire County Council - SH1204, Shire Hall, Castle Hill, Cambridge, CB3 0AP

Parking Consultation – Frequently Asked Questions

Q: Who is entitled to purchase a parking permit?

A: Any resident with a postcode that falls within the scheme boundaries will be able to apply for a permit or permits. After the introduction of a scheme, any developments of existing or new properties which result in an increased number of households will not be eligible for resident permits.

Q: What are the charges for parking permits?

A: As residents' parking schemes need to be self-funding, the annual permit charge will depend on the complexity of a scheme and hours of enforcement.

Residents' parking permits for this proposed scheme will cost £50.00. An additional one-off installation fee of £52.00 will also be charged to residents when they first purchase a residents' permit.

Prices and permit limits are currently the subject of a countywide parking review and could change before or after a scheme is implemented

Q: Can visitors park in permit holders only areas?

A: Residents will be able to purchase visitor permits which can be displayed by their visitors allowing them to park in the permit bay during the operational hours. Residents do not need to hold a valid residents' permit or own a vehicle to apply for visitor permits.

Q: What if I am a Blue Badge holder?

A: Any vehicle displaying a valid Blue Badge is entitled to park within a marked resident bay during its operational hours for an unlimited period.

Q: When would permit parking restrictions apply?

A: The proposed residents' parking scheme operational hours are Monday through to Friday, 10am to 7pm. Vehicles parked without displaying a valid permit during these hours may be issued a Penalty Charge Notice (PCN).

Q: Will the introduction of a residents' parking scheme guarantee me a parking space or increase parking capacity?

A: A parking space is not guaranteed and the introduction of parking controls may result in an overall reduction in available space but would result in less parking by non-residents.

Q: How would a scheme proceed if my street is not in favour of being included but surrounding streets express support?

A: Ideally the scheme would apply to all streets in the area to avoid/reduce any risk of displaced parking. Any streets excluded from a scheme may still attract parking by non-residents.

Q: When would residents need to purchase a permit?

A: Residents only need to purchase a permit if they wish to park in the residents' bays during the operational hours of the scheme.

Q: What if I am receiving short or long-term care in my own home?

A: Those receiving short or long-term care in their own homes may be able to apply for free medical permits. These permits can be used by anyone who provides care including friends and family.

What happens next?

The views and information we receive from this consultation are important and will help us understand the level of support for a parking scheme.

We would encourage you to complete and return the attached questionnaire in the enclosed SAE or, on-line by visiting

<http://www.smartsurvey.co.uk/s/QueenEdith/> or by post to: Cambridgeshire County Council, SH1204, Shire Hall, Cambridge, CB3 0AP.

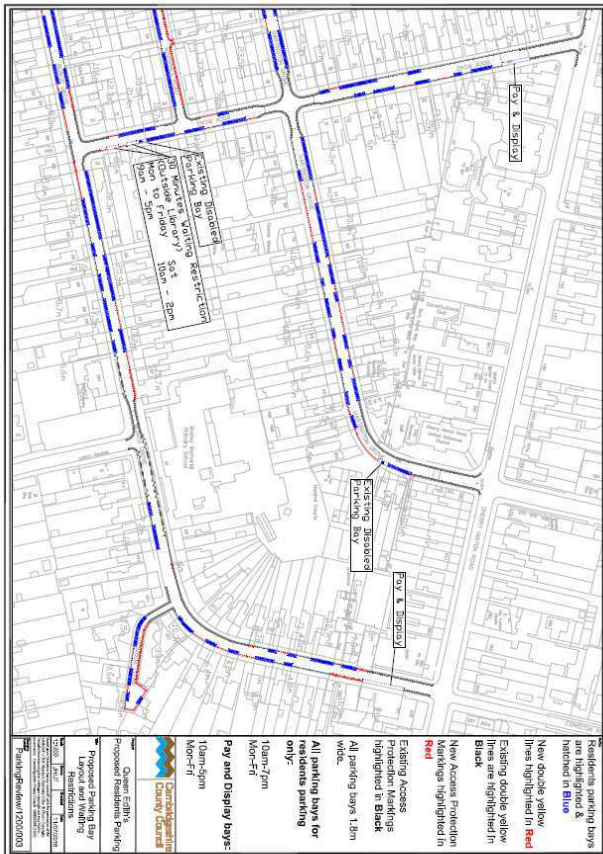
The feedback from this consultation will be considered before any decision is taken on whether to start the statutory process for implementing a residents' parking scheme.

"HAVE YOUR SAY"

Please complete and return the attached questionnaire in the enclosed SAE or visit <http://www.smartsurvey.co.uk/s/QueenEdith/>. Only one response per household will be accepted.

This survey is important to help us understand current views on parking in your area. THE DEADLINE FOR RESPONSES IS 25th November 2016.





Appendix 2 – Summary Objections

No.	Objection	Officer Response
O1	<p>Objection:</p> <p>Why is this scheme being proposed?</p> <p>Is this not a scheme that privatises public space as kerb space is a public utility?</p> <p>Number of similar Comments: 2</p>	<p>The County Council was contacted in 2015 by your local County Councillor, Cllr Taylor. Cllr Taylor asked council officers to look into a Residents' Parking Scheme for the Morley area as a number of residents had raised concerns regarding the increasing demand on parking by non-residents.</p> <p>As the introduction of a Residents' Parking Scheme is a democratic process, three consultation stages are usually undertaken to establish the level of support for the implementation of parking controls. These include:</p> <p>•Informal Consultation This was undertaken by Cllr Taylor towards the end of 2015. The consultation identified that the majority of residents who responded were in favour of the introduction of parking control. The feedback received from this consultation was considered when drafting the parking plan for the area.</p> <p>•Public Consultation On 4th November 2016, a public consultation document was sent to the residents of Elsworth Place, Marshall Road, Rathmore Close, Rathmore Road, Blinco Grove, Magnolia Close, Hartington Grove, Rock Road, Cherry Hinton Road (south side between the junction with Hills Road and Blinco Grove) and Hills Road (east side between the junction with Cherry Hinton Road and Blinco Grove). This documentation was accompanied by two in-depth parking plans (appendix 1) which identified both existing parking controls and those proposed.</p> <p>Residents were asked if they support or oppose the introduction of the parking controls detailed on these plans. As the majority of those that responded were in favour of the proposed parking controls, the proposed scheme progressed to the next stage. As detailed in this document, the feedback received was considered prior to commencing to the statutory process.</p> <p>•Statutory Consultation On 25th January 2017 a letter was sent to all the residents on the streets detailed above. This letter gave residents a final opportunity to challenge the introduction of the proposed parking controls. Any objections raised during this consultation will be considered by the Cambridge Joint Area Committee (CJAC).</p>

		<p>The highway is an area of land which the public have the right to use to pass and repass without let or hindrance. Although residents and other road users have no automatic parking entitlements, residents' parking is generally allowed where it does not:</p> <ul style="list-style-type: none"> • Impinge on the movement of traffic; • Create a safety hazard or obstruct access for other highway users including cyclists and pedestrians; or • Cause damage to the fabric of the highway.
O2	<p>Objection:</p> <p>Why are double yellow lines being proposed and in particular on Marshall Road where available parking will be reduced by half?</p> <p>Number of similar comments: 57</p>	<p>When considering a new Residents' Parking Scheme careful consideration has to be given to access, congestion, road safety along with addressing the needs of residents, businesses, pedestrians and other road users. As a result of this, the proposed plan introduces double yellow lines as a means of junction protection and reduces parking on Marshall Road to just one side, as the road is simply not wide enough to accommodate parking on both sides.</p> <p>When planning a scheme there are set criteria that have to be considered, these include the requirement for all marked bays to be a minimum width of 1.8m as detailed in the Traffic Signs Regulations and General Directions 2016 (TSRGD2016) and the need for a free carriage width of 3.1m to ensure the free flow of traffic including larger vehicles such as emergency and refuse lorries in one direction.</p> <p>To facilitate parking on one side of any road, the road must be 4.9m wide and to facilitate parking on both sides 6.7m. The average width of Marshall Road is 6m which is not wide enough to accommodate parking on both sides.</p> <p>The average width of the pavement on Marshall Road is just 1.5m. The minimum width recommended in the government's report on 'Inclusive Mobility' for the safe passage of a wheelchair user and an ambulant person side-by-side is 1.5m, therefore partial pavement parking would not be considered in this location.</p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf</p> <p>Parking on pavements would only be considered in exceptional circumstances and where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles.</p>

O3	<p>Objection:</p> <p>Why is pavement/footway parking not being considered in the absence of government legislation, could partial pavement parking be considered?</p> <p>Why is pavement/footway parking not being considered when it is permitted in other parts of the city such as Romsey?</p> <p>Number of similar comments: 14</p>	<p>In the absence of legislation prohibiting pavement parking, it falls to the local authorities to determine their individual policy on such parking. Cambridgeshire County Council is proposing that pavement parking is only considered in exceptional circumstances where there is no impact on safety or pedestrian movement and where the underlying construction is suitable for vehicles to parking. Parking on pavements:</p> <ul style="list-style-type: none"> • Creates a hazard for the visually impaired, disabled and elderly people and those with prams and pushchairs. • Creates safety issues for pedestrians and can hide other vehicles particularly on bends, narrow roads and at junctions. • Can cause damage to the footway. <p>During the consultation process a number of concerns were raised regarding parking on the pavements of Marshall Road. Whilst the main concerns revolved around the impact the reduced/blocked access has on pedestrians especially those with limited mobility/visibility and parents with children and pushchairs, other concerns included the impact parking is having on the pavement structure as prolonged pavement parking has resulted in uneven pavement.</p> <p>We have an obligation to consider these concerns along with our responsibility to ensure the safe movement of pedestrians.</p> <p>A recent site visit established that the average width of the pavement on Marshall Road was just 1.5m and that the underlying structure of the pavement was clearly not suitable for vehicles. Therefore taking in to account the pavement structure and the recommendation for a minimum pavement width of 1.5m made in the government's report on 'inclusive Mobility' for the safe passage of a wheelchair user and an ambulant person side-by-side, parking on any part of the pavement would not be considered in this location.</p> <p>Whilst there is some pavement parking in other areas of the city, these solutions were put in place at a time when vehicles had a much smaller footprint, both individually and in overall numbers and if these schemes were considered today it is very unlikely that any pavement parking would be allowed on those streets in the Romsey area.</p>
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O4	<p>Objection:</p> <p>As the proposed scheme reduces the overall parking space available particularly in Marshall Road, will there be sufficient space for residents and their visitors’?</p> <p>Spaces should not be lost.</p> <p>Where are tradespeople to park and what happens if an emergency plumber/gas fitter is required? (remains the same)</p> <p>Number of similar comments: 66</p>	<p>Parking in Marshall Road in, its current form, is unsustainable and could represent hazards to all road users not only now but in the future. In order to regulate parking effectively for the benefit of all highways users it will be necessary to make changes which will ultimately limit and reduce overall car parking on the street. Whilst this is regrettable, the safety of all highways users should take primacy over the availability of car parking space.</p> <p>Looking at the plans, the following parking spaces are available:</p> <table><tr><th>Street</th><th>No. of bays (based on ave. vehicle length of 5m)</th></tr><tr><td>Marshall Road</td><td>39</td></tr><tr><td>Hartington Grove</td><td>108</td></tr><tr><td>Blinco Graove</td><td>100</td></tr><tr><td>Magnolia Close</td><td>7</td></tr><tr><td>Rock Road</td><td>28</td></tr><tr><td>Rathmore Road</td><td>67</td></tr><tr><td>Rathmore Close</td><td>4</td></tr><tr><td>TOTAL</td><td>352</td></tr></table> <p>Note: Whilst great care is taken to ensure designs are as accurate as possible, what is presented may differ slightly from what is actually on street due to the limitations of O/S data and different software packages used.</p> <p>A recent parking survey was carried out across Cambridge by a company called Mott MacDonald. This survey showed that 291 spaces (in Rock Road, Blinco Grove, Hartington Grove, Marshall Road and Rathmore Road) were occupied by residents (the count was completed at 5:30am, a time when the number of commuters would be negligible and the number of residents would be at their maximum).</p> <p>This indicates that there would be space available for all resident permit holders even with the number of spaces reduced as a result of the introduction of public safety, access and junction protection.</p>	Street	No. of bays (based on ave. vehicle length of 5m)	Marshall Road	39	Hartington Grove	108	Blinco Graove	100	Magnolia Close	7	Rock Road	28	Rathmore Road	67	Rathmore Close	4	TOTAL	352
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		<p>Ultimately all residents will benefit from enhanced safety, clearer sight lines and footways that are unimpeded by parked vehicles.</p> <p>Tradespeople in the case of an emergency, as is the current practice, will be able to park in either a residents or pay and display bay to make 'safe', for example switch off gas that may be leaking. Once the situation has been made 'safe', the tradesperson would then have to obtain a visitors' permit from the resident, pay and display or locate unrestricted parking to undertake the required works.</p> <p>The County Councils Parking Services Team may be able to offer a parking exemption to enable works to be carried out.</p> <p>The provision of Tradespeople permits and setting limits on residents' and visitors' permits is being considered as part of the Residents Parking Policy Review.</p>
O5	<p>Objection:</p> <p>Why are residents being asked to pay for permits to park outside their own homes and why is the cost of a permit so high?</p> <p>Should residents be expected to pay the installation cost?</p> <p>Number of similar comments: 12</p>	<p>As Residents' Parking Schemes are, by their nature, of direct benefit to a small and localised group of residents, the general principle will apply that those that directly benefiting from the introduction of Residents' Parking Schemes should meet the set up costs and the ongoing charges of schemes.</p> <p>As schemes as a whole should be self-funding, the charge for both residents' and visitors' permits must cover all associated costs. If there is a surplus or a deficit in funding of a scheme, this will be taken into account when permit fees are reviewed.</p> <p>Set-up costs associated with the installation of a scheme should be recovered via a one-off charge to residents when they first purchase a residents' permit.</p> <p>As advised in the public consultation document, permit prices and limits are currently subject to a countywide review and could change before or after the installation of this scheme.</p>
O6	<p>Objection:</p> <p>What allowances are being made for local business, are sufficient pay & display bays being proposed?</p>	<p>When formalising a scheme, consideration is given to providing a mix of parking options to cater for not only residents but also business and local community facilities which are key to the prosperity of the community as a whole. Where there is a mix of parking demands for example around Cherry Hinton Road and outside the library on Rock Road, pay and display or limited waiting parking bays have been proposed to help sustain the local business/facilities.</p>

	<p>Are the proposed pay and display/limited waiting bay being introduced at the detrimental to the number of available residents' spaces?</p> <p>Number of similar comments:6</p>	<p>Pay and display bays have been proposed for the Cherry Hinton Road end of Blinco Grove and Cherry Hinton Road end Rock Road and limited waiting bays outside the library.</p> <p>The decision on introduce pay and display/limited waiting bays was taken after balancing all the concerns raised, along with the need to support the unique and essential facilities the local community offers.</p>
O7	<p>Objection:</p> <p>Why is this scheme going ahead now rather than waiting a short time for the City Deals funding?</p> <p>We would like to object to the introduction of this scheme on the basis that the city-wide approach to residents parking may be a better solution than the Morley Residents Scheme and deliver a wider more integrated solution to the parking problem in our area.</p> <p>Number of similar comments: 38</p>	<p>In relation to the timing of the proposed Residents' Parking Scheme for the Morley Area, this was determined by your local County Councillor, Cllr Taylor.</p> <p>The Executive City Deal Board (ECDB) is considering the proposed Cambridge Residents' Scheme Extension Delivery plan which is a plan that sets out the approach to address specific parking issues and future challenges within Cambridge City. It creates a framework for a predetermined expansion of current residents' parking schemes by offering a more comprehensive approach.</p> <p>In principal and subject to an agreed business case, the ECDB have committed to cover the implementation costs only of the proposed schemes. The annual residents permit fee will still need to be paid by residents at the point of application.</p> <p>The ECDB will consider the application for funding in March 2017.</p>
O8	<p>Objection:</p> <p>When available parking space is limited, why are Hills Road, Cherry Hinton Road and the Marque complex being included in this scheme?</p> <p>Number of similar comments: 4</p>	<p>When formalising a parking scheme, consideration has to be given to the impact such a scheme will have on the residents within that area and mitigate (as far as reasonable practical) the migration of parking into surrounding streets.</p> <p>When determining a scheme's boundaries, we look for defined blocks of streets, in this case Hills Road (east side between the junction of Cherry Hinton Road and Blinco Grove) , Cherry Hinton Road (south side between the junction of Hills Road and Blinco Grove) and Blinco Grove toform a natural triangle.</p> <p>We are obliged to include all properties that fall within the identified boundaries of a scheme, properties that have private parking facilities such as driveways or private parking areas are not excluded.</p> <p>Only new developments within an existing scheme will be excluded from applying for residents' permits.</p>

O9	<p>Objection:</p> <p>The introduction of parking controls will reduce my house price and saleability.</p> <p>Number of similar comments: 5</p>	<p>Whilst the introduction of a residents' Parking Scheme will reduce the number of available parking spaces overall, the demand for those spaces will lessen as non-residents would be removed.</p>
O10	<p>Objection:</p> <p>I object as the vast majority of vehicles parked in this area are owned by residents.</p> <p>Is there data to identify individual causes of any existing problem?</p> <p>Number of similar comments: 5</p>	<p>As the introduction of this scheme was proposed by your local county councillor and supported by the majority of residents that responded to both the informal and public consultation, a survey of the number of vehicles parked with this area or the number of vehicle owned per household has not been undertaken.</p>
O11	<p>Objection:</p> <p>The proposed parking controls may lead of increased congestion in local streets as:</p> <ul style="list-style-type: none"> a) The introduction of double yellow lines will make the road more attractive as a cut-through. b) online shopping deliveries and van dropping off parcels etc cannot use a parking bay - are they going to stop in the street blocking traffic? <p>Number of similar comments: 4</p>	<p>By introducing a Residents' Parking Scheme the traffic flow should fall as parking is prioritised for residents and as such will remove the need for non-residents to enter an area seeking free parking opportunities.</p> <p>The introduction of the DYs on Marshall Road will ease traffic flow, however the switch of restriction from one side of the road to the other mid-way is a traffic calming measure to slow traffic. To maximise available parking spaces, only one switch has been proposed.</p> <p>Vehicle are permitted to park in residents parking bays to load/unload and also on DYs where a load ban is not in operation as identified by accompanying kerb marks.</p>
O12	<p>Objection:</p> <p>With the proposed reduction of available parking space, residents may consider turning front gardens into parking bays which will have environmental impacts and, with an increase in dropped kerbs reduce (privatises) available</p>	<p>The introduction of parking controls will inevitably have an impact on the local community. For some it will be positive with a reduction in the demands for parking by non-residents and for others negative, as parking may not be so readily available close to their homes.</p> <p>Whilst I can understand these concerns, how residents mitigate this impact is very much down to the resident and their personal circumstances.</p>

	<p>space further, and affect parking capacity.</p> <p>These spaces may then be let for personal gain.</p> <p>Number of similar comments: 20</p>	<p>As highlighted in the recent consultation, due to the current pressure on parking in this area a number of residents have already take steps to use their front garden for parking. There are a number of dropped kerbs throughout the area with, as I understand, further waiting council approval.</p> <p>The Council has an obligation to permit access to properties, if it can be proved that there is sufficient space to park a vehicle and enter/access safely taking account of the required entry/access visibility requirements.</p>
O13	<p>Objection:</p> <p>The introduction of extensive double yellow lines will displace parking to the adjoining roads.</p> <p>As a scheme should benefit residents fairly, this current proposal doesn't due to the displacement of parking from Marshall Rd to the surrounding area.</p> <p>Displacement will also have an impact on the surrounding area not covered by this scheme such as Coleridge and Baldock Way.</p> <p>Number of similar comments: 38</p>	<p>The County Council takes great care to carefully consider the options when installing parking restrictions of any type, the introduction of double yellow lines is no different. These lines are necessary to improve the safety for all road users and used only where necessary. In this instance double yellow lines are proposed to ensure free traffic flow, and to reinforce the Highway Code in junction areas by improving visibility for all highway users.</p> <p>When formalising a parking scheme we also consider the impact of such a scheme on the residents both inside and outside that area and mitigate (as far as reasonable practical) the migration of parking into surrounding streets. Therefore when determining scheme boundaries, we look for defined blocks of streets, in this case Hills Road (east side between the junction of Cherry Hinton Road and Blinco Grove) , Cherry Hinton Road (south side between the junction of Hills Road and Blinco Grove) and Blinco Grove toform a natural triangle.</p> <p>Whilst a residents' only parking scheme is designed to benefit residents on the whole, there will always be some displacement of parking to surrounding areas. Regrettably this is unavoidable, as in order to ensure safe parking and free flows of traffic, parking must be regulated and made safe. This may be to the detriment of those who would seek to park their vehicles with convenience being the prime motivating factor or those residents, who may be fortunate enough to own more than one vehicle.</p>
O14	<p>Objection:</p> <p>I believe a further vote should be taken on a defined scheme or alternative schemes.</p> <p>Number of similar comments: 10</p>	<p>A formal consultation was carried out in November 2016, the results of which indicated a preference for this type of scheme which has now passed through the statutory consultation stage which this report represents.</p> <p>An additional vote or consultation is therefore unnecessary and could serve, not only to elongate the process, but to increase overall costs due to additional Officers' time being committed for re-design purposes. Whilst very few schemes are perfect, what is currently proposed represents current design standards, traffic management best practice and has received support from Local Members and the majority of the community affected.</p>

O15	<p>Objection:</p> <p>Why where the proposed operational hours chosen?</p> <p>More appropriate operational hours would be:</p> <p>a) The proposed scheme operation hours are excessive, parking controls need only be in place for 1 hour Am and 1 hour Pm to deter commuters.</p> <p>b) Operational hours should be extended in to the weekend, Saturday Am in particular as this is when the problem is most acute.</p> <p>c) Operational hours should be extended in to include shopping hours on a Saturday & not required to 7pm.</p> <p>d) Operational hours should be reduced to 10am -2pm to facilitate the school run.</p> <p>e) Why run to 7pm, only required for a couple of hours in the middle of the day to deter commuter.</p> <p>f) Operational hours reduced to 10am to 2pm, deter commuters by offer flexibility to residents and the school run.</p> <p>g) Hours should be extended to 7:30pm to deter evening students.</p> <p>Number of similar comments: 11</p>	<p>The operational hours proposed reflect the feedback received via the informal consultation undertaken towards the end of 2015. This consultations confirmed that the majority of the residents that responded experienced the greatest parking problems between Monday and Friday, from morning through to evening. The proposed operational hours where discussed and agreed with Cllr Taylor, your local County Councillor.</p> <p>Whilst a number of valid suggestion have been made in relation to the proposed operational hours in the public consultation which took place in November 2016 as with this consultation, there is no general consensus on what the those hours should be.</p>
O16	<p>Objection:</p> <p>Why I am not guaranteed a parking space in my street or the surrounding area?</p> <p>As a tax payer and after buying an expensive home, I expect to be able to park in the road where I live and close to my home.</p> <p>Number of similar comments: 12</p>	<p>Whether a road is restricted or unrestricted, there is no guarantee of a parking space. Whilst the introduction of a Residents' Parking Scheme will reduce the demand on parking by prioritising spaces to residents, there is no guarantee of a parking space. This was made very clear early in the process.</p> <p>At this time, there is not a policy in place that limits permits however, as the purchase/use of visitors' permits is unpredictable, a parking space could not be guaranteed.</p>

O17	<p>Objection:</p> <p>There is sufficient parking space available and no highway safety issues.</p> <p>Number of similar comments: 11</p>	<p>Noted.</p>
O18	<p>Objection:</p> <p>Could other parking alternative be considered to allow parking on both side of Marshall Road?</p> <p>Suggestions include:</p> <p>a) To permit parking on both sides of Marshall Road, could one-way traffic should be introduced as seen on the roads off Mill Rd (Ross/Thoday St) eliminating cars having to pass on narrow roads?</p> <p>b) Could a Permit Parking Area be introduced to reduce the need for bay makings and allow parking on both sides?</p> <p>c) Could pavement/s on one or both sides of the road to allow parking on both sides which could involve diagonal parking?</p>	<p>When drafting the proposed parking plan for the Morley area, a number of options where considered such as one-way traffic and the introduction of a single yellow line which would permit parking on one side of the road during the evenings. However after carefully reviewing the measurements, Marshall Road is just not wide enough to accommodate parking on both sides and with an increased emphasis on the impact pavement parking has on both access and road safety, parking on the pavements along Marshall Road is not something the council will consider.</p> <p>a) Whilst one way traffic could be considered on Marshall Road, due to the width of the road (as detailed above O3), parking on both sides would still not be an option.</p> <p>b) Permit Parking Area schemes are used for small 'self-contained' areas with limited points of entry/exist for example, Silverwood Close in Cambridge is such a scheme. Due to the significant amount of signage required, this is not practical option for such a large scheme with multiple exit/entry points.</p> <p>Even with such a scheme, due to width of Marshall Road, DYLS would still be required.</p> <p>c) Pavements are installed to ensure the safe passage of pedestrians and when located outsides residential properties, offer a level of security from oncoming traffic for those entering/exciting their homes. As previously mentioned, there is a greater emphasis being placed of ensuring inclusive access for all within a community and to this end pavements should not be used or removed to facilitate parking.</p>

	<p>d) Could a single yellow line be introduced that keep the pavement clear during the day when most used and would permit residents parking in the evening and overnight like other area in Cambridge (Kingston St)?</p> <p>e) Could residents park on DYLS overnight when all the allocated spaces have gone?</p> <p>Number of similar comments: 13</p>	<p>d) Whilst it is accepted that the demand for parking space by residents may be greater in the evening at a time when the use of pavements may be limited, the introduction of what would be a single yellow line operational say between 7pm to 8am would still impact on pedestrian safety/access as it would inevitably result in pavement parking which the council will not consider for the reasons already outlined.</p> <p>To allow the free flow of traffic in Kingston Street parked vehicles would have no option but to straddle the highway and pavement. In the Kite area the council has recently received (CJAC 24th Jan 2017) a request to extend the single yellow line restriction as parked vehicles are significantly impacting access to properties.</p> <p>As detailed above (O3), restrictions that have been previously been introduced do not set precedents moving forward.</p> <p>e) DYL are installed to ensure the free flow of traffic, parking on such a restriction will impact that flow. Whilst traffic is reduced during the evening, the affect remains.</p>
O19	<p>Objection:</p> <p>There is inadequate space for Rock Road Library</p> <p>Number of similar comments: 5</p>	<p>Rock Road library currently has no guaranteed car parking facility. The introduction of Residents' Only parking will mean that the library will benefit from 2 limited waiting parking places where visitors will be able to park for free for a period of up to 30 minutes.</p> <p>The library was consulted, no response has been received.</p>
O20	<p>Objection:</p> <p>The proposed plan is incorrect as issues raised have not been addressed:</p> <p>a) As a parking bay overlap my dropped kerb and unnecessary generous spec for making a left turn out of No.45.</p> <p>b) The parking space proposed outside my house is not compatible with my dropped kerb.</p> <p>c) The countless dropped kerbs that have been</p>	<p>a) Parking bays will not overlap driveways. Whilst great care is taken to ensure designs are as accurate as possible, what is presented may differ slightly from what is actually on street due to the limitations of O/S data and different software packages used.</p> <p>b) answered above</p> <p>c) The Council has an obligation to permit access to properties, if it can be proved that there</p>

	<p>granted/pending approval have not been factored in.</p> <p>d) New unnecessary parking restriction o/side 73 and 87.</p> <p>e) Reduce length of DYL's at Hartington cross and could save 2-4 spaces</p> <p>f) Match limited waiting bay to reflect library opening hours</p> <p>g) The parking bay on the plan o/side 66 is too small to accommodate an average size vehicle, large vehicles may park and then cause a hazard.</p> <p>Number of similar comments: 5</p>	<p>is sufficient space to park a vehicle and enter/access safely taking account of the required entry/access visibility requirements.</p> <p>d) Whilst great care is taken to ensure designs are as accurate as possible, what is presented may differ slightly from what is actually on street due to the limitations of O/S data and different software packages used.</p> <p>e) The priority at this junction should be safety, not vehicular parking, which the introduction of double yellow lines will improve.</p> <p>f) The library was consulted and offered no objection to the proposed arrangement</p> <p>d) Whilst great care is taken to ensure designs are as accurate as possible, what is presented may differ slightly from what is actually on street due to the limitations of O/S data and different software packages used.</p>
O21	<p>Objection:</p> <p>I did not receive the public consultation documents sent in November and as such was unable to express my concerns.</p> <p>The consultation documentations as a whole where not thorough or extensive enough for people to respond and did not adequately communicate the reduction in the overall parking provision.</p> <p>There has been no consultation with residents of surrounding streets on introducing a scheme</p>	<p>It is regrettable that you did not receive public consultation documents sent in November. However, I can confirm that your Local Member Cllr Taylor has been championing this scheme, and acting as a focal point for people's concerns. In addition to this, extensive preliminary consultations were carried out by various different methods, including by letter drop, residential surveys, and a web portal was created where comments could be sent to us.</p> <p>Whilst we do appreciate the feedback received regarding the consultation documentation, it is really important that residents are not flooded with so much information that they are lost in the minutiae. Therefore it was felt that the documentation sent out (including the mapping) was succinct, detail specific, and had sufficient clarity for the majority of residents to be able to make an informed decision. Officers with plans and detailed knowledge of the proposal were available to discuss any issues regarding the scheme in Shire Hall, in person, over the telephone or by email.</p> <p>As detailed above there has been a thorough consultation throughout the Morley area which is the part of Cambridge that this proposal seeks to address. Whilst anyone can present an</p>

	<p>in a limited part of their neighbourhood. This consultation made a realistic attempt to seek the views of all residents and businesses of the area outside the proposed scheme on the principles of introducing parking controls.</p> <p>The process has been rushed.</p> <p>Number of similar comments: 13</p> <p>Morley Residents Parking Scheme Consultation Petition:</p> <p>We the undersigned believe that we have been inadequately consulted on all aspects of the development of the proposed scheme and demand the proposed Traffic Order is withdrawn and full public engagement entered into.</p> <p>Signed by: 225 (individual objections have also be raised in some cases)</p>	<p>objection to a proposed TRO, it is only right that the consultation be focused on the area that it will have greatest effect. A wider consultation would be more 'inclusive', more analysis would be beneficial, more time would always be helpful; however there is a mandate from the residents that the scheme is wanted and further unreasonable delay would go against residents' wishes. In addition to this, surrounding areas could be given an opportunity in the future, to implement their own residents' parking scheme should there be sufficient demand for one.</p>
O22	<p>Objection:</p> <p>Additional signage and bay marking will have an environmental impact.</p> <p>Number of similar comments: 3</p>	<p>A scheme can only be enforced if there is adequate signage. Parking bays would need to be marked and signs erected adjacent to each bay along with pay and display machine where required. The number of signs will depend on the length of each bay, legislation dictates signs are required every 30 metres within a controlled parking zone such as what is being proposed.</p> <p>Every consideration will be given to minimise the impact of any proposed parking changes, including the use of existing lamp posts instead of standalone signposts where possible.</p>
O23	<p>Objection:</p> <p>The proposed parking controls do not have the support of the majority of the affected area as the proposed changes are being based to which only a minority of households responded (40%). Of this 49% were in favour on 23% of eligible households. It's a representative survey</p>	<p>The County Council cannot compel individuals to respond to consultations so decisions can only be realistically based on the number of responses received. Whilst it isn't a perfect method of measurement, by law the County Council is only compelled to consider objections to the proposal at the statutory stage.</p>

	<p>of the residents that have the strongest option about the issue.</p> <p>Number of similar comments: 4</p>	
O24	<p>Objection:</p> <p>The local county councillor informal consultation was biased/misleading.</p> <p>Number of similar comments: 2</p>	<p>I am unable to comment on the informal consultation undertaken by the local member. However I can confirm that the County Council has undertaken the Statutory Process in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>
C25	<p>Objection:</p> <p>How is the displacement of non-residents been mitigated?</p> <p>Number of similar comments: 3</p>	<p>The proposed introduction of the Morley residents parking scheme represents the 1st tranche in what is hoped will be a more comprehensive traffic management scheme for the City of Cambridge. By installing residents parking schemes in Cambridge where there is a demand for it, the areas for commuters and other non-residents to park their vehicles will be restricted and better managed. This in turn will encourage visitors to utilise other methods for accessing the City or to use facilities such as park & ride, local buses, pay & display parking or arrive by rail.</p>
C26	<p>Objection:</p> <p>Why was this area selected rather than a wider area?</p> <p>Number of similar comments: 4</p>	<p>The area boundaries were discussed with your local County Councillor, Cllr Taylor. Cllr Taylor felt this was the area that was most affected by the influx of non-residents parking. As you move out past Blinco Grove, a greater percentage of households have off-street parking and as such it was considered there would be less demand for on-street restriction.</p> <p>As Councillor Taylor has a better understanding of the area and her constituents, officers were guided by her judgement.</p>
C27	<p>Objection:</p> <p>Complexity of purchasing visitor permits especially for the elderly and the need to plan ahead.</p>	<p>Residents living within a Residents' Parking Scheme can buy visitor permits, enabling their visitors to park their vehicles in a marked residents' bay during the scheme's operational hours. Residents do not need to hold a valid residents' permit or own a vehicle to apply for visitors' permits. A visitors' permit currently cost £8.00, each permit allows 5 separate visits. Permits can currently be purchased on-line, via the postal service or face-to-face at Cambridge central library. Once you have registered for visitors permits, permits can be obtained over the telephone.</p> <p>Whilst we currently operate a scheme that requires a paper permit to be displayed, we are looking into other alternatives such as 'virtual' permits. This type of permit will offer greater flexibility and ease of application.</p>

	<p>Number of similar comments: 3</p>	<p>Please note that permit costs and limits are currently subject to a countywide parking review and could change before or after a scheme is implemented.</p>
O28	<p>Objection:</p> <p>There is insufficient provision for dropping for dropping off children at Morley School.</p> <p>Number of similar comments: 2</p>	<p>Increasing the provision for parents to be able to drop off their children at Morley school is not possible without further reduction of available car parking space, the current school keep clear areas will be reinforced with additional no stopping signs ensuring high visibility for all road users and enhanced safety for children, parents and staff in the vicinity of the school.</p>
O29	<p>Objection:</p> <p>The introduce congestion charge, improved park & Ride and public services should be considered first</p> <p>Number of similar comments: 2</p>	<p>The introduction of a congestion charge is not one of the options currently being considered by the County Council. The Local County Councillor was keen to implement residents parking as soon as possible and not wait until further capacity had been created at Park and Ride sites.</p>
O30	<p>Objection:</p> <p>The level of builders vans in the area has now reduced freeing up sufficient space for residents.</p> <p>Number of similar comments: 3</p>	<p>Noted</p>
O31	<p>Objection:</p> <p>There are inadequate parking provision to support the local community facilities such as the church's which are used by groups throughout the day.</p> <p>Number of similar comments: 1</p>	<p>Unfortunately there will be some loss of on-street parking facility as a result of the implementation of the Morley Scheme. Whilst this is regrettable and unavoidable, as part of the public consultation, no indication has been received from any such church groups (or other) that their needs have not been met. What is proposed on-street will have benefits for the residents of the locality and while it may not be possible to deviate substantially from what has been proposed, it may be possible to make minor amendments to accommodate church visitors at a later date should there be demand.</p>

Appendix 3 – Summary of Support

No.	Supporting comments
S1	<p>Support:</p> <p>Streets are inundated with non-residents which result in:</p> <ul style="list-style-type: none"> • It often being difficult to park. • Due to the narrow street, it often being very difficult to navigate. • Cars being damaged. <p>The problems on the road will be alleviated with the introduction of this scheme.</p> <p>Number of similar comments: 6</p>
S2	<p>Support:</p> <p>The parking situation has now become intolerable. It is often the case:</p> <ul style="list-style-type: none"> • We cannot park in our road, or even roads nearby. • Our visitors, both trades people, friends and family, are unable to park either, being forced to carry tools or, in the case of our children, our young grandchildren. <p>The situation will get worse unless controls are introduced.</p> <p>Number of similar comments: 11</p>
S3	<p>Support:</p> <p>Marshall Road will become a safer environment for pedestrians and cyclists as it is often overcrowded and dangerous.</p> <p>The pavements are in a sorry state and obstructed by cars making it impassable by a wheelchair or pushchair.</p> <p>Number of similar comments: 10</p>
S4	<p>Support:</p> <p>There is sufficient space available to residents after removing non-resident parking.</p> <p>Number of similar comments: 4</p>
S5	<p>Support:</p> <p>Both the informal and public survey showed that the majority that responded where in favour of the parking scheme.</p> <p>Number of similar comments: 3</p>

S6	<p>Support:</p> <p>The continued development in the area will increase the pressure on parking in the area.</p> <p>Number of similar comments: 5</p>
S7	<p>Support:</p> <p>The introduction of parking controls reduce and slow traffic movement making a safer environment.</p> <p>Number of similar comments: 1</p>
S8	<p>Support:</p> <p>It is imperative that this scheme is introduced as the roads are essentially a car park for non-residents.</p> <p>Number of similar comments: 3</p>
S9	<p>Support:</p> <p>The council has invested in park & ride and other initiatives' to encourage the use of public transport and reduce congestion. Allowing free on-street parking goes against these initiatives.</p> <p>Number of similar comments: 2</p>
S10	<p>Support:</p> <p>I support the proposed parking control and think it will improve the quality of our living environment.</p> <p>Number of similar comments: 17</p>
S11	<p>Support:</p> <p>Parking controls need to be introduced independently of a citywide proposal.</p> <p>Number of similar comments: 1</p>

Appendix 4 – Summary of Comments

	Comments	
C1	<p>Comment:</p> <p>Would it be possible to limit the parking restrictions on the double yellow lines to 7pm; thereafter residents could park until 8am the following day?</p>	<p>Double yellow lines are introduced where there are specific safety issues which means that no parking should be permitted in that area. Whilst this cannot be changed at present as the County Council would have to restart the legal process, it may be possible, at a later date, to review and reconsider the effects of the scheme and fine tune areas.</p>
C2	<p>Comment:</p> <p>Could a new scheme be trialled before fully implemented?</p>	<p>A new scheme could be trialled, however, the costs to implement a trial could be considerably more expensive in the long term after amendments have been considered and made. In addition, there is sufficient demand to implement what has been proposed now.</p>
C3	<p>Comment:</p> <p>Could permits be limited to one per household? Maybe just on Marshall Road?</p>	<p>Limiting the number of residents' permits and visitors' permits that can be purchased is currently being considered as part of the Cambridgeshire Residents' Parking Policy review. Whilst this cannot be changed at present as the County Council would have to restart the legal process, it may be possible, at a later date, to review and reconsider the effects of the scheme and fine tune areas including limiting permits.</p>
C4	<p>Comment:</p> <p>Would the following operational hours be more appropriate:</p> <ul style="list-style-type: none"> • 10am – 3pm to deter commuters but allow the school run • Finishing at 7pm is too early as evening class start at 7pm, 7:30 would be a better option • Finish time of 6pm as it is unlikely commuters will appear between 6pm and 7pm • Include Saturday AM • a couple of hour in the middle of the day to deter commuters and offer flexibility to residents • 1 hour Am & 1 hour Pm to deter commuters and allowing the school run • extended in to include shopping hours on a Saturday & not required until 7pm • reduced to 10am -2pm to facilitate the school run • 9am to 7/8pm and include Saturday as other 	<p>Various timings were considered including but not limited to 1 hour parking restrictions. The operational hours proposed is the culmination of the informal consultation as responded to by residents who have indicated parking problems were most acute from Monday to Friday. The refinement of hours to 10am – 7pm was proposed/supported by the local County Councillor.</p> <p>As discussed above, whilst this cannot be changed at present as the County Council would have to restart the legal process, it may be possible, at a later date, to review and reconsider the effects of the scheme and fine tune areas such as the operational hours.</p>

	<p>schemes do across the city</p> <ul style="list-style-type: none"> • 8pm and Saturdays • 7.30pm & Saturday 9:30 to 1pm to deter students • 10am to 2pm, deter commuters by offer flexibility to residents and the school run 	
C5	<p>Comments:</p> <p>Would a reduction in the operational hours bring a reduction in the permit costs?</p>	<p>There is a set permit cost for a basic Monday to Friday, 9am to 5pm scheme and a higher cost for extended hours and/or additional days. There would be no reduction in permit costs for schemes with shorter restrictions below the basic Monday to Friday, 9am to 5pm scheme as fees have to cover all the ongoing costs including enforcement and administration which do not reduce significantly if hours of parking restrictions are reduced.</p>
C6	<p>Comments:</p> <p>Permits should be free for residents with a charge being made to visitors or non-residents.</p>	<p>Residents will be the primary users of this scheme and therefore the primary beneficiaries. In order to neutralise the costs of the enforcement and implementation of the scheme residents will be required to pay for their own residents' permits and those for their visitors'.</p>
C7	<p>Comments:</p> <p>Residents of the proposed area be given access to any secure or otherwise parking capacity currently solely enjoyed by any dwelling/ apartment block.</p>	<p>When a scheme is being considered, we are obliged to include all properties that fall within the identified area. We do not exclude properties that have private parking facilities such as driveways or private parking areas. Permission would need to be sought from the landowner by anyone who wishes to park there</p> <p>The Council cannot force landowners to allow the public to park on their land.</p>
C8	<p>Comments:</p> <p>The application of dropped kerbs should be considered by the Council as they reduce parking availability adding to parking pressure.</p>	<p>Whilst the introduction of dropped kerbs does reduce the number of available on-street parking bays, by law the county council cannot prevent access to property located off the highway network.</p>
C9	<p>Comments:</p> <p>Could a Resident permits cover 3 vehicles as I live in shared house which has 3 vehicles and 2 off-street spaces so the vehicle parked on the road varies.</p>	<p>Residents' permits are linked to a particular vehicle registration and that registration number is detailed on the face of the permit. The main reason for this is to ensure each permit is purchased by a resident for their own vehicle. By detailing the vehicle registration number, permits cannot used by any other vehicle as such protecting the integrity of the scheme.</p>
C10	<p>Comments:</p> <p>Shorten the proposed double yellow lines at all junctions onto Cherry Hinton Rd and Blinco Grove to Hills Road.</p>	<p>Double yellow lines are introduced where there are specific safety concerns. To reduce the double yellow lines at these locations for the sake of gaining additional car parking spaces represents an unnecessary risk, to highway users.</p>

C11	<p>Comments:</p> <p>What provision has been made for nurses, carers making home visits, disabled people and visitors?</p>	<p>If a resident is receiving short-term or long-term care in their own home they may be able to apply for free medical permits. These permits can be used by anyone who provides care, including friends and family members not just registered professionals. Application would need to be supported by the residents GP.</p> <p>Registered healthcare or social care providers, such as a community nurse, can apply for a Health Care Worker dispensation if undertaking unscheduled, emergency based visits to patients or carrying drugs or heavy medical equipment.</p> <p>Valid blue badge holders are permitted to park in either residents' or pay and display bay without time limit. Disabled residents are able to apply for disabled parking bays should they meet a certain criteria.</p> <p>Residents would need to provide their visitors with a visitors' permit. This permit would need to be completed and displayed in the vehicle when parked in a residents bays during operational hours.</p>
C12	<p>Comment:</p> <p>The marque should be removed from scheme as they have allocated parking which they rent out.</p>	<p>Noted.</p>
C13	<p>Comment:</p> <p>Offer car club vehicles 30 min observation period to permit loading/unloading.</p>	<p>All vehicles are permitted to park temporarily in order to load/unload unless otherwise indicated by signs on the street.</p> <p>Whilst such a change cannot be made at present as the County Council would have to restart the legal process, it may be possible, at a later date, to review and reconsider the effects of the scheme and fine tune areas such as this.</p>

TENISON ROAD – ZEBRA CROSSING PROVISION

To: Cambridge City Joint Area Committee

Meeting Date: 14th March 2017

From: Executive Director: Economy, Transport & Environment

Electoral division(s): Petersfield

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

Purpose: To determine whether the zebra crossing proposed for Tenison Road as part of the approved traffic calming scheme should be implemented as approved by this Committee on 25th March 2015.

Recommendation: a) To approve implementation of the zebra crossing as identified in feature option 6 and in accordance with the original scheme approval on 25th March 2015.

<i>Officer contact:</i>	
Name:	Richard Lumley
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Tel:	01223 703839

1. BACKGROUND

- 1.1. This scheme was approved for implementation by the Cambridge City Joint Area Committee on 25th March 2015. This followed a significant period of consultation and development, led by a project steering group made up of local residents, Councillors and key stakeholders.
- 1.2. The full details of the scheme and the process that was followed can be found in the report that was presented to the March 2015 Committee. This requested the approval of five features from nine options that formed the basis of the public consultation, which were recommended by the project steering group and subsequently approved by the Committee.
- 1.3. The scheme has now been constructed, with the exception of the zebra crossing, which is proposed to be installed on a raised table close to Canon's Green in accordance with feature option 6. The original consultation information for feature option 6 can be found in appendix A of this report.

2. MAIN ISSUES

- 2.1 Divisional County Councillor Ashley Walsh has requested that the installation of the zebra crossing be put on hold, following concerns raised by a group of fourteen residents that live adjacent to, or in general proximity to the proposed crossing location.
- 2.2 This is on the basis that the information included in the original consultation was not clear and did not include detailed designs that illustrate the layout of a standard UK specification zebra crossing.
- 2.3 The proposal to include tactile paving, belisha beacons and zig-zag lines at this location were therefore not understood by this group of residents and are not supported.
- 2.4 The concept sketch designs that were included in the consultation for this option aimed to highlight the use of materials to define the feature area and didn't include every piece of highway furniture. Schemes do not generally commence detailed design until the necessary approvals have been provided.
- 2.5 Whilst all of the street furniture and carriageway markings weren't shown, the text clearly stated that a zebra crossing was proposed at this location.
- 2.6 Significant support for the provision of a zebra crossing at this location was evident throughout the consultation, particularly from representatives of vulnerable groups, such as the City Council's Disability Access Panel.
- 2.7 Feature option 6 was the most supported of all of the options presented as part of the public consultation.
- 2.8 This project gave local residents the opportunity to have a real influence over what measures were implemented along Tenison Road, following the specific allocation of developer contributions amounting to £500,000 from the nearby CB1 development.

- 2.9 The desire to see a controlled facility for crossing the road at this point led the project steering group to prioritise its provision within the budget allocated to the scheme, which was ultimately supported by this Committee.
- 2.10 Any formal assessment to demonstrate the need for a controlled crossing was therefore not completed, such as the completion of a PV² survey [which looks at the number of pedestrians in relation to the number of vehicles]. These surveys can be used to quantify the need and therefore prioritise locations when the demand for crossings exceeds the authority's ability to provide funding. They are not a legal requirement.
- 2.11 A Stage 2 Road Safety Audit was completed and no issues were raised by the independent auditors, which is a key requirement for the provision of controlled crossing.
- 2.12 No objections were received to the provision of a zebra crossing at this location during either the informal public consultation or the formal notice of intent process, which provides further advertisement in the local newspaper and on street.
- 2.13 The raised table has already been constructed with partial completion of the tactile paving. The provision of the zig-zag lined controlled zone required for a zebra crossing has not been installed, along with the other associated lining and belisha beacons. Uncontrolled parking is therefore currently taking place on the western side of the street, which is causing significant issues for the safe movement of vehicles along the street.

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

Improvements to the environment and access may encourage more people to walk and cycle along the route.

3.3 Supporting and protecting vulnerable people

The provision of a controlled crossings are highly valued by vulnerable road users.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

All costs associated with the scheme are being met by developer funding.

4.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

4.3 Equality and Diversity Implications

The provision of a controlled crossing provides an inclusive facility for all road users, particularly for more vulnerable users.

4.4 **Engagement and Consultation Implications**

Details of community engagement and consultation are detailed in the original Committee report from 25th March 2015.

4.5 **Localism and Local Member Involvement**

County Councillor Walsh has been heavily involved in the scheme and supports the implementation of the crossing.

4.6 **Public Health Implications**

There are no significant implications within this category.

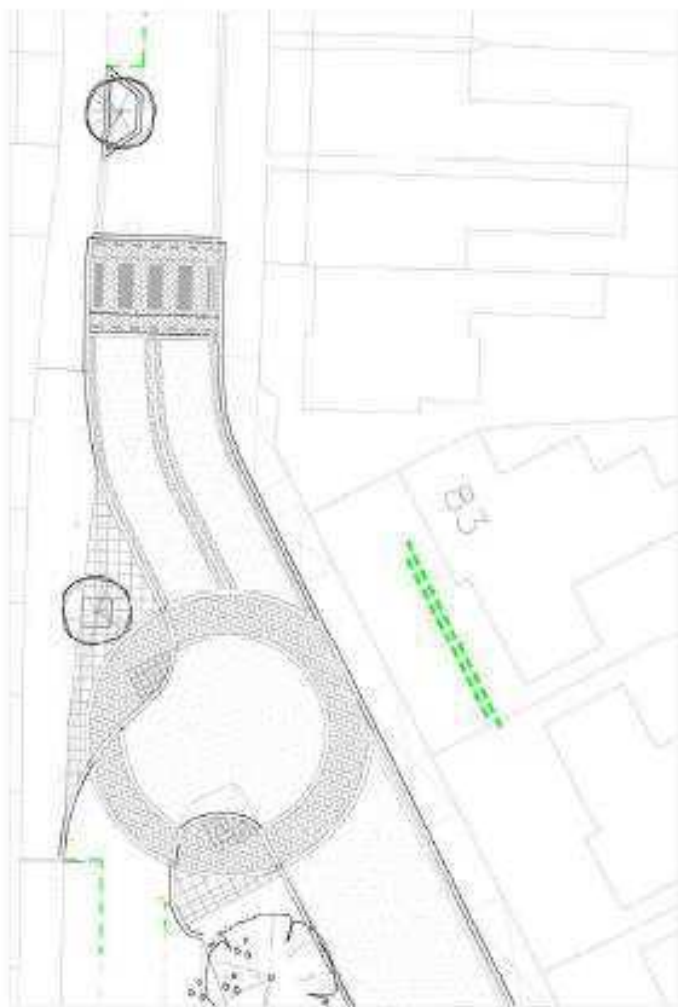
Source Documents	Location
Survey Responses, letters and e-mails. Minutes of steering group meetings.	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP
Tenison Road Scheme Approval Report Cambridge City Joint Area Committee 25 th March 2015	Cambridgeshire County Council Website https://cmis.cambridgeshire.gov.uk/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/251/Committee/11/Default.aspx

APPENDIX A

Original consultation information for feature option 6

Masterplan reference: 6

Tenison Road Canon's Green



Slow traffic approaching corner
Use place making design to break up linear carriageway and increase driver awareness

Reduce drifting across the road
Introduce carriageway definition around corner to improve lane discipline


Improve quality of streetscene
High quality materials and creative design, relating to green space and altered junction layout

Provide pedestrian zebra crossing
Provide Zebra at well used crossing point. New parking spaces also possible just north of this crossing point.

Illustrative sketch of proposals, looking South



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	ENVIRONMENT DEPARTMENT ENVIRONMENTAL PRODUCTS Simon Paine Project Officer CAMBRIDGE CITY COUNCIL PO BOX 200, Cambridge CB1 0UB Tel: 01223 457000 or 457001	Job Title Tenison Road consultation	Scale N/A	A2	Designed by Drawn by Approved by	Notes			
		Drawing Title N/A	Date created 04/01/2014	Drawing No. N/A	Rev.	DO NOT SCALE Figures dimensions must be taken in accordance to scaled dimensions	Rev	Revision Note	Date

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
LANSDOWNE ROAD, CAMBRIDGE.**

To: **Cambridge City Joint Area Committee**

Meeting Date: **14th March 2017**

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

*Electoral
division(s):* **Castle Ward**

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

Purpose: **To determine objections to the installation of No
Waiting at Any Time on Lansdowne Road**

Recommendation: **a) Implement the restriction as advertised
b) Inform the objectors accordingly**

<i>Officer contact:</i>
Name: Richard Lumley
Post: Head of Highways
Email: richard.lumley@cambridgeshire.gov.uk
Tel: 01223 703839

1. BACKGROUND

- 1.1** Lansdowne Road is situated in Cambridge in the ward of Castle and lies on the western edge of the city to the East of the M11. It is situated off the northern side of Madingley Road.
- 1.2** The scheme is a Cambridge City Council project to implement a restriction of no waiting at any time on this road and a restriction of waiting between 8AM and 4PM Monday to Friday as shown in Appendix 2.
- 1.3** This scheme was allocated funding by the Local Highway Improvement (LHI) Initiative 2016/17. A local public consultation was undertaken, from here it was determined to proceed with the next stage of the process; that of statutory advertisement.
- 1.4** County Council Officers' discussions with (Castle Ward) resulted in the development of the proposals shown in Appendix 2. The aims were to improve road safety by implementing a restriction of waiting at any time in the proposed area.
- 1.5** This report was presented to CJAC on 24th January 2017 but appendix 4 was omitted due to an administrative error. Members are therefore asked to review the objection which was not considered previously.

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 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 October 2016.
- 2.3** The statutory consultation period ran from 19th October 2016 until the 9th November 2016.
- 2.4** The statutory consultation resulted in in two objections which have been summarised in the tables in Appendices 3 and 4. The officer's response to the objections is also given in the tables.
- 2.5** On the basis of this analysis, it is recommended that the restriction is implemented as advertised.

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 staff resources and funding have been secured through the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The statutory process for this proposal has been followed.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged including County and District Councillors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall.

4.5 Localism and Local Member Involvement

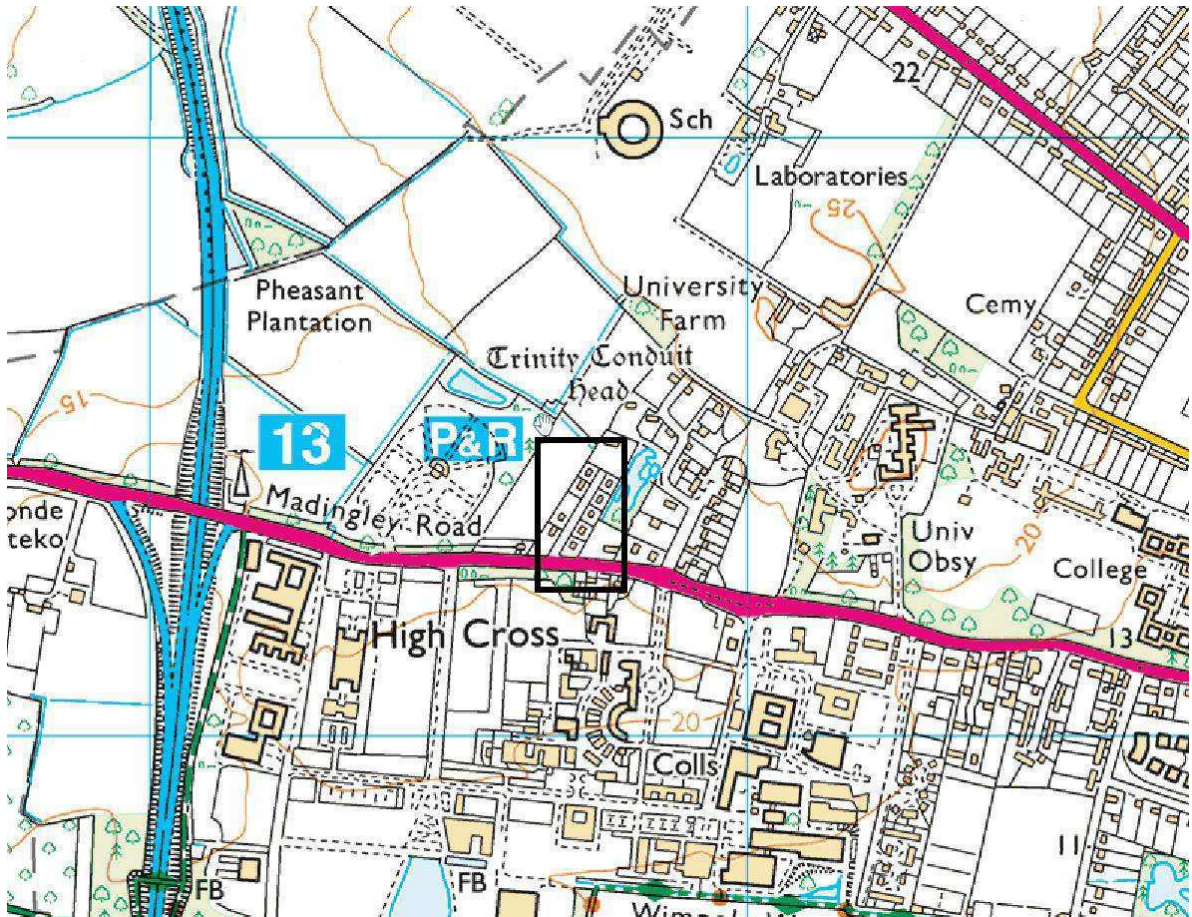
No response therefore assumed support from local member.

4.6 Public Health Implications

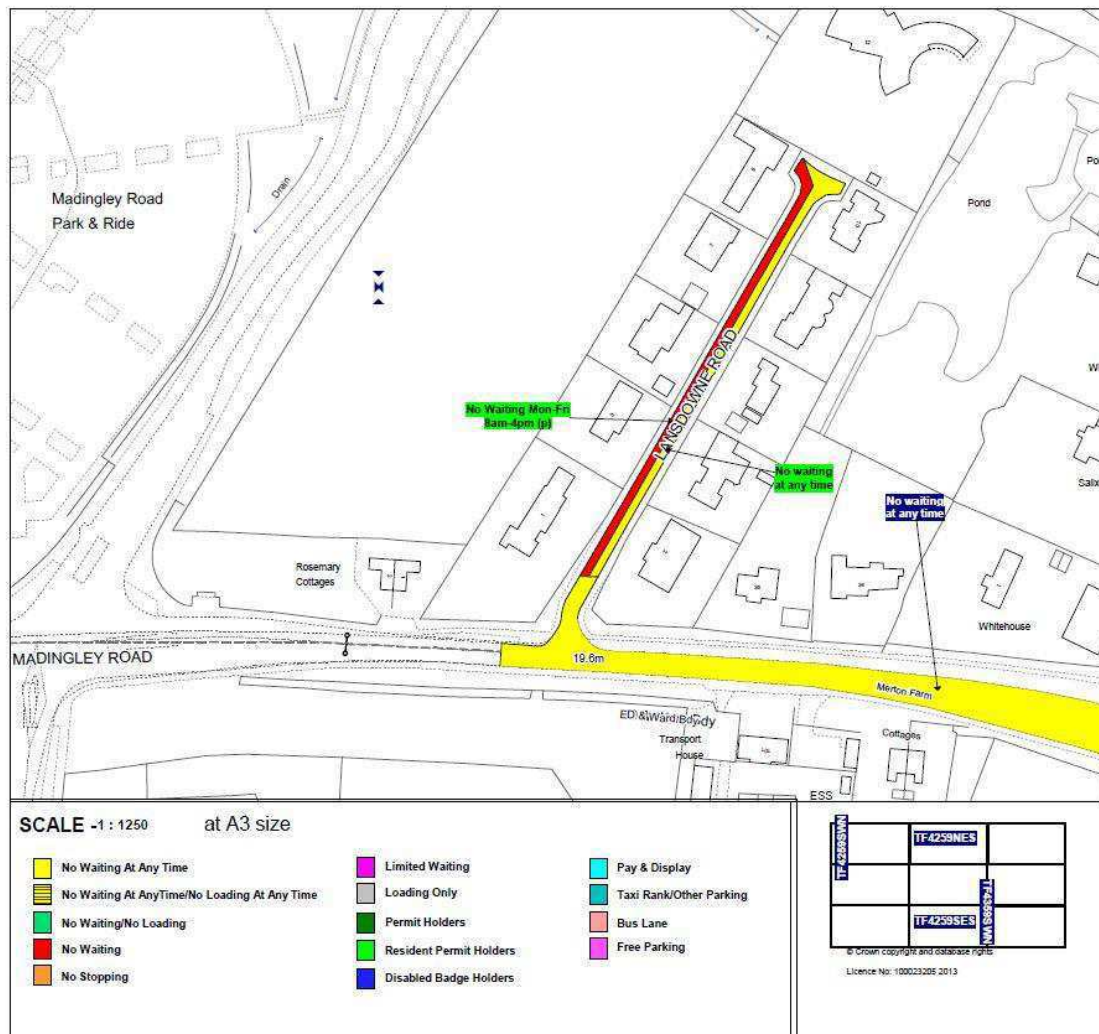
There are no significant implications within this category.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of objection	Room:209 Shire Hall Castle Hill Cambridge CB3 0AP

Appendix 1 – Location Overview



Appendix 2 – Proposed Restrictions



Appendix 3

No.	RESPONSE RECEIVED	OFFICER RESPONSE
1.	<p><u>Local resident</u></p> <p>28 October 2016 10:16 "I am a directly affected stakeholder with respect to the proposed parking scheme which I understand is being put in place for our and other Lansdowne Road residents. However, I strongly object to the positioning of any new</p>	<p>2016-10-31 08:41, Local Projects wrote "Thank you for your email regarding the proposed waiting restrictions on Lansdowne Road.</p> <p>We appreciate your concerns and will work with you to ensure the aesthetics of the area are not unduly</p>

Appendix 3

<p>signpost in front of our property. The signpost, setting-out single yellow line parking restrictions, proposed outside number 9 is in a prominent and highly visible location for our property.</p> <p>Since the property was recently heavily renovated and landscaped by a third party developer prior to our purchase in March of this year, it has a very immature hedge and no privacy or visual barriers to the road in front of the property. Therefore, the proposed positioning of the signpost would be a real eyesore for us when looking out from the front of the property as well as heavily detracting from the property's aesthetics. When we purchased the property, we did so on the basis of an unencumbered view from the front of the house.</p> <p>We understand that existing lampposts will be used for signage where possible. However, there is no lamppost in front of our property. There is a telegraph pole and we would urge the council to arrange that any signage proposed in front of our property simply be attached to that telegraph pole. Should the telegraph pole not be usable for any reason, please procure that the transition from single yellow to double yellow is altered such that the double yellow line is extended so that it follows around the cul de sac at the end of the road and continues right up until the entrance to the driveway of number 9 (our driveway). This</p>	<p>disturbed. After checking over the design and regulations we are unable to mount the sign on the telegraph pole as it would be too far from the start of the single yellow line restriction (we can site the sign up to 15m from the start of the restriction). However, we would be able to install a new post at the very start of the restriction in the corner of the cul-de-sac and mount the sign there. We can ensure that this post is painted black to reduce its conspicuousness.</p> <p>Unfortunately we cannot at this stage amend the location of the lines as these are being formally advertised. To amend the lines an objection would have to be submitted stating the reasons for the new location of the lining (as per your letter). This would be discussed at the Delegated Decision meeting held shortly after the consultation closes. If the delegates vote to amend the restrictions then a whole new round of formal consultation would be undertaken again.</p> <p>Please could you let me know how you would like to proceed?"</p> <p>Thu 10/11/2016 15:24 "Your objections have been logged with the Policy & Regulation team and will be reviewed at the Delegated Decision meeting that will be held in due course. The Policy & Regulation team will inform you on the result of the Delegated Decision meeting once it has taken place. "</p>
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would remove the need for a sign outside our property, since the single yellow line parking restrictions would not extend past no. 9. Although we would then not be able to accommodate parking for any visitors to our property on the road outside of our house, we would be willing to accept that restriction given that we have room for visitor parking in our driveway.

I appreciate your time and consideration on this matter, but, as it currently stands, I cannot agree to the proposals and submit my objections in the strongest possible terms. As outlined above, there are simple solutions that would allow the intention of the proposal to be fulfilled without affecting the aesthetics, view and value of my property.”

2016-11-01 11:45

“In relation to the telegraph pole, has anyone double-checked the distance to the start of the proposed single yellow line zone? I agree it is close, but it may well be within 15m.

If using the telegraph pole is not feasible, thank-you for the offer to move the signpost to the start of the zone. That is obviously better than being positioned towards the middle of my house, but it would still be directly in front of the dining room and still clearly affecting

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	<p>the currently unencumbered view. As mentioned previously, this would be an eyesore for my property and certainly not what was >> envisaged when we purchased the property earlier in the year.</p> <p>As such, and I apologise for the further administrative burden, but I wish to continue with my official objection to the proposed positioning of the signage and propose that the double yellow line be extended all the way around to the driveway of my property so that no signpost is required to be positioned in front of my property. This is the same objection and proposal that I raised previously in the informal consultation round back in June. I assume that my previous letters with respect to the informal and formal consultations, and this email, are sufficient to bring this proposed amendment to the restrictions to the Decision meeting, and commence the new round of formal consultations. If you require a further letter, please let me know as soon as possible.”</p>	
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Appendix 4

No. 1	Response Received	Officer Response
	<p>1. I think they will cause problems for residential parking and may cause fines to be imposed on residents. As I understand it, I will not even be able park outside my own gate on the east side of the road. I find this totally unacceptable. My need is rare since I mainly cycle, but that need does occur and would be forbidden if these proposals go ahead.</p> <p>2. The problem of non-residential parking is not particularly severe, and is mainly caused by workmen from the NW Cambridge site when it does occur. The NW Cambridge development will not last much longer as a development site and thus what is currently a minor issue will be immediately reduced even further.</p> <p>3. The proposals are an unnecessary expense and should there be a need for residents to contribute financially I do not wish to do so, since I will be contributing to a scheme that will adversely affect my living conditions in the road and indeed in Cambridge.</p> <p>4. Any problem of non-residential parking could easily be solved by removing the parking charge from the Park and Ride. Non-residential parking in the road was only first noticed when the parking charge was imposed and would disappear immediately if the parking in the Park and Ride were free. Parking in the Park and Ride should be free, since it would encourage Park and Cycle. The Park and Ride should not be a Profit centre for Buses which are simultaneously a danger for cyclists. The Park and Ride should contribute in a balanced way to the avoidance of congestion in the city by providing free</p>	<p>The residents of the road here have off-street parking, there will be a section on the western side of the road where anyone may park outside of peak times. Parking being prohibited between 8am-4pm on Monday –Friday.</p> <p>This scheme is a result of a successful bid from the community, supported by the Local Member to address parking concerns on the street. Therefore there is demonstrable demand for this scheme.</p> <p>There will be an element of additional street furniture which will need to be installed, for enforcement purposes, as part of this scheme which is unfortunately unavoidable.</p> <p>Park & Ride issues will not be addressed by this scheme as it is outside the scope of the project.</p>

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	<p>parking for those who wish to cycle or walk.</p> <p>5. The proposals will suburbanise the road and add to the clutter of street furniture threatening my enjoyment of the street</p> <p>6. Some of the cars which have parked in Lansdowne Road have been used as staging posts for bicycle access to the centre of town. The proposals will therefore disincentivise cycling by removing the staging post and are, therefore, an anti green measure, that will add to the congestion within the city centre.</p> <p>7. The proposals do nothing for cycling.</p> <p>8. I cannot really see any reason for the proposals. The only marginal need is for double yellow lines across domestic entrances to prevent what, to my knowledge, has never happened: a blocked domestic entrance. The current proposals do not even achieve this on one side of the road.</p> <p>Conclusion: the proposals should be rejected.</p>	<p>We will ensure that signing and lining is kept to the minimum required by legislation.</p> <p>Whilst the County Council does actively encourage the use of alternative forms of transport, such as cycling, the aim of this scheme is traffic management therefore there may well not be any benefits for cyclists.</p> <p>Noted.</p>
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