

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.

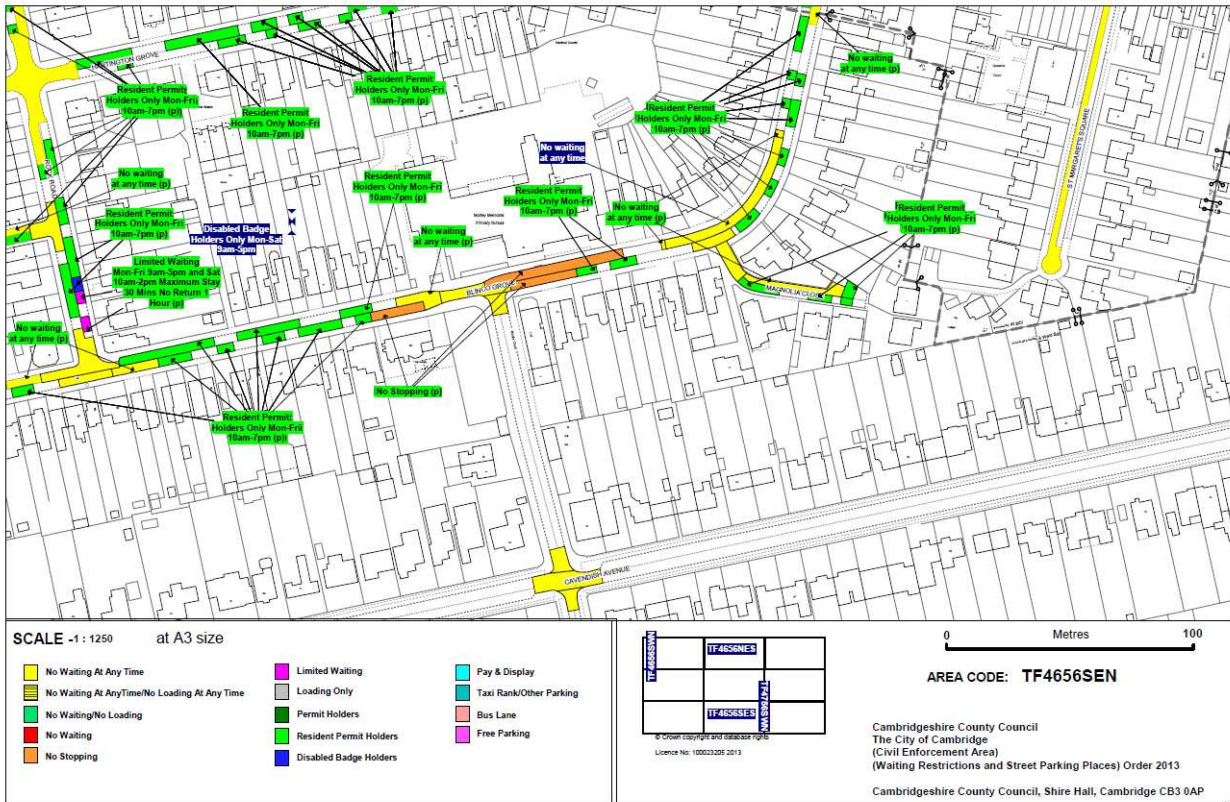
Source Documents	Location
Public Consultation Results (Nov 2016)	http://www.cambridgeshire.gov.uk/site/custom_scripts/cons_details.aspx?ref=540
Mott McDonald Parking Survey	http://www.cambridgeshire.gov.uk/citydeal/download/downloads/id/447/residential_parking_report.pdf
Formal consultation survey responses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

Plan A

TF4656SWN

Sheet Revision Number: 3

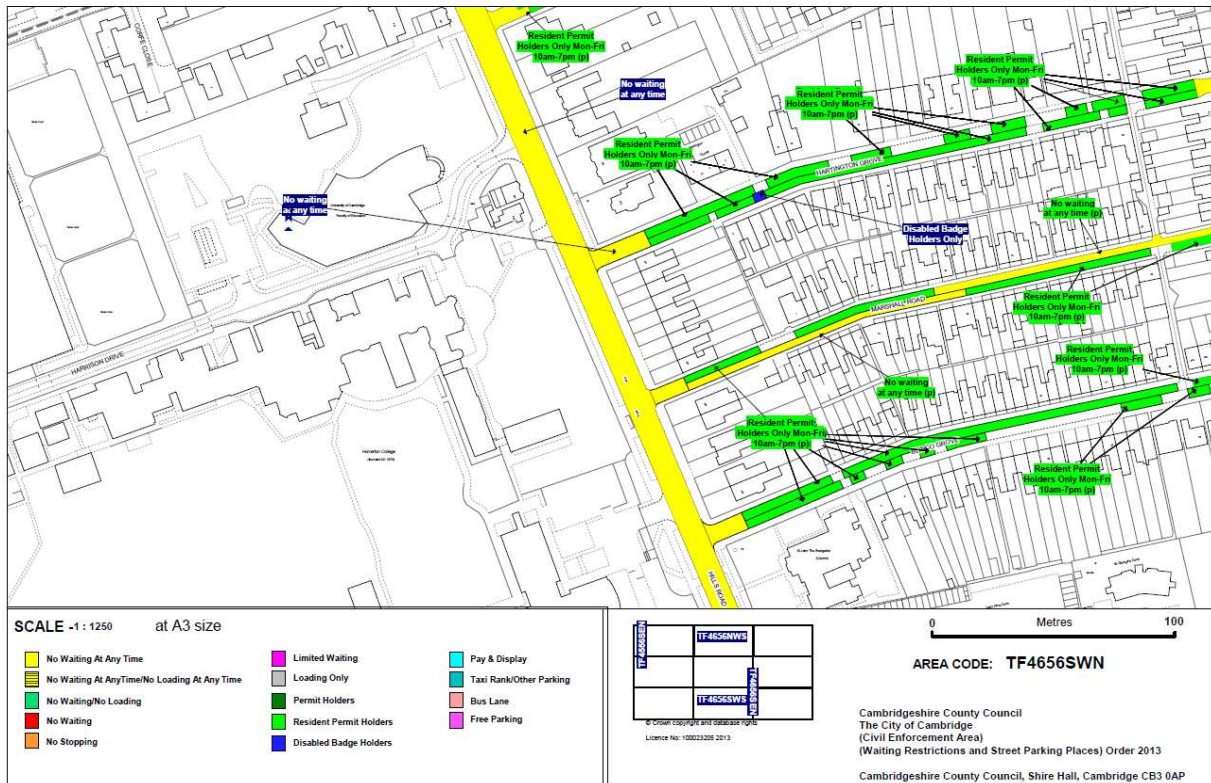
Sheet Active From: 01/01/2017



Plan B

Sheet Revision Number: 6

Sheet Active From: 01/01/2017



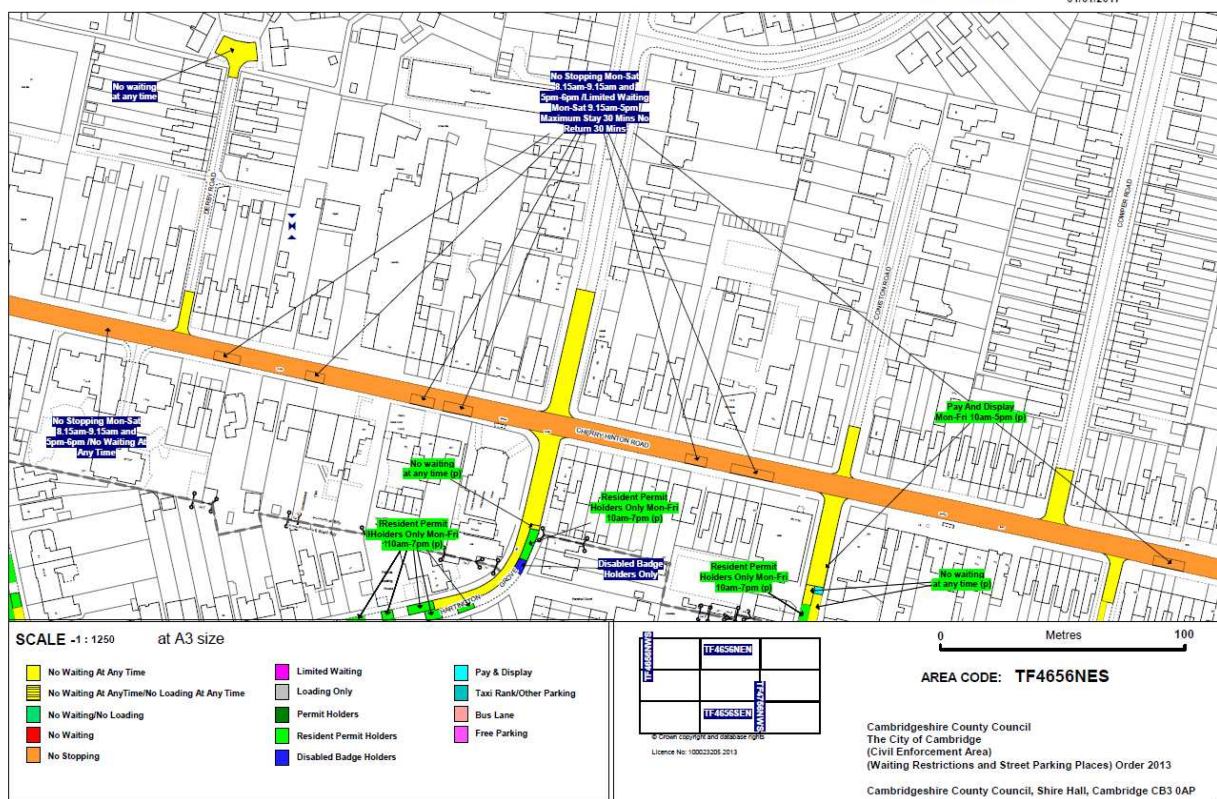
Plan C



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Sheet Revision Number: 3

Sheet Active From: 01/01/2017

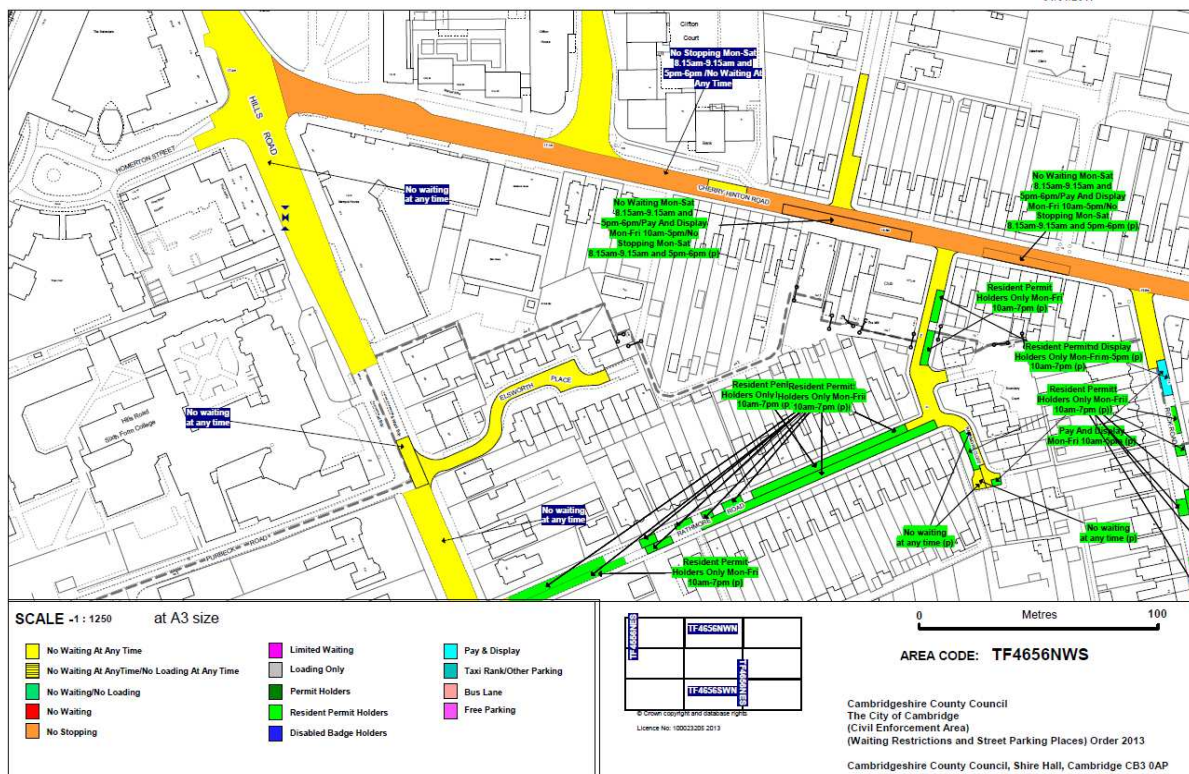


Plan D



Sheet Revision Number: 7

Sheet Active From: 01/01/2017



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.

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 countryside 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>

<p>O15</p>	<p>Objection:</p> <p>Why where the proposed operational hours chosen?</p> <p>More appropriate operational hours would be:</p> <ul style="list-style-type: none"> 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. b) Operational hours should be extended in to the weekend, Saturday Am in particular as this is when the problem is most acute. c) Operational hours should be extended in to include shopping hours on a Saturday & not required to 7pm. d) Operational hours should be reduced to 10am -2pm to facilitate the school run. e) Why run to 7pm, only required for a couple of hours in the middle of the day to deter commuter. f) Operational hours reduced to 10am to 2pm, deter commuters by offer flexibility to residents and the school run. g) Hours should be extended to 7:30pm to deter evening students. <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>
<p>O16</p>	<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>	Noted.
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>