

## CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

### TRAFFIC MATTERS & ROAD SAFETY

Council Meeting 6<sup>th</sup> October 2020

**13.1 20mph Speed Limit:** The Final two traffic Counts have been completed and have been forwarded to John O'Donnell at Cambridgeshire County Council to review what is required, to be able to implement a 20mph speed limit throughout Cambourne. An update on the next steps and procedure has been requested.

**13.2 Pedestrian Crossing:** An update was requested for this meeting the next steps now that the consultation has been carried out.

**13.3 Yellow Lines:** The Town Council considered the issue of the next phase of yellow lines in Cambourne (Extract from Minutes and supporting documents from the agenda attached) it was agreed to proceed with the following roads:

- De la Warr Way
- Sackville Way
- West end of the High Street (opposite The Hub)

These were put on hold due to the adoption works being scheduled these have now been completed so a request can now be made to the County Council to place yellow lines on these roads

At the same time the following roads were considered following consultation (as part of the same consultation as the above roads). These were not taken forward for various reasons. It may be time to revisit the decision or carry out a new consultation.

- Back Lane & Osier Way
- High Street East

We have also had a request for extending or new yellow lines on following roads.

- Jeavons Lane extending the existing yellow lines.
- School Lane extending the existing yellow lines.
- Along Jeavons Lane (from the tennis courts down past the turning for Miller Way, Stagwell road to Stich Road. Cars are regularly being parked all the way down on the left-hand side and directly opposite the entrance to the roads off Jeavons Lane).

**13.3 M11 Improvement works:** The Highways agency held a Webinar on the proposed works and night-time closures until January slides attached for information.

Extract from the Council minutes dated 1<sup>st</sup> September 2015

**10. 20MPH AND YELLOW LINE CONSULTATION**

In response to concerns raised by residents the Parish Council identified areas for proposed waiting restrictions and carried out a consultation of Cambourne residents.

A meeting was held with residents of High Street and Back Lane who had expressed concerns regarding the implementation of yellow lines outside their homes.

It was noted that the Parish Council, following consultation, only requests the implementation of waiting restriction by Cambridgeshire County Council. The County Council carries out the legal consultation and there is further opportunity for residents to object. If no objections are raised a Traffic Order will be implemented by the County Council. If there are objections this would go before the local panel for them to consider if they are valid objections.

The following comments were raised by Councillors:

- The 20mph speed limit will be legally enforceable as it would be implemented under a National Traffic Order.
- 331 responses had been received from all Cambourne households; this is a higher response than to previous consultations.
- Many of the comments were very constructive.
- Concerns were raised that parking restrictions would cause increase in speed and therefore the 20mph speed limit would be required.
- Residents of Back Lane are able to park in the Sports Centre car park if required.
- Back Lane is the only exit route from Upper Cambourne and the parked cars cause obstructions and issues with visibility.

**The meeting was adjourned to allow residents to speak.**

**The meeting was reconvened.**

The Council voted on the following proposals:

**1. Proposed introduction of a blanket 20mph speed restriction throughout Cambourne**

It was:

**PROPOSED** not to implement a blanket 20mph at this time.

5 votes in favour

5 votes against

The Chairman made no casting vote

It was:

**RESOLVED** that further debate and research would be required and that this item be deferred to a future meeting.

**2. Proposed waiting restrictions, Zone 1, De La Warr Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

It was:

**PROPOSED** to request Cambridgeshire County Council implement yellow lines in Zone 1, De La Warr Way.

9 votes in favour

1 votes against. Cllr T Hudson wished it to be noted that he had concerns that lorries that currently park in De La Warr Way would be displaced elsewhere.

It was:

**RESOLVED** that waiting restrictions be implemented in Zone 1, De la Warr Way.

**3. Proposed waiting restrictions, Zone 2, Sackville Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

It was:

**PROPOSED** to request Cambridgeshire County Council implement yellow lines in Zone 2, Sackville Way

The vote in favour was unanimous.

It was:

**RESOLVED** that waiting restrictions be implemented in Zone 2, Sackville Way.

**4. Proposed waiting restrictions, Zone 3, Back Lane & Osier Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

It was:

**PROPOSED** not to implement waiting restrictions in Zone 3 Back Lane & Osier Way at this time.

5 votes in favour

5 votes against

The Chairman made no casting vote

It was:

**RESOLVED** that further debate would be required and that this item be deferred to a future meeting

**5. Proposed waiting restrictions, Zone 4, High Street to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.**

It was:

**PROPOSED** not to implement waiting restrictions in Zone 4, High Street, at this time.

8 votes in favour

1 vote against – Cllr Gavigan wished it to be noted that he had voted against the proposal as 71% of respondents to the consultation had been in favour of waiting restrictions in Zone 4.

1 abstention

It was:

**RESOLVED** that yellow lines would not be implemented in Zone 4, High Street at this time.

- 6. Proposed waiting restrictions, Zone 5, High Street opposite The Hub Community Centre, to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.**

It was:

**PROPOSED** to request Cambridgeshire County Council implement yellow lines in Zone 5, High Street opposite The Hub Community Centre

The vote in favour was unanimous.

It was:

**PROPOSED** to request Cambridgeshire County Council implement yellow lines in Zone 5, High Street, opposite The Hub Community Centre.

# CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

Council Meeting 1<sup>st</sup> September 2015

## **20mph and Yellow Line Consultation**

To consider the results of the 20mph and Yellow Line Consultation

A copy of the survey and the results are attached along with the notes from the meeting held with residents of High Street and Back Lane on 14<sup>th</sup> July 2015



AGENDA ITEM No. 10

## CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

Parish Chairman Cllr S Crocker  
Parish Clerk J Vickery

24<sup>th</sup> March 2015

Dear resident,

### **CAMBOURNE PARISH COUNCIL - Proposed 20mph speed restriction and Proposed 24hr Waiting Restrictions.**

In response to residents' concerns regarding on street parking and the speed of traffic within Cambourne the Parish Council has been working with the County Council and McA Developments Ltd to address the issues.

It has been agreed to consult with the residents of Cambourne regarding the introduction of a blanket 20mph speed limit throughout the whole of Cambourne. This is to improve pedestrian safety.

It has also been agreed to look at the fourth phase of 24hr Waiting Restrictions on De La Warr Way, Sackville Way, Back Lane & Osier Way and High Street to improve pedestrian safety and reduce the impact of vehicular traffic.

Attached are drawings indicating the extent of the proposed 24hr Waiting Restrictions and a response form for both the waiting restrictions and 20mph speed restriction. Please return the forms if you agree or not with the proposals.

Please return the forms to the Parish Office in The Hub, High Street, Cambourne, CB23 6GW.

Alternatively please complete the survey online at:

<https://www.surveymonkey.com/s/CambournePC20mphandyellowlines15>

**Closing date for response – 16<sup>th</sup> June 2015**

Yours faithfully,

**John Vickery**  
Parish Clerk

*Please address any reply to **John Vickery Clerk to the Parish Council Parish Office, The Hub, Cambourne Community Centre, High Street, Cambourne, Cambridge. CB23 6GW.** Tel 01954 714403 E-Mail [clerk@cambourneparishcouncil.gov.uk](mailto:clerk@cambourneparishcouncil.gov.uk)*



# CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

## PROPOSED 24hr WAITING RESTRICTIONS and 20MPH SPEED RESTRICTION.

**De Le Warr Way, Sackville Way, Back Lane & Osier Way, and High Street**

Name.....

Address.....

.....

For each question please tick one box only.

Proposed introduction of a blanket 20mph speed restriction throughout Cambourne

Strongly agree  Agree  No opinion  Disagree  Strongly disagree

### See attached plan for location of Zones.

Proposed waiting restrictions, Zone 1, De Le Warr Way to improve pedestrian safety and reduce the impact of vehicular traffic.

Strongly agree  Agree  No opinion  Disagree  Strongly disagree

Proposed waiting restrictions, Zone 2, Sackville Way to improve pedestrian safety and reduce the impact of vehicular traffic.

Strongly agree  Agree  No opinion  Disagree  Strongly disagree

Proposed waiting restrictions, Zone 3, Back Lane & Osier Way to improve pedestrian and road safety and reduce the impact of vehicular traffic.

Strongly agree  Agree  No opinion  Disagree  Strongly disagree

Proposed waiting restrictions, Zone 4, High Street to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.

Strongly agree  Agree  No opinion  Disagree  Strongly disagree

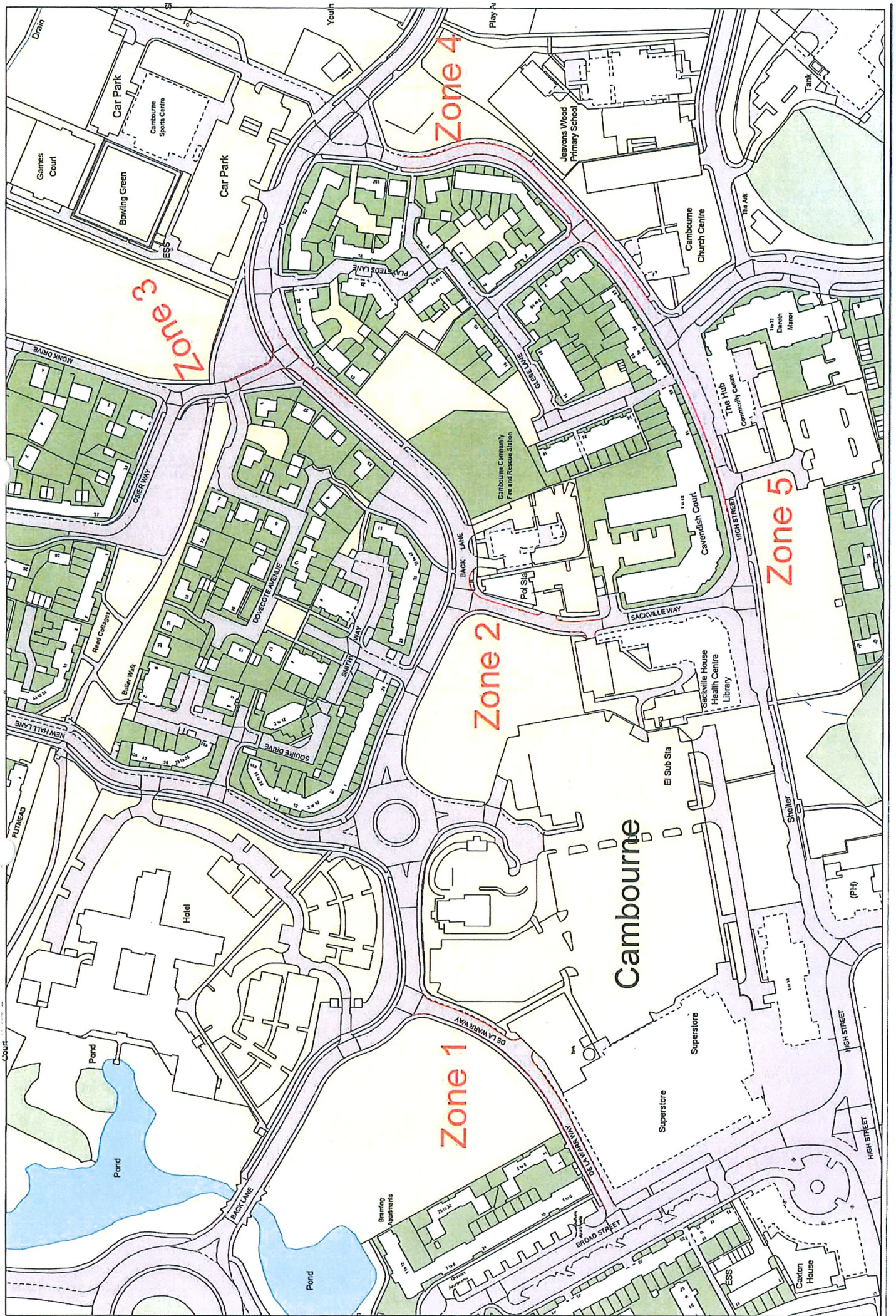
Proposed waiting restrictions, Zone 5, High Street, opposite The Hub Community Centre, to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.

Strongly agree  Agree  No opinion  Disagree  Strongly disagree

Please return by **5<sup>th</sup> May 2015 to The Parish Office, The Hub, High Street, Cambourne CB23 6GW**

If you have any other comments please use the space below.





Zone 3

Zone 4

Zone 2

Zone 5

Zone 1

Cambourne

Games Court

Bowling Green

Car Park

Cambridge Sports Centre

Car Park

Youth

Play A

Jeavons Wood Primary School

Cambridge Church Centre

The Ark

The Hub Community Centre

11-17 Devon Manor

Cambourne Community Fire and Rescue Station

Cavenish Court

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Pod Sta

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Sackville House Health Centre

Library

El Sub Sta

Shelter

(PH)

Superstore

Superstore

High Street

High Street

High Street

Claxton House

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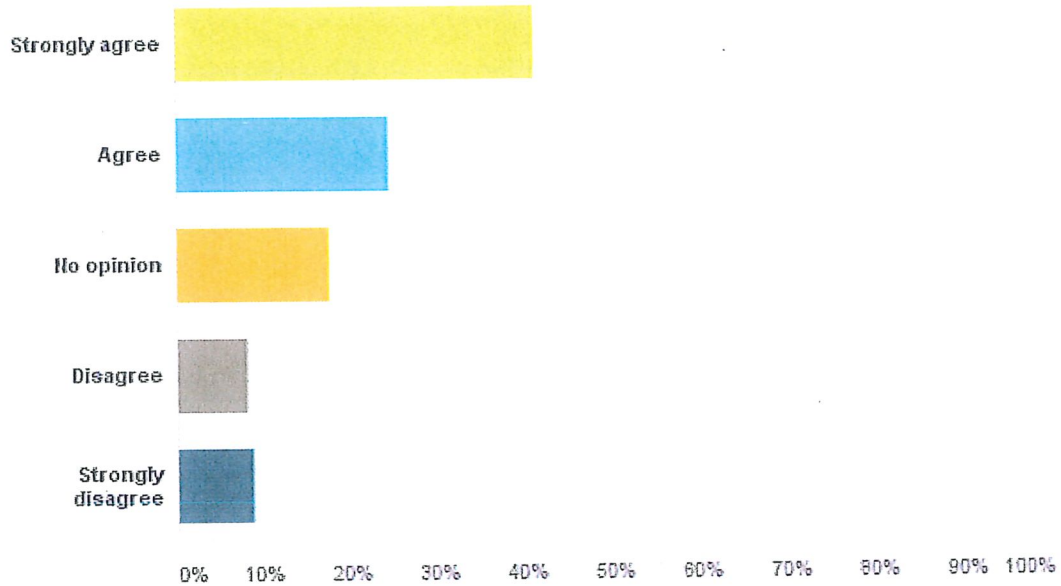
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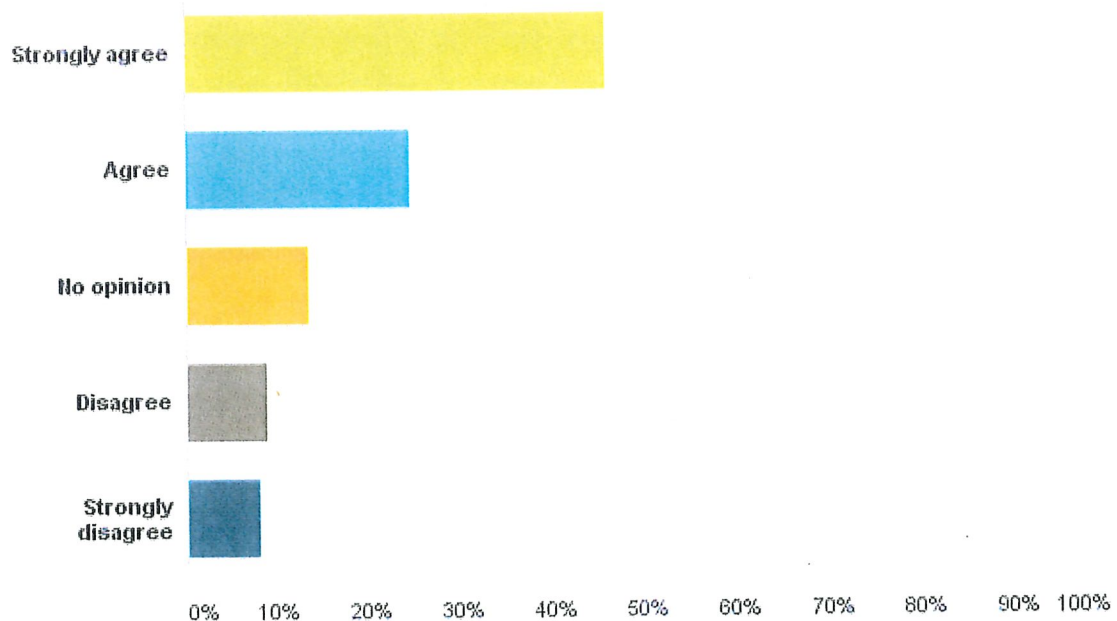
**Q2 Proposed waiting restrictions, Zone 1, De Le Warr Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

Answered: 331 Skipped: 3



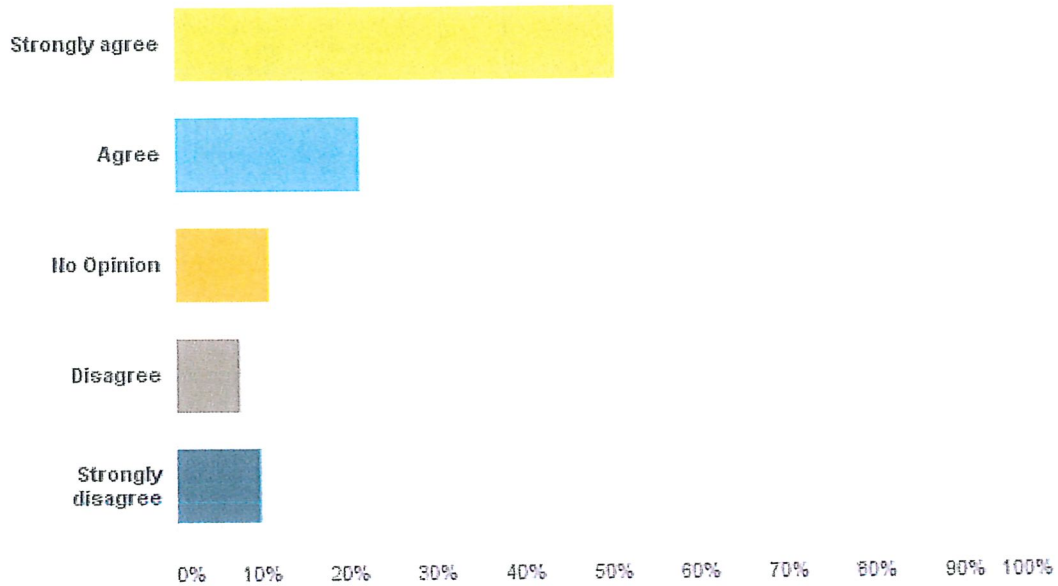
**Q3 Proposed waiting restrictions, Zone 2, Sackville Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

Answered: 331 Skipped: 3



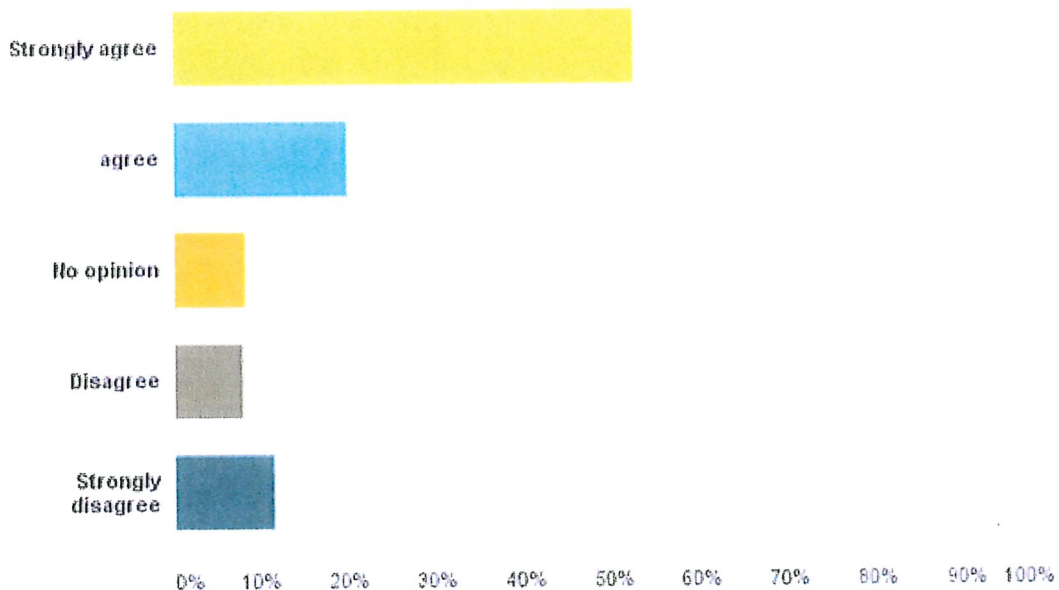
**Q4 Proposed waiting restrictions, Zone 3, Back Lane & Osier Way to improve pedestrian and road safety and reduce the impact of vehicular traffic.**

Answered: 329 Skipped: 5



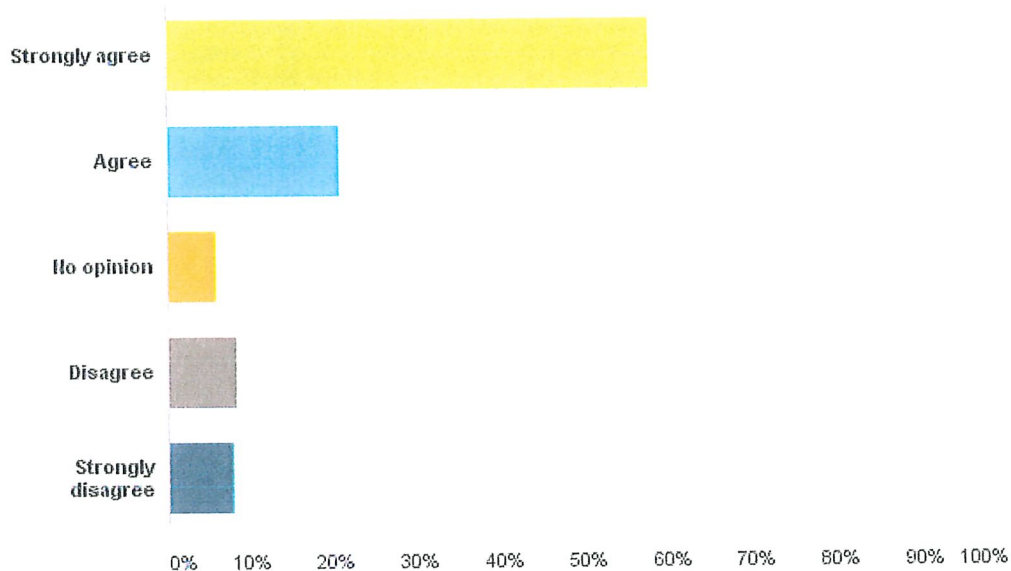
**Q5 Proposed waiting restrictions, Zone 4, High Street to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.**

Answered: 328 Skipped: 6



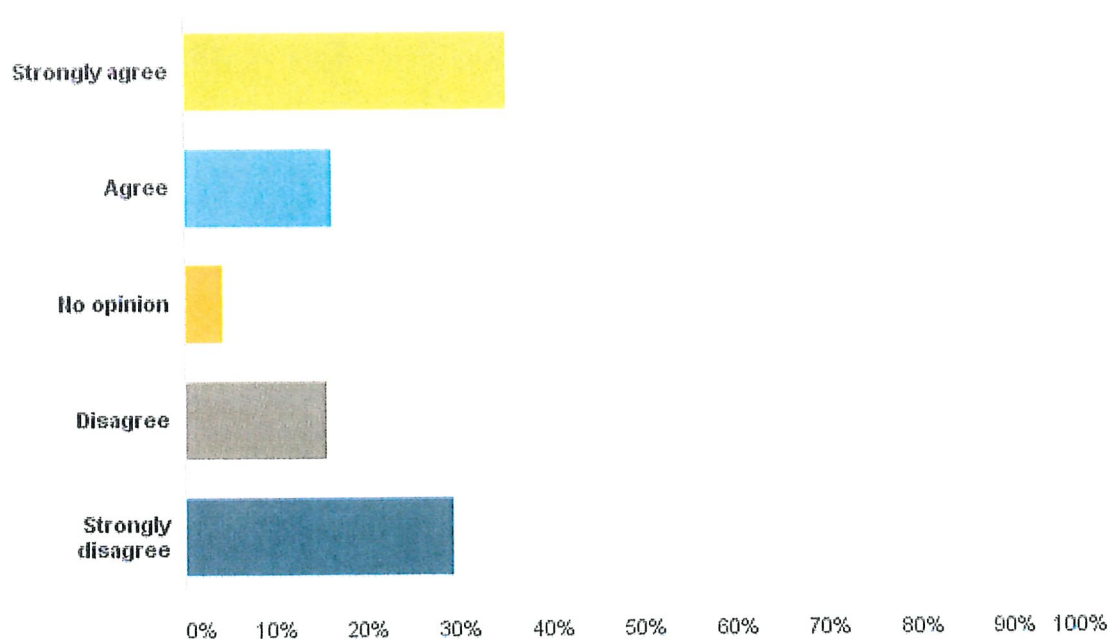
**Q6 Proposed waiting restrictions, Zone 5, High Street, opposite The Hub Community Centre, to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.**

Answered: 328 Skipped: 6



**Q1 Proposed introduction of a blanket 20mph speed restriction throughout Cambourne.**

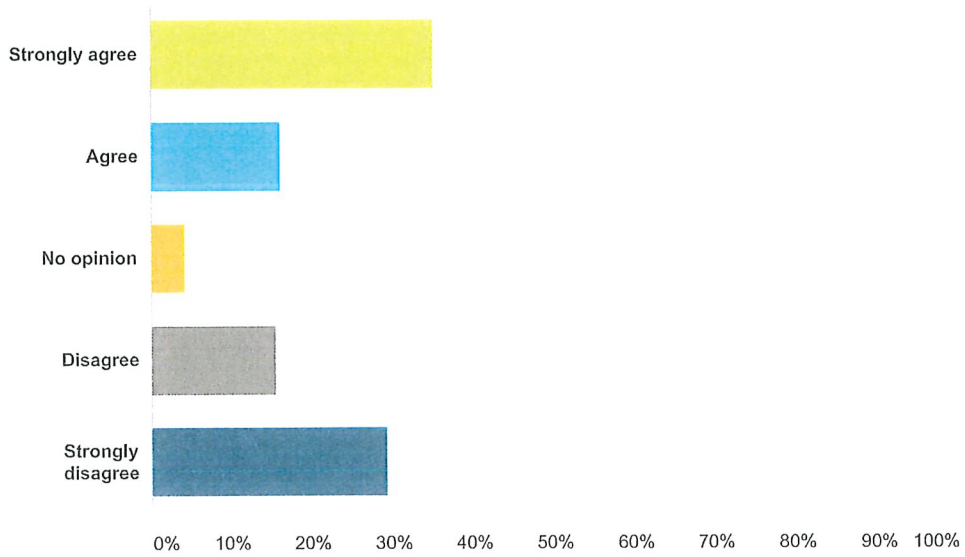
Answered: 311 Skipped: 3



Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

**Q1 Proposed introduction of a blanket 20mph speed restriction throughout Cambourne.**

Answered: 331 Skipped: 3

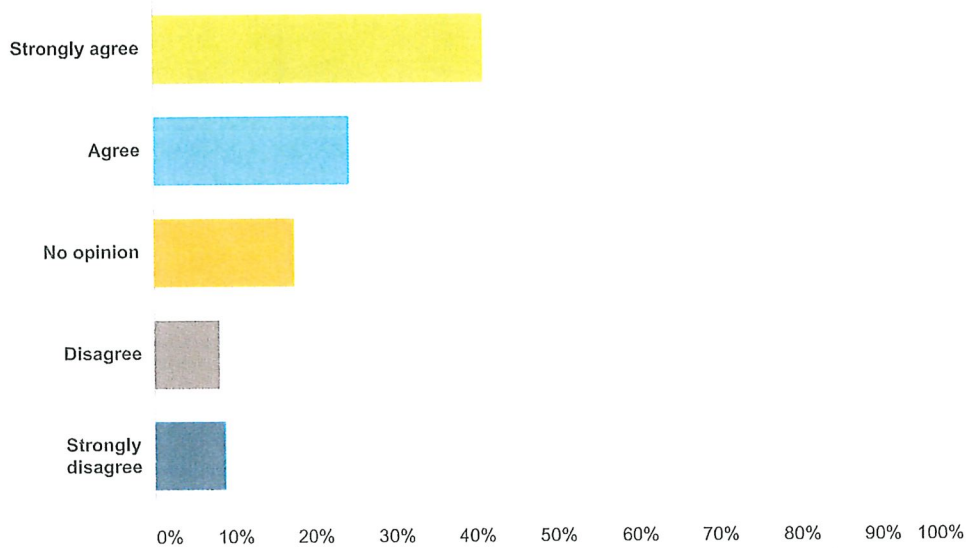


Answer Choices	Responses	Count
Strongly agree	35.05%	116
Agree	16.01%	53
No opinion	4.23%	14
Disagree	15.41%	51
Strongly disagree	29.31%	97
<b>Total</b>		<b>331</b>

Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

**Q2 Proposed waiting restrictions, Zone 1, De Le Warr Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

Answered: 331 Skipped: 3

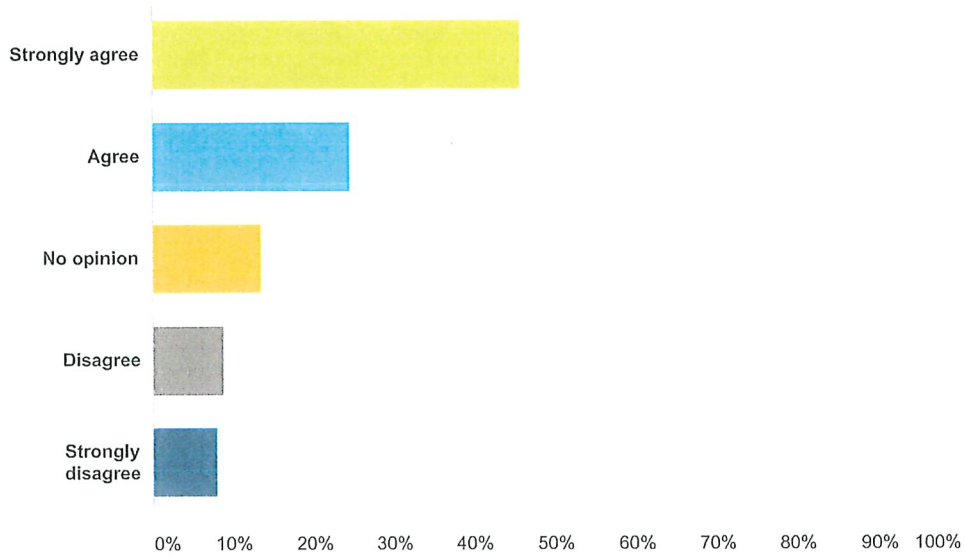


Answer Choices	Responses	Count
Strongly agree	41.09%	136
Agree	24.47%	81
No opinion	17.52%	58
Disagree	8.16%	27
Strongly disagree	8.76%	29
<b>Total</b>		<b>331</b>

Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

**Q3 Proposed waiting restrictions, Zone 2, Sackville Way to improve pedestrian safety and reduce the impact of vehicular traffic.**

Answered: 331 Skipped: 3

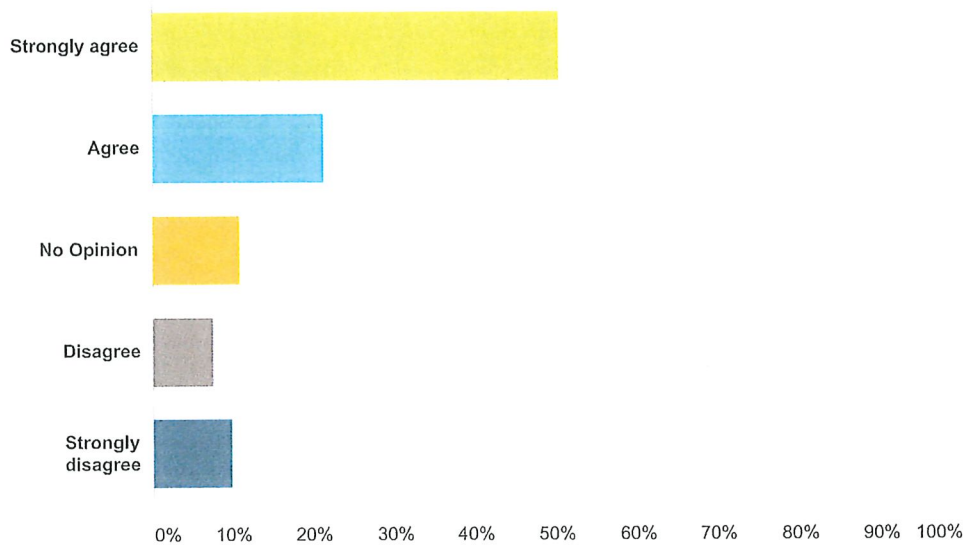


Answer Choices	Responses	Count
Strongly agree	45.62%	151
Agree	24.47%	81
No opinion	13.29%	44
Disagree	8.76%	29
Strongly disagree	7.85%	26
<b>Total</b>		<b>331</b>

Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

**Q4 Proposed waiting restrictions, Zone 3,  
Back Lane & Osier Way to improve  
pedestrian and road safety and reduce the  
impact of vehicular traffic.**

Answered: 329 Skipped: 5



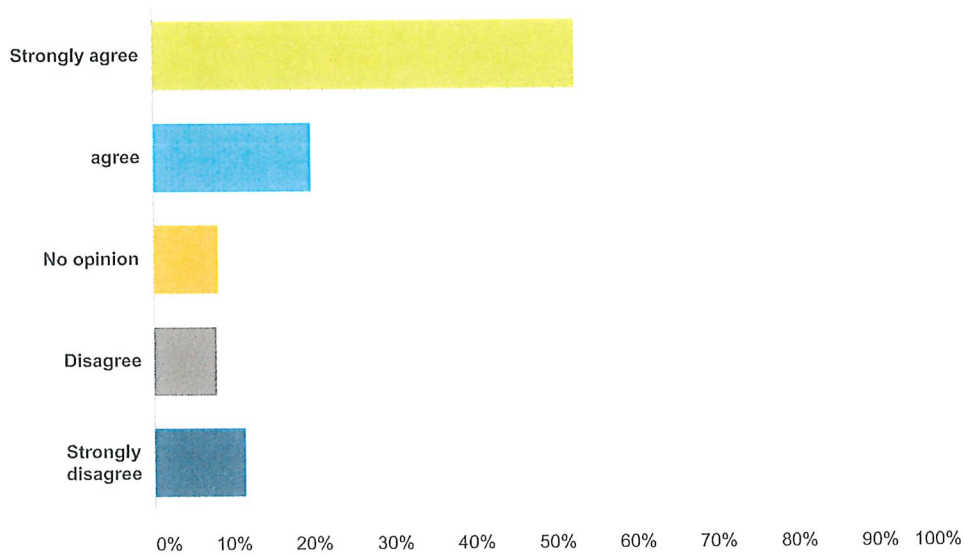
Answer Choices	Responses	Count
Strongly agree	50.46%	166
Agree	21.28%	70
No Opinion	10.94%	36
Disagree	7.60%	25
Strongly disagree	9.73%	32
<b>Total</b>		<b>329</b>



Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

**Q5 Proposed waiting restrictions, Zone 4, High Street to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.**

Answered: 328 Skipped: 6

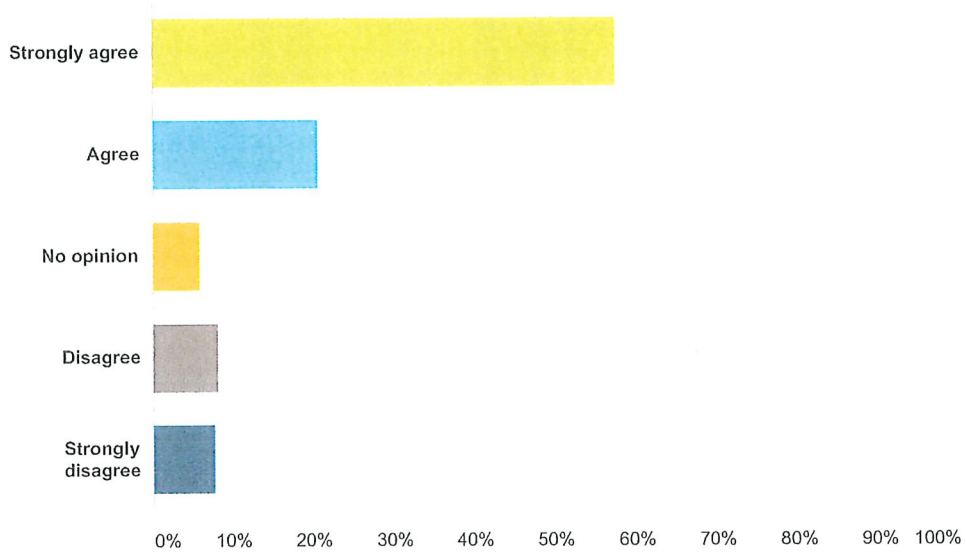


Answer Choices	Responses	Count
Strongly agree	52.44%	172
agree	19.82%	65
No opinion	8.23%	27
Disagree	7.93%	26
Strongly disagree	11.59%	38
<b>Total</b>		<b>328</b>

Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

**Q6 Proposed waiting restrictions, Zone 5, High Street, opposite The Hub Community Centre, to improve pedestrian safety, improve road safety as it is a bus route and reduce the impact of vehicular traffic.**

Answered: 328 Skipped: 6



Answer Choices	Responses	Count
Strongly agree	57.62%	189
Agree	20.73%	68
No opinion	5.79%	19
Disagree	8.23%	27
Strongly disagree	7.62%	25
<b>Total</b>		<b>328</b>

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

### 07 Do you have any other comments, questions, or concerns?

Answered: 144 Skipped: 190

#	Responses	Date
1	<p>I do support the introduction of a blanket 20mph speed limit, however I would urge the council to consider the feasibility of actually enforcing such a limit. Parts of Cambridge city centre have a 20mph speed limit and while many drivers do observe this, quite a few simply ignore it as it is not of inconvenience, effectively enforced. Therefore a speed limit would have to go in hand with traffic calming measure, such as speed bumps or narrowing lanes. Regarding the waiting restrictions, zone 4 (which is where we live) is a residential area where many people depend on on-street parking for their vehicles. For example, our own off street parking is quite inadequate and without in-street parking we would have nowhere to park. Parking restrictions would therefore also lead to a significant reduction in the values of local properties and I would have to take legal advice on how to gain compensation for the loss of this from the council. I strongly suspect I would not be the only resident considering this course of action either. Admittedly, cars parked in zone 4 do occasionally inconvenience the buses, however their current route is not suitable for buses in the first place. this stretch of road has clearly been intended as an interconnecting street between the end of Jeavous lane and back lane, providing access for residents ; it has not been designed to be a through road. Two parking buses may well have problems getting past each other even without parked cars. Buses would be better off going along east gate which has no residential housing and therefore no parking cars. Removing the parked cars in zone 4 would remove the one thing which currently slows cars down here; a waiting restriction would most likely encourage drivers to go at higher speeds along here than they are able to at the moment. If the council is serious about improving traffic safety, ten the best option to complement the speed limit and speed bumps would surely be zebra crossings and traffic light controlled pedestrian crossings at the most frequently used crossings. Introducing waiting restrictions in zone 4 would inevitably lead to more cars parking in Glebe lane and Playsted Lane with residents trying to find alternative on-street parking here. This would lead to cars parking on the pavement and also obstructing access for emergency service vehicles, which would be a whole new hazard by itself. As far as the other zones are concerned, I believe this is already partially in place anyway and parked cars are no problem. However, I believe zones 3 and 5 are of more residential nature again and may therefore be less suitable for waiting restriction. May I also say that I have slightly mixed feelings about consulting the whole population of Cambourne on a matter which will only impact a small number of residents in a major way. I hope that the opinions of those residents who will be majorly affected and who risk losing their parking options will be given significantly higher priority than those who are not directly affected and may simply wish to get home quicker with slightly less inconvenience.</p>	7/10/2015 12:02 PM
2	<p>all of the above should have been considered at the planning stage. How would the speed restriction possibly be policed and what are the consequences i.e. fines Also why with the commercial traffic that's increased dramatically along back lane, has there not been another entrance into cambourne from upper cambourne to eliminate this.</p>	7/10/2015 11:05 AM
3	<p>Referring to zone 4: we are agreeing to a single yellow line allowing for unloading and deliveries, otherwise drivers until illegally and doing so damage use grassed areas and anywhere they can find to park while they deliver.</p>	7/10/2015 11:01 AM
4	<p>Another subject please street lighting off from midnight to 5am please to: save energy stop upsetting wildlife stop upsetting residents who are disturbed by light all night</p>	7/10/2015 10:57 AM
5	<p>20mph limits should be imposed after consideration in specific areas rather than as a blanket limit. Main problem is motorists who exceed the current limit. the same people will continue to break the law whatever the limit, so it would be most sensible to consider how to better enforce the current rules.</p>	7/10/2015 10:54 AM
6	<p>We live on Back Lane and the only reason traffic slows down is due to the parked cars. when there are no parked cars, the traffic speeds up to dangerous levels. Stopping people park outside their homes will make the situation far worse. I would also like to add that any plans that are put forward should be finite, without the flexibility to change once planning has been approved. This was the casewith the double yellow lines on Back Lane, which did not match the submitted diagrams, and have been proven to be extremely frustrating.</p>	7/10/2015 10:50 AM
7	<p>There is not enough parking places for people who live here with cars, where are they meant to park. It has been a problem when double yellow lines were out in place on the high st opposite the church nearly every household has more than one car it would make it intolerable to live here.</p>	7/10/2015 10:41 AM

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

8	I strongly disagree with the introduction of further double yellow lines throughout Cambourne. The garage space around the rear of the properties is not suitable for any more than one vehicle, however most houses have two. It will cause so much congestion and blockage around the parking areas. The best way to reduce speed is to add speed bumps or even consider a one way route around Back Lane.	7/10/2015 10:18 AM
9	on 20 mph restriction: it should be in place in essential areas (next to schools, the library, the hub, around morrisons etc) and around childrens play areas, but a blanket restriction throughout will only be ignored, also in places where the limit would help	7/10/2015 10:01 AM
10	I think the 20mph would be unenforceable. I have always felt that the bends in roads such as School Lane do a lot to slow traffic down, and I think the nature of the smaller roads also slows traffic down. I think the village has mostly been designed in a way that inhibits speed. It is probably only a small minority of drivers going too fast in places and those ones will probably ignore the restrictions anyway. I think it will be off-putting to people thinking of moving to Cambourne to have a 20mph limit throughout, it seems rather Draconian; it's even going to irritate the people who are consciously moderate on speed. It's heavy-handed. I am a little unclear what the waiting restrictions proposed are, one of my sons thinks it is double yellow lines. This is harder for me to assess, without going to drive around the areas, especially as I have only just discovered this survey before it finishes. If it is double yellows, my intuitive response is that it's a bit on the heavy side again; we're not central Cambridge, and people in Cambourne are used to a 'light' touch.	6/16/2015 11:09 PM
11	A blanket 20mph speed limit is unnecessary and unenforceable. No problem with it on residential streets, but not through roads (School Lane, Broad Street and Back Lane).	6/16/2015 10:39 PM
12	Speed limits and parking restrictions need to be enforced to be effective. This is not happening very much at present e.g. outside Schools in mornings.	6/10/2015 6:19 PM
13	As a twin mum that does not drive, I would appreciate the introduction of traffic lights within cambourne so that I can cross the road safely with my double buggy.	6/10/2015 1:50 PM
14	There is a white 4x4 parked opposite Osier Way, on the bend which obstructs the oncoming traffic. It parks exactly so that it is not on the yellow lines, however it is very difficult to see around it until the last minute.	6/9/2015 9:47 PM
15	double yellow lines along all bus routes, create bus lay-bys wherever possible, and re-locate any bus-stops which are in dangerous locations if a lay-by is not possible, e.g bus-stop between hub and library is extremely dangerous as one has no idea if there is anything coming around the corner from the police station, there is room to create a bus lay-by. There are similar dangerous bus-stops on School Lane, also where there is plenty of room to create bus lay-bys.	6/9/2015 8:28 PM
16	I would not support 20mph speed limits on major streets but would support them on estate road where children play. E.g. not School Lane but yes to Swansley Lane	6/9/2015 12:58 PM
17	20 limit suitable for residential areas but not necessary between Leisure Centre and Upper Cambourne start (few children cross from park to sports pitches)	6/8/2015 8:47 PM
18	There is a lot of wasted space with green verges on the side of the road. If these will be made onto car parking space and pedestrian areas will be widened after this none of these problems will exist. Where we live there is only one space per flat... most couples will have two vehicles... There should be more on street car park... What happens when you get visitors? If on street car parking is available cars keep well clear of the road and traffic will flow stress-less, more ready to let pedestrians pass on designated areas. My opinion.	6/8/2015 10:53 AM
19	I would like to see double yellow lines on the corners of all of the streets throughout Cambourne. Residents are flouting the law and parking on or too near corners. This is a clear danger to drivers and pedestrians alike. I would like the police to enforce the law and issue warnings to those who break it and write tickets for those repeatedly ignore it.	6/7/2015 9:41 PM
20	Assuming it can be enforced?	6/6/2015 1:01 PM
21	Speed limit in cambourne is not the problem. Inconsiderate parking on the arterial routes is the danger. Please address the HUGE safety issue at the T junction on sterling way by upper green. Parents inconsiderate parking reduces visibility and will end in a catastrophe soon. Needs yellow lines, those created at vine school has only pushed problem up the road!! Zebra crossing has been placed too near junction and is a safety hazard, creating congestion at junction on school days. A designated car park is required for the vine school, particularly as traffic is increasing with new build in area. There is an area by the park which would make a car park for school days and at weekends now that there is more vehicle activity due to play area being extended. Parking on sterling way needs to be addressed now that it is a bus route! Often double sided parking on route! And can some one educate parents that take their children to activities on sports ground that there is a car park at gym instead of blocking main road. Wider straighter roads would have addressed a lot of these issues and should be considered with extending the development. Cambourne is no longer a village... it is evolving into a Town!!!!	6/6/2015 11:38 AM

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

22	It is all very well coming up with these ideas for 20mph limits and waiting restrictions, but who is actually going to enforce them? The amount of cars I already see parked on double yellow lines along the high street and cars speeding around blind corners is unreal, and no-one seems to be interested. These new proposals will result in exactly the same. In theory a good idea, but in reality it is not going to work.	6/4/2015 7:31 AM
23	Cars are not luxury they are basic necessities to meet day to day requirements to live and work. Introduction of 20mph blanket speed in Cambourne would be an injustice to the working parents or carers who have to save every single minute of their life to be in time at work places, child care centers and home etc. Why parking restrictions? Is there any other way to commute or is there any other parking provision provided by the builders in front of all houses? The builders want to build the houses and sell it to the humans who have to live their day to day life so these things should be thought before to make Cambourne a good place to live not a hell full of restrictions. Thanks.	6/2/2015 7:07 PM
24	20mph limit makes no sense in some areas. Why waste money on this??	5/21/2015 1:15 PM
25	The parking on the road opposite the hub makes it dangerous in the mornings.	5/21/2015 12:00 PM
26	Drivers who currently disregard the 30 mph limit will not change their driving habits if a 20 mph limit is introduced. The existing limit is not enforced so a 20 mph limit is also unlikely to be enforced.	5/21/2015 5:11 AM
27	Simply forcing people to stop parking somewhere, doesn't necessarily help if there is no suitable alternative. However there is a large car park behind the hub, so there really is no excuse for parking opposite the hub - which causes quite a considerable blockage along that section of high street. I have also seen this parking contribute to road rage!	5/20/2015 11:10 PM
28	Double yellows on Lancaster Gate would also be good as it's the main route to Upper and always bogged with cars on bends	5/20/2015 7:51 PM
29	1. High street is only recently become a bus route (in the last year) - why can the bus not go another way round as there is no stop from jeavons lane to back lane. Furthermore, the bus goes all the way through Cambourne - are there going to be parking restrictions on all of the bus route? 2. Have you just put this survey out again as you didn't like the first lot of responses against the ridiculous parking restrictions in residential areas? And hoping that another 4 weeks will provide you with a majority for parking restrictions? 3. Is there going to be financial recompense for those of us who's home value is likely to drop when no parking is enforced in residential areas. 4. If parking was such an issue why is planning agreed for 4 or 5 bedroom houses with 1 off street parking space in a village which has 1 bus going into Cambridge (not the science park, not Huntingdon) etc.	5/20/2015 5:19 PM
30	A 20mph speed limit is not enforceable as the police do not have an offence code, therefore a waste of time and money	5/20/2015 4:28 PM
31	Why not the first few 100 metres of New Hall Lane up to the delivery entrance of the Hotel? That would help stop the kerbs from being damaged & cars being caught coming off the 'Morrisons' roundabout into New Hall Lane. Note; caravans have a job getting whole way down New Hall Lane without running into a problem or two to do with parking.	5/20/2015 1:59 PM
32	Blanket 20mph for 3 entire villages is over the top for specific concerns. no published evidence that Cambourne accidents are caused by speeding or parking issues presented here for public discussion, therefore this does not appear to be an evidence based decision. Further was very difficult to find survey on parish website. if you truly want to engage should be better advertised and more accessible.	5/20/2015 1:54 PM
33	Please publish the evidence that states the number of road traffic accidents at 30mph justifies the reduction to a 20mph blanket limit in Camborne.	5/20/2015 1:15 PM

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

- |    |   |                    |
|----|---|--------------------|
| 34 | <p>Re Q1. To allow residents to make informed decisions, supporting information should be provided as not all residents may be aware of pros and cons of 20mph implementation. Has feasibility study been undertaken? If yes, what is the outcome. If not, why not? Good example of how consultation on 20mph should be carried out is Cambridge. Residents were provided with supporting information, pros and cons presented. Leaflets were delivered to local businesses and residents. Exhibitions took place etc. Local residents and businesses were invited to discuss this matter. 20mph could be implemented only if proven that it would be beneficial. Why spend public money on traffic signs and markings where the geometry of the road does not allow to drive more than 20? Public money should be spent wisely. Re Q2 De Le Warr Way is not residential road. We are not aware of parking issues on this road. Again supporting information would be welcome. Unable to answer question. Re Q3 Sackville Way is not residential road. We are not aware of parking issues on this road. Again supporting information would be welcome. Unable to answer question. Re Q3 and Q4 Why residents of entire Cambourne are welcome to comment on proposal which does not directly concern them? Consultation on 20mph and 24hrs restriction should be undertaken independently. High Street only recently became a bus route. Has alternative route been taken into account, as this does not seem to be the best and wisest solution. Most houses (3, 4 and 5 bedroom houses) on High Street and Back Lane are provisioned with one parking space only. There are on average two cars in a typical household, these are used as means of transport. If by putting double yellow lines you bereave us possibility to park on streets, where do you expect all residents to park their cars? What are alternatives to on street parking? Gym, Church, The Hub or Morrisons car parks? These are often full and far, too far for families with young children to walk to and from. From our experience, parked cars considerably slow the traffic down. Removing them off the streets will allow drivers to accelerate. This is contradictory to your proposal for implementation of 20mph blanket. Also, we will still need to park somewhere and it is very likely that we will park on nearby streets. When these become blocked, what will you do next? Put more double yellow lines and move 'issue' to other streets? Please consider long term solution, work with local residents, talk to them as they will help you come up with the best solution. Who knows better all issues concerning actual streets than people living on them? Also, regarding all questions - What is the predicted cost of implementation of 20mph and separately 24hrs restriction?</p> | 5/4/2015 9:43 PM   |
| 35 | <p>The introduction of double yellow lines in Zone 4 and 5 will displace residents cars, blocking up side streets (already an impact we have seen with the introduction of double yellows on high street/back lane) and disadvantage any individuals who have tradesmen, carers, relatives visiting. The introduction of the poorly thought out bus route has caused this problem so may be a rethink of the bus route and size of buses may address the safety concerns better. Also introduction of zebra crossings on the major roads would improve the safety for pedestrians.</p>  | 5/4/2015 7:25 PM   |
| 36 | <p>I believe that your consultation is not sound as you are consulting on two issues which should be looked at independently. You have not provided any details of the cost of the scheme based on each proposed zones. You have only provided one solution to the issues that have been raised.</p>  | 5/4/2015 4:56 PM   |
| 37 | <p>Speed calming measures needed at places where children cross to get to school. Monkfield Lane is particularly hazardous when crossing to get to Monkfield primary</p>  | 5/3/2015 8:07 PM   |
| 38 | <p>I lived in Mill Road in Cambridge before and after the 20 MPH limit was introduced there. It made a very real positive change to the environment of the area. The lower vehicle speeds resulted in a far more pleasant place to live. I strongly advise Cambourne council to introduce the same limits here.</p>   | 5/1/2015 9:41 AM   |
| 39 | <p>There is a lack of parking in Cambourne and by putting waiting restrictions you limit a lot of parking and that is not fair to the residents of those area's.</p>  | 4/28/2015 6:35 PM  |
| 40 | <p>I feel there should be zebra crossings put in place for children to safely cross tge roads on the way to school. Crossing from the high street to jeavons lane at drop off and pick up is very dangerous!</p>  | 4/24/2015 12:30 PM |
| 41 | <p>There are too many people who think they can park anywhere and drive however they want in Cambourne and I think there definitely needs to be an enforced speed limit (not bumps!) and a reduction in bad parking. Would like to see double yellows all the way along School Lane.</p>  | 4/21/2015 9:57 PM  |
| 42 | <p>We need to stop people parking outside the school on the double yellows and zig zags.</p>  | 4/21/2015 9:57 PM  |
| 43 | <p>my only concern is that this may put more cars along the top of Jeavons Lane during school run times. This is getting daily more dangerous and I fear there will be an accident soon as buses try to weave past parked cars</p>  | 4/21/2015 7:54 PM  |
| 44 | <p>Vehicles parked along the high street are an utter menace, parking needs to be restricted there.</p>   | 4/21/2015 4:38 PM  |
| 45 | <p>PCSO should enforce moving on of cars parked on yellow 'no stopping' lines outside schools instead of turning a blind eye or giving 10 minutes grace! A better crossing needs to be put into place near hotel for people going from Upper direction to primary/secondary/business park area</p>  | 4/21/2015 1:32 PM  |
| 46 | <p>Cars that park on pavements and on corners if in wheelchair you have to go in road and take a chance cars are not coming other way or round corners over past month have had several near misses</p>   | 4/21/2015 12:57 PM |

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

47	Completely against 20 mph zone, as a driver, cyclist & pedestrian. It will not work without very expensive traffic calming measures & will be impossible to enforce.	4/21/2015 12:51 PM
48	1. Why can't you consider off road parking bays on the very generous grass verges down the high end no's of the High Street (89-109) keeping the road free for the flow of traffic? 2. Why can't you consider 1 way traffic down the High Street from the junction of Jeavons Lane down to back lane or vice versa, again this provides traffic to flow while allowing residents to park? 3. No need to apply 24hr parking restrictions when it could be specific to busier periods 8am-4pm, once again this clears the road of traffic but allows residents to park outside their homes overnight.	4/19/2015 7:29 PM
49	consider one way traffic from Jeavons Lane to 109 High Street or to Back Lane. Move the bus route from zone 4, total invasion of privacy having bus directly looking into my bedroom. The turning opposite is very tight, it would make sense for the bus to come down via Sackville Way and up Back Lane. No alternatives such as one way, Waiting limits during the day, and where can residents park, safely with their cars secure. As a female I have had to walk along to the sports centre at 05.00 for my car and believe me this is frightening in the winter months. Some residents are elderly and would struggle with this. Turn some of the grass edging into parking bays, this would keep the road free of traffic. It seems Cambourne council have no foresight during planning and could not care less about the resident or their safety and wellbeing. Where are the statistics with regards to the accidents here - I am not aware of any accidents in the 10 years I have lived in zone 4 of the High Street. Why again have we only had one piece of correspondence regarding this plan. Finally, will someone actually see sense and compromise over the needs of the residents.	4/19/2015 7:27 PM
50	We do not have parking close to our front door. No drive or garage only a car port which is 5-8 minutes walk from our home at the back. We and visitors need the on street parking for access to our homes especially with small children and shopping.	4/19/2015 6:59 PM
51	If parking restrictions are to be introduced, they should be "restricted access" for residents with a permit for residents to display in their cars. If this is not already the plan, there needs to be an alternative for residents to park such as a communal carpark.	4/18/2015 9:46 PM
52	Considering I wont have anywhere else to park and there have been no known issues from this I think this is ridiculous.	4/18/2015 9:11 PM
53	This affects the residents of the houses concerned. The only thing keeping the speed down are the parked cars. People making these decisions WERE NOT elected to try to introduce these measures and they are not affected by these decisions at all.	4/18/2015 5:44 PM
54	Yes to 20mph No to 24hr Parking Restrictions in all 5 Zones 1. If restrictions are applied, particularly on back lane then the traffic travel faster from Upper Cambourne a. Further Parking issues for High Street residents 2. Faster traffic means dangerous roads for kids, a vulnerable adult or a family pet. 3. Unfair nature of survey. 4. Traffic Calming MUST be put in place. 5. Clearing parked cars does not slow traffic down. 6. Forcing residents to park elsewhere and upset 8. The 13 Parish Councillors presiding over these proposals living in Cambourne, are not directly affect by this proposal.	4/17/2015 10:48 PM
55	I live on Brace Dein and I'm very much looking forward to seeing lots more double yellow lines around the areas mentioned. Hopefully they will continue past the Hub Community Centre though, all the way around Lancaster Gate as well, where parking gets worse. Additionally, there should be parking on the long verge of grass at the cricket field almost opposite the Hub. This looks to be wide enough for parking and would ease stress of those wanting to park there on a Sunday for Football and Cricket.	4/14/2015 10:21 AM
56	The 24 hr restrictions should apply to sterling way/Lancaster gate to allow the bus to come through after 7pm and Sundays	4/13/2015 7:46 AM
57	Having lived here nearly 2 years, I've never encountered any issues or near misses that would have been avoided by a 20mph speed limit. One notable problem that I have faced is the number of smooth metallic manhole covers all over the roads; as a cyclist and motorcyclist it takes a significant portion of my attention while riding to avoid these as, especially when wet, they provide very little grip. I suggest that some form of high grip surface covers would be a substantial improvement, without incurring unreasonable cost.	4/12/2015 2:30 PM
58	I would prefer to have some physical restrictions of speed like speed bumps instead.	4/10/2015 11:33 PM
59	parked cars on sterling way make bus route difficult	4/10/2015 11:13 PM

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

60	Need pedestrian crossing at top of Lancaster Gate as is hazardous trying to cross there to Jeavons wood school as the Vine school parents have dropped off and are all speeding past that point. Sometimes takes 10mins just to cross safely	4/10/2015 10:54 PM
61	I back the 20MPH limit because it will reduce noise and pollution for the residents of Cambourne.	4/10/2015 4:34 PM
62	rather than a 20mph speed limit I think speed bumps would be more effective. I think waiting times on double yellow lines along the high street would be better. immediately outside the church blue permit holders park for a church servcie, I have watched the bus struggle to get around all the time	4/10/2015 11:28 AM
63	Speed limit of 30 would be great on the main routes	4/10/2015 10:14 AM
64	These restrictions will need to be enforced to ensure that they are effective. Also to ensure that football parking is monitored.	4/10/2015 9:00 AM
65	Reducing the speed limit to 20 will cause more frustration to drivers and also result in more accidents. The parish also need to look at implementing waiting restrictions on Sterling Way. It's probably one of the worst roads in Cambourne for street parking. I'm surprised there hasn't been an accident there yet.	4/10/2015 8:07 AM
66	People need to stop parking on the road! Your asking for a nasty accident. And the crossing by morrison's is now a blind spot as u can't see behind the new wall!	4/10/2015 8:07 AM
67	19mph was the original limit and it should be broiught back.	4/9/2015 2:23 PM
68	In addition to the introduction of a 20 mph zone and extended double yellow lines we are desperately lacking official zebra crossings and additional speed restriction measures, including basic signage and flashing lights in key areas, in particular outside Monkfield Park Primary School. There WILL be an accident at some point given the appalling driving witnessed along School Lane, with cars accelerating towards the unmarked crossing outside the school. It beggars belief that this situation persists - the councils, whether Parish or County should be absolutely ashamed of themselves.	4/6/2015 2:45 PM
69	Double yellows presently on Back Lane have increased the speed of vehicles greatly. You risk your life crossing near the sports centre!! When cars were allowed to park on Back Lane, vehicles drove carefully!!	4/5/2015 8:34 PM
70	The presence of parked vehicles at least force drivers to slow down. The yellow-lines in Back Lane, for EG, have resulted in much higher traffic speeds and greater danger to pedestrians.	4/5/2015 7:37 PM
71	Safety aside, slower traffic would be nicer for residents, who would have less noise and pollution.	4/5/2015 5:40 PM
72	the village was originally 19 mph, so it should be turned back to that speed.	4/5/2015 5:25 PM
73	Opposite hub a must as causes big problems at school times Hard to cross road as cars qued to get past the parked cars Speed restrictions no its slow enough at 30 just get people to stick to it.	4/4/2015 9:09 AM
74	Cambourne was built and developed to keep traffic slow moving and it is frustrating enough driving through cambourne already. A 20mph limit would not reduce speeding but enforcing the current 30mph limits would. Stop penalising law abiding drivers. Removing the parked cars would improve visibility and safety more than speed limits.	4/3/2015 2:09 PM
75	Enforcement? High St (Hub to pub) could be a one way bus / delivery route only?	4/3/2015 10:04 AM
76	Yellow lining everywhere to improve "safety" is another mis guided and poor attempt at correcting the initial poor planning for roads and parking within Cambourne. Insufficient parking at every school and now Cambourne is growing not everybody can bike or walk. Yellow lines outside all the shops on the High Street which killed the former owner of Greens our only independent outlet and has dented all the others profits. As Morrisons sits in front of the High Street nobody knows unless they live here that there are other options available. A huge green opposite the pub and high street with ample room to use for a pull in for morning commuters. All people see is Morrisons and slowly we will be Bar Hill 2 - monopolised by a giant and everything else suffers. Bovis and Morrisons run Cambourne not SCDC or the Parish Council who haven't a clue.	4/2/2015 2:11 PM
77	I do not feel that reducing the speed limit to 20 will make any improvements. The whole village has been built without adequate parking, pull in bus stops and the roads have been made deliberately windey and dangerous to slow down cars. That is what the problem is.	4/2/2015 1:23 PM
78	Some areas of Lancaster Gate are also very dangerous due to parked cars.	4/2/2015 10:42 AM
79	There appears to be a gap between zone 4 and 5. Surely this is a mistake - the junction is the most dangerous part? zone 3 does not go far enough to protect parking along the long sweeping corner.	4/2/2015 10:35 AM
80	Stop people from parking in silly places such as next to the football pitches	4/1/2015 9:47 PM



## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

81	People parking on double yellow lines outside monkfield oark primary school	4/1/2015 5:45 PM
82	Stop people parking in dangerous places ie nearly opposite junctions like the white Audi on Back Lane, and also make people park in their allotted spaces or if not possible then to park on one side of road leaving gaps ie in Whitley rd there's an accident waiting to happen because round the little green where children play are so many cars in the bend that drivers can't see each other.	4/1/2015 3:42 PM
83	If not enforced all of this will be pointless.	4/1/2015 3:07 PM
84	Would be good to include streets in upper, Spitfire road, Mosquito road	4/1/2015 11:38 AM
85	Pedestrian crossing at the junction of Lancaster Gate and Eastgate, kids crossing to get to Jeavonswood and the blue school are in danger, from parents dropping off at the vine and then rushing to work.	4/1/2015 7:15 AM
86	20mph limit is unnecessary, the existing 30mph is not upheld by many in cambourne and is rarely enforced. I fail to see how lowering the limit will improve the situation. Parking on the other hand needs urgent attention.	4/1/2015 12:36 AM
87	i think the implementation of double yellow lines in the areas shown are far more important than trying to enforce a 20mph speed limit as this will not be adhered to by the majority of drivers.	3/31/2015 10:28 PM
88	Real parking enforcement needs to occur outside Wokswagon on the High Street as too many ignore double yellow lines and put their hazard lights on to pick up food, forcing you to overtake on an approaching bend	3/31/2015 10:24 PM
89	We need zebra crossing for pedestrians especially near the schools, the speed limit isn't an issue. Also double yellow lines next to the football pitches as now it's a bus route when they park for football people struggle to pass	3/31/2015 8:25 PM
90	Worried about impact of parking around top end Stanley lane etc when the new primary school opens. Very different footfall and mums dropping kids off, I am sure it will be mayhem unless the is allocated drop off area on school site	3/31/2015 7:55 PM
91	Need traffic lights near sunflower and monkfeild. Or zebra crossing or a lollypop people	3/31/2015 7:49 PM
92	People should stop parking across and close junctions, on a bend etc.	3/31/2015 7:24 PM
93	The Broad Street/School Lane/High Street junction must be improved with proper pedestrian crossings in place.	3/31/2015 7:24 PM
94	Traffic is fine as is just enforce existing 30mph limit	3/31/2015 7:21 PM
95	Money would be better spent on enforcing the current 30mph limit than trying to impose a 20 limit.	3/31/2015 7:02 PM
96	Not all areas need to be 2mph. for example as you turn right from the high street towards a428 can be 30mph. However surely priority must be towards getting the roads adopted by the council.	3/31/2015 6:51 PM
97	Fine those parking opposite t junctions. Speed ramps and crossings need	3/31/2015 6:36 PM
98	We need chicanes to skow	3/31/2015 6:32 PM
99	agreed some restrictings needed for speed restrictions, but not blanket, it's not necessary.	3/31/2015 5:25 PM
100	The speed limit is a waste of valuable funds for the village.	3/31/2015 3:41 PM
101	Unfortunately unless these rules / regulations are enforced then they will tend to be ignored (by the same drivers, etc. who ignore current limits, restrictions).	3/31/2015 3:35 PM
102	Waiting/Parking restrictions along Back Lane, (oppoiste Osier Way) especially are a must! Living in Upper Cambourne, as you approach the gym from Morrisons direction, the traffic parked around the bend is extremely dangerous to circumnavigate!	3/31/2015 3:02 PM
103	There will still be a minority who ignore the speed limit, without any policing, speed cameras, etc, in place these restrictions are effectively pointless	3/31/2015 2:54 PM
104	There are cars that park on the bend if the road near a junction between the sports centre and the fire station. I would suggest that double yellow lines should be extended throughout that whole stretch of road	3/31/2015 2:37 PM
105	If double yellow lines are put in on De Le Warr Way, what will HGVs delivering to Morrisons do when they arrive? They need to park somewhere while they go and ring the bell on the gate.	3/31/2015 2:36 PM
106	20 miles per hour is a ridiculous idea. It will only cause impatience, road rage, more speeding as very few will adhere to it and create a negative atmosphere in the community from differences of opinion, behaviour and anti social behaviour. Cambourne is bad enough. Why put it into slow motion and provoke things.	3/31/2015 2:34 PM

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

107	<p>If you are looking to introduce restrictions or lower speed limit then there needs to be the resources to enforce it. At the moment there are people that speed in the 30mph limit for which I can see no action being taken so how will that change if the limit is reduced? Also, there are issues of drivers parking outside the Indian/Chinese restaurants close to the pub on double yellow lines, but again no action is seen to be bring taken? I think it would be far more sensible to try to sort out the issue of the number of accidents at the Broad Street/ High Street junction and also the much needed pedestrian crossings close to schools to stop children having to make a dash for it on their way to school.</p>	3/31/2015 2:31 PM
108	<p>The Broad Street/High Street junction needs URGENT attention. A roundabout would be the best solution to this dangerous and busy junction. Regarding the 20mph limit, there are plenty of roads in Cambourne - School Lane and Lancaster Gate for example which can happily and safely support a 30 mph limit as the paths are wide and well set-back from the road.</p>	3/31/2015 11:52 AM
109	<p>The lack of off-street parking that results in road-side parking along Lancaster Gate and Sterling Way is a big issue. Also, I feel newer roads in Dukes Park, Newton Grange, Duchess Park and Trinity Gate are far to narrow.</p>	3/31/2015 11:48 AM
110	<p>Need to get rid of parked cars in New Hall Lane near "Morrisons" roundabout. Also, has anyone noticed how badly the new "baskets of rocks" around the back of the new shops have reduced visibility for pedestrians crossing Back Lane (with the roundabout on their left). You can no longer see far enough up Back Lane to the right to cross safely given the high speed with which most traffic approaches the roundabout along Back Lane.</p>	3/31/2015 8:51 AM
111	<p>Any restriction, whether parking or traffic speed, is only as good as its enforcement. Those who currently exceed the speed limit will continue to do so regardless of the limit and those who park inconsiderately will continue to do so, including 'professional' drivers parking on verges turning them into mud baths when they are legally allowed to stop on yellow line for delivery purposes. The inadequate provision of off road parking and laziness of most drivers will always lead to inconsiderate parking.</p>	3/30/2015 4:03 PM
112	<p>I do not think a blanket 20mph limit would improve safety for anyone as it would just be ignored like the 30mph limit is by some drivers. I do not believe reducing the limit further is going to make these drivers respect the speed limit more. Pedestrian crossings are needed along with waiting restrictions and the enforcement of these, which would improve safety. Waiting restrictions would also be beneficial on Lancaster Gate, where parking on the corner by the bus stop going back towards Cambourne is hazardous, particularly now this is a bus route.</p>	3/30/2015 1:26 PM
113	<p>Kindly stop meddling with things like this as they are a waste of time and money. 30mph is perfectly slow enough for a competent driver. Lowering it to 20 will not increase driving ability nor ipod wearing pedestrians to look before crossing. This was meant to be a village so kindly stop trying to bring in urban restrictions. 20 is far too slow. Remember a speed limit is a MAXIMUM, just because the limit is 30 doesn't mean we don't slow down where required.</p>	3/30/2015 1:23 PM
114	<p>This will only be worthwhile if enforced with penalties, the number of cars parked outside Greens (double yellow lines) without appropriate permission shows the need for any traffic laws to be enforced by the police rather than the 'goodwill' of residents</p>	3/30/2015 11:35 AM
115	<p>Don't believe a 20mph limit will make any impact on reducing pedestrian injury statistics as there is nothing to reduce.</p>	3/30/2015 11:19 AM
116	<p>Unless any of these restrictions are enforced - unfortunately they become meaningless. :-(</p>	3/30/2015 10:06 AM
117	<p>Who is going enforce these parking restrictions?</p>	3/30/2015 9:56 AM
118	<p>Will it be enforced?</p>	3/28/2015 5:02 PM
119	<p>Could we please consider more useful improvements such as safe crossings (zebra crossings) near all of the schools but especially on Back Lane. Yellow lines will only allow drivers to drive even faster down this road making it extremely dangerous for families crossing here.</p>	3/26/2015 5:32 PM
120	<p>taxi vehicles and residents from across street parking at top of orchard way sometimes within a metre of the junction forcing cars to be driven on wrong side of road to exit orchard way. Increase of pedestrian traffic from secondary school , several near misses with children stepping out behind these vehicles.</p>	3/26/2015 3:34 PM
121	<p>Parking on back lane at the when football matches (or any other activity) are on is down right dangerous - cars park along the whole of the road and round the corners making it impossible to see what is coming the other way</p>	3/26/2015 1:11 PM

## Proposed 20mph speed restrictions and proposed 24hr waiting restrictions

122	<p>I think most of the yellow lines are a great idea, particularly outside the Hub and Police station. However the De Le Warr way lines seem un-necessary, that is not a through route and the Morrisons delivery lorries are often parked there - double yellows would push them onto the unrestricted part of Back Lane causing chaos since that is the only exit for the hundreds of Upper Cambourne houses! Also during the original yellow line consultation, I believe it was revealed that the houses on High Street were built without the correct parking provision. Home owners need to be able to park so the far end of High Street near the church should be residents parking only, with double yellows on the bend and outside the church for safety.</p>	3/26/2015 10:14 AM
123	<p>Cambourne was originally designed with a 19 MPH limit until the roads started being adopted, so a blanket speed limit of 20 MPH would be wholly appropriate.</p>	3/25/2015 11:56 PM
124	<p>To whom it may concerns, Whilst I would be happy to have the 20mph blanket speedlimit across Cambourne as I can see this improving safety, I have strong objections to the suggested No Parking along High Street. Where it can be argued that there is no residential housing along Sackville Way and De Le Warr Way, there is sustantial residential housing along High Street and I believe also along Back Lane. As anyone who would care to survey High Street in the evenings could confirm, there are plenty of residents who are parking along High Street and while I am unable to comment for others, I can say for myself that our property offers insufficient off-street parking to accommodate our vehicles. To be clear, if there were a No Parking zone on High Street, we would have nowhere to park. I appreciate that since we have moved here, High Street has become a bus-route, to the surprise of ourselves as well as our neighbours, as it is hardly laid out as a through-route. However, trying to solve the issues this has caused by depriving the residents of their parking options would not just make life very difficult, but also have a detrimental effect on property prices, a compensation for the reduction of which would have to be investigated if the No Parking zone would indeed be implemented. I suspect another side effect would be that certainly Glebe Lane and possibly Playsteds Lane would subsequently get filled up with parking residents, having no other option, which in turn would make access for Refuse Collection and Fire and Rescue services, ambulances etc dangerously difficult. So, in summary, a No Parking zone along High Street would cause a lot of problems, issues and disgruntlement, whilst saving none except making life easier for the bus-drivers. If indeed traffic safety is a concern for the council, it would be making much more sense to consider zebra crossings, or indeed pedestrian crossings with traffic light, in highly frequented crossing points, which I appreciate would come at a higher cost than a few No Parking signs. Oh, and by the way, the location of Jeavons Wood Primary School is marked completely incorrect on your zone plan. Jeavons Wood is located on Eastgate, separated from High Street by the church and its car park. Behind the church car park is what is known as the Blue School, which is in the process of being relocated. I understand that this area is earmarked for the Cambourne Cemetary, however being the Parish Council I am sure you are more aware of the local geography than me, so please do feel free to correct me on any of these items. Best Regards, Jens Zolnhofer</p>	3/25/2015 9:31 PM
125	<p>The map you use is wrong. Jeavons wood school is not on the high St, it's on East gate. Access to jeavons wood and the blue school are both on East gate. The blue school is moving in September 2015 and this will cut down on traffic. I question how appropriate your consultation is when you don't even use an accurate map. Furthermore, zones 3&amp;5 are residential zones - are you going to financially compensate those of use who will be unable to park safely near our homes as when they were built insufficient parking spaces were provided. Personally, I would not have bought my home if parking restrictions were in place as this will affect the potential for selling in the future. Furthermore, High St, between jeavons lane and back lane has only been a bus route for a few months - no one was consulted on that, and we suddenly have buses thundering past our windows from 6 in the morning. Perhaps the council should have considered this before any bus route was agreed? There is not a bus stop between the hub and back lane on high St, so there is no real need for the bus to drive down there at all. it would be more appropriate to have resident only parking in zones 3 and 5.</p>	3/25/2015 9:09 PM
126	<p>all areas around the schools should be 20mph speed limits during the school pickup and drop off hours only, and 30 mph during other times.</p>	3/25/2015 8:57 PM
127	<p>At most of the junctions in Upper Cambourne cars are parked everywhere (Sterling Way, Anson Road junction). It is difficult to see traffic. More difficult for buses. I think we should have double yellow line on all the junction and all the the bus route road.</p>	3/25/2015 2:26 PM
128	<p>The waiting restrictions need to be extended to Jeavon's Lane, opposite the back entrance to Jeavons Wood School. There is ample off-road parking at the back of the church or at The Hub, but people park here to drop off their children, creating an obstruction for traffic and increasing danger for pedestrians, many of who are children,</p>	3/25/2015 2:12 PM
129	<p>The need to introduce pedestrian crossings at key junctions to improve pedestrian safety should also be a priority.</p>	3/25/2015 12:47 PM
130	<p>Chairman of Parish Council</p>	3/25/2015 12:25 PM
131	<p>People also park behind the bollards on pedestrian paths and also on crossings. Is there way to enforce restrictions to stop this practice?</p>	3/25/2015 12:08 AM



## CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

Notes from the meeting held on Tuesday 14<sup>th</sup> July 2015

In attendance: Cllr S Crocker, Parish Chairman  
Cllr Mrs R Poulton, Chairman of Leisure and Amenities Committee  
John Vickery, Parish Clerk  
Liz Pinchen, Deputy Parish Clerk

10 Residents of High Street and Back Lane, Cambourne

The Chairman welcomed those present and introduced himself, Cllr Mrs R Poulton, the Parish Clerk and Deputy Parish Clerk to the residents.

The meeting had been called in response to resident's concerns surrounding the recent consultation and proposals for waiting restrictions on High Street and Back Lane. A request for a meeting had been made by the residents at the Annual Parish Meeting on 5<sup>th</sup> May 2015.

The Chairman confirmed that the consultation period for the waiting restrictions and the 20mph speed limit has now ended but no decisions would be made at this meeting. The decision will need to be made at a future full Council meeting and any comments and suggestions made at this meeting would be taken into consideration by the full Council. The discussion at this meeting would centre around the proposed waiting restrictions on High Street and Back Lane but the 20mph speed limit would not be debated.

The following concerns and comments were raised by the residents:

- Whilst it is possible to understand the Parish point of view there needs to be a compromise found that suits all concerned. This could be the introduction of a single yellow line with time restrictions rather than the full double yellow lines.
- A number of properties on the High Street have been put up for sale since the current proposals were announced. This may just be coincidental, however other residents feel they may have to follow suit.
- The residents feel that they are being left with nowhere to park and that when the section of double yellow lines already on Back Lane and the High Street were installed that there was not enough consultation with local residents.
- There are concerns that the implementation of yellow lines will endanger children and vulnerable adults when crossing Back Lane as there will be no parked cars or other traffic calming measures to slow the traffic down.
- Cars that are currently parked on the High Street and Back Lane will be pushed into other areas e.g. Glebe Lane which could cause difficulties of access for emergency services.
- Faster traffic will lead to more serious accidents.
- More traffic calming measures are needed e.g. priority for traffic from one direction.

- The proposals are short sighted and will only address short term issues and not long term issues. A 20mph speed limit will not address the issues of speeding cars and the speed limit will not be enforced.
- Cambourne has developed far more than residents anticipated when buying homes at the outset of Cambourne.
- Having a one way system was suggested to alleviate some of the issues.
- The bus routes are not the most sensible routes and the buses that are used are far larger than actually needed. The bus route should be moved away from the High Street. Concern was also raised regarding the poor driving of some of the bus drivers.
- It was questioned if the Parish Council had considered all the possible options and not just yellow lines.
- Most of the properties only have one and a half allocated spaces which do not allow for the parking of two cars. Some households have more than two cars.
- The lack of efficient public transport means that more households have more cars.
- Tenants of Wherry Housing Association have been told to either park on the High Street or in the Hub or Church car park.
- Some garages and gateways have been built that are too small for a family car.

The Chairman clarified the following points:

- The due process for consultation and implementation had been followed. In response to requests from residents for the installation of yellow lines and the implementation of speed restrictions the Parish Council is obliged to carry out a consultation. The results are collated and depending on the outcome a decision is taken to approach the Highways Authority at Cambridgeshire County Council to implement. The project is then handed over to the County Council. A further consultation and statutory period of notice is given, usually through the Cambridge News to give the public further opportunities to object. If objections are received it will go before a committee for consideration. The final decision to implement rests with the County Council.
- Residents were that the implementation of traffic calming measures is outside the current remit.
- As long as due process has been observed the 20mph speed limit would be enforceable by the police and the Parish Council would only go ahead with implementation if it was enforceable.
- A one way system would be expensive to implement and it is unlikely that the County Council would pay for it.
- There is potential to discard the current consultation and consult on a different set of proposals.
- There is no scope to have an exit from Upper Cambourne onto the Broadway.
- Any concerns with the bus routes or poor driving by bus drivers should be raised with County Councillor Mervyn Loynes. Stagecoach is a commercial operator and will only operate routes that are viable.
- The Parish Council is consulted on all planning applications and any that result in a net loss of parking are recommended for refusal.

The comments from this meeting will form the basis of a report to be presented to the full Council. It was agreed that this would take place at the meeting on 1<sup>st</sup> September 2015. At that meeting some decisions will be made but it is not possible at this stage to say what those decisions will be. All residents are invited to attend the meeting and the time set aside for public participation will be extended if necessary. The consultation will be a separate agenda item towards the beginning of the meeting.

The Chairman thanked everyone for their attendance.