



NORTH AREA COMMITTEE



AGENDA

To: City Councillors: Ward (Vice-Chair), Abbott, Boyce, Bird, Brierley, Gawthrop, Kerr, O'Reilly, Pitt, Price, Todd-Jones and Tunnacliffe

County Councillors: Manning, Pellew, Sales and Wilkins

Dispatched: Wednesday, 18 July 2012

Date: Thursday, 26 July 2012

Time: 7.30 pm

Venue: Shirley School, Nuffield Road Cambridge CB4 1TF

Contact: Glenn Burgess

Direct Dial: 01223 457169

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| 1 | APOLOGIES FOR ABSENCE | 7.30PM |
| 2 | WELCOME AND INTRODUCTION
(INCLUDING DECLARATIONS OF INTEREST) | |

'YOU SAID, WE DID, YOU WANT TO KNOW'

- | | | |
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| 3 | TO CONFIRM WHAT WAS SAID (MINUTES) AT THE LAST MEETING AND WHAT WE HAVE DONE (ACTION LIST)
<i>(Pages 1 - 12)</i> | 7.40PM |
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The minutes of the meeting held on 17 May 2012 are attached for information. As no specific actions were highlighted at the meeting, an Action Sheet is not attached. *(Pages 1 - 12)*

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| 4 | POLICING AND SAFER NEIGHBOURHOODS –
Verbal Update | 7.45PM |
| 5 | YOU WANT TO KNOW (OPEN FORUM) | 8.30PM |
| 6 | ENVIRONMENTAL IMPROVEMENT PROGRAMME
<i>(Pages 13 - 48)</i> | 9PM |

COMMUNITY FORUM: JOIN IN THE DISCUSSION ABOUT THESE ISSUES

- | | | |
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| 7 | UPDATE ON THE FEN ROAD STEERING GROUP | 9.20PM |
| 8 | OLD CHESTERTON RESIDENTS ASSOCIATION (OCRA):
FEEDBACK ON ANNUAL MEETING | 9.40PM |

INFORMATION FOR THE PUBLIC

The Open Forum section of the Agenda: Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.

To ensure that your views are heard, please note that there are Question Slips for Members of the Public to complete.

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www.cambridge.gov.uk/democracy/ecSDDisplay.aspx?NAME=SD1057&ID=1057&R PID=33371389&sch=doc&cat=13203&path=13020%2c13203

The Democratic Services Manager can be contacted on 01223 457013 or democratic.services@cambridge.gov.uk.

To all members of the Public

Any comments that you want to make about the way the Council is running Area Committees are very welcome. Please contact the Committee Manager listed at the top of this agenda or complete the forms supplied at the meeting.

If you would like to receive this agenda by e-mail, please contact the Committee Manager.

Additional information for public: City Council officers can also be emailed firstname.lastname@cambridge.gov.uk

Information (including contact details) of the Members of the City Council can be found from this page:

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NORTH AREA COMMITTEE17 May 2012
7.30 - 10.00 pm

Present: Councillors Ward (Vice-Chair), Abbott, Boyce, Bird, Brierley, Gawthrop, Kerr, O'Reilly, Pitt, Price, Todd-Jones, Tunnacliffe, Manning, Pellew and Wilkins

County Councillors: Manning, Pellew and Wilkins

Officers (City Council): Jonathan James (Head of Customer Services), Graham Saint (Strategy Officer) and Glenn Burgess (Committee Manager)

Officers (County Council): Dearbhla Lawson (Head of Transport, Infrastructure Policy & Funding), Mike Davies (Programme Manager, Major Infrastructure Delivery), Sian Phillips (Education Officer - Children and Young People's Services)

FOR THE INFORMATION OF THE COUNCIL

12/30/NAC Apologies for Absence

Apologies were received from County Councillor Sales.

12/31/NAC Welcome and Introduction (including Declarations of Interest)

The Vice Chair welcomed the public and explained the format of the meeting.

Declarations of Interest:

Councillor	Item	Interest
Manning	12/32/NAC	Personal: Founder member of Cambridge Music Festival
Bird	12/32/NAC	Personal: Works with local groups that have previously been allocated grants
Pitt	12/33/NAC	Personal: Governor of Kings Hedges Primary School

12/32/NAC Community Development and Leisure Grants 2012/13

The committee received a report from the Grants Manager.

Cambridge Music Festival

Decision: APPROVED (unanimously) a grant of £2000

Eastern Region Roller Speed Association

Decision: APPROVED (unanimously) a grant of £500

Grovebury Ladies Club

Decision: APPROVED (unanimously) a grant of £600

Rowan Humberstone Ltd

Councillor Gawthrope proposed and Councillor Pitt seconded an increased allocation of £520.84

Decision: APPROVED (unanimously) a grant of £520.84

Chesterton Gardening Club

Decision: APPROVED (unanimously) a grant of £300

Cambridge Carbon Footprint

Decision: APPROVED (unanimously) a grant of £0

It was agreed that this application be referred for consideration for a Sustainable City Grant as it was a better fit with the criteria.

Chesterton Parent Club (indoor soft play sessions)

Decision: APPROVED (unanimously) a grant of £200

Darwin Drive Youth Association

Decision: APPROVED (unanimously) a grant of £1500

Chesterton Parent Group (running of music group)

Decision: APPROVED (unanimously) a grant of £1000

Vie Residents Association

Decision: APPROVED (unanimously) a grant of £338

Chesterton Community Association

Decision: APPROVED (unanimously) a grant of £500

St Andrew's Hall Chesterton

Decision: APPROVED (unanimously) a grant of £400

12/33/NAC Improving engagement with young people across the city

The committee received a verbal presentation from the Deputy Head and the Chair of Governors of Chesterton Community College.

The following points were highlighted:

- i. The school is keen to maintain and enhance its links and communication with the local community.
- ii. The school currently teaches 950 students.
- iii. The school is fed by four main primary schools.
- iv. Students come from a diverse community, speaking a total of 40 different languages.

- v. The school is one of only two in the county that improve year on year.
- vi. Engagement that students undertake in the community includes:
 - 'Wicked Wednesdays' introduced with community input i.e. residents judging the invention competition
 - local residents with language skills invited to the school to assist with learning
 - ongoing liaison with the Folk Museum
 - 'Making a difference in the Community Project' which encourages improvements to local neighbourhoods
 - Christmas Party organised for Manor Care Home
- vii. The school is considering making the wearing of cycle helmets compulsory for students cycling to school.
- viii. The school run Sports Centre is now hugely successful and is used by the whole community.
- ix. As this is now seen as an outdated model, the school is reducing the number of students it is sending to the Pupil Referral Unit (PRU). These students are now kept on site with extra teacher support and the option of extended school hours.
- x. 'The Student Voice Project' allows students to:
 - meet with Governors every 3 weeks to give direct feedback on lesson plans
 - be consulted on all major changes to the school
 - receive funding directly from the PTA
 - be involved in staff recruitment
- xi. Members of the North Area Committee were encouraged to visit the school and meet the students.

The committee received a verbal presentation from the Head of Manor Community College.

The following points were highlighted:

- i. He is proud to be the Head Teacher and has never worked with more willing or honest students.
- ii. Raised concern about how the school has been viewed in the past and the negative press that it receives.
- iii. The students work hard in sometimes very challenging circumstances.
- iv. The school has half the national average of the 'highest attaining' students, but twice the number of the 'lowest attaining' students.
- v. The school has a dedicated and hard working team of teachers.

- vi. The free meal figures stand at 32%, compared to an average across the county of 4%.
- vii. The Student Leadership Team is involved in staff recruitment.
- viii. The school currently teaches 420 students.
- ix. 240 students receive counselling and/or extra support and 30% are on the special needs register.
- x. Teaching assistants undertaking 1-to-1 tuition and organising family support provides extra support.
- xi. In a recent survey 96% of the students said that they felt safe at the school.
- xii. The school deals with up to 8 police reports of domestic violence each week.
- xiii. Research states that if students are in 'permanent trauma' at home their IQ drops by up to 50%.
- xiv. The school works closely with the regional colleges and currently 98% of its students go into further education or employment.
- xv. The school provided a free Breakfast Club but attendance significantly dropped with the introduction of a 50p fee. This indicates how hard things are for some families.

Members of the public asked the following questions, as set out below:

1) Resident: Stated that their children had received an excellent service from Manor Community College.

The Head Teacher thanked them for their comments.

2) Councillor Price: Reiterated that many families were struggling in this area and needed extra support.

This comment was noted

3) Councillor Price: Suggested that it would have been beneficial for the students to have attended the meeting to give their views and comments.

This comment was noted.

Councillor Todd-Jones commented that it was important to get the right setting and format in order to engage successfully with young people. It was suggested that an Area Committee was maybe not the right setting or format for this type of engagement.

The Deputy Head of Chesterton Community College and the Head of Manor Community College invited members of the Area Committee to visit the school and meet the students.

4) Resident: Highlighted the lack of amenities in the area and suggested that the City Council should address this issue.

This comment was noted.

5) Councillor Kerr and resident: Raised concern that making the wearing of cycle helmets compulsory may discourage students from cycling to school.

This comment was noted.

6) Resident: Noted that the Chesterton Community Association had found the school very hard to engage with in the past. It was hoped that this meeting would be the start of better engagement between the school and the local community.

This comment was noted.

7) Resident: Noted that for a school to be successful in a deprived area it had to have an excellent Head Teacher. The Manor Community College had such a teacher and was a fantastic school.

This comment was noted.

8) Resident: Suggested that Cambridge was a divided City and more children and parents were becoming disenfranchised. It was noted that it takes time to build a cohesive community and natural interaction between schools and the local community was essential.

This comment was noted.

The Vice Chair thanked everyone for their comments and reiterated the desire of the committee to work more closely with local schools and engage with young people.

12/34/NAC Meeting Demographic Pressures on Primary Schools in the North of Cambridge

The committee received a report from the Education Officer (Children and Young People's Services). A copy of the report is attached at appendix A.

Members of the public asked the following questions, as set out below:

1) Councillor Bird: Questioned why the number of school places had not been accurately determined before the building of the new Shirley School.

The Education officer confirmed that early pre-planning work had pre-dated the building of the new Shirley School and that a rise in birth rates had also had an impact.

2) Resident: Asked for clarification on the consultation process.

The Education Officer confirmed that officers were currently working on the consultation timescales and further details would follow in due course.

3) Resident: Questioned how much money had been given to the Old Schools Trust for the site in Nuffield Road and how much it was owed for using that site instead of the infant school site.

The Education Officer agreed to liaise with colleagues and provide a detailed answer outside of the meeting.

4) Councillor O'Reilly: Questioned what happened to children that did not have a guaranteed school place.

The Education Officer confirmed that, to date, not a single child had failed to be found a space. It was also noted that officers met regularly with local schools to discuss ongoing need.

5) Resident: Questioned what impact academy status would have on primary school places.

The Education Officer confirmed that, whilst being challenging, the role of the local authority was veering towards commissioning schools places and not directly providing them.

Councillor Manning confirmed that he written to the local MP on this issue and would provide the committee with any response received.

6) Resident: Questioned how catchment areas would be redrawn in East Chesterton.

The Education Officer confirmed that, whilst catchment areas had no legal standing, there might be a need to revisit them as they currently bore little relation to the location of the schools.

12/35/NAC Northern Corridor Area Transport Plan

The committee received a report from the Head of Transport, Infrastructure Policy & Funding.

Members of the public asked the following questions, as set out below:

1) Councillor Todd-Jones: Requested further information on how the funding process worked and future timescales.

The Head of Transport, Infrastructure Policy & Funding confirmed that the aim of S106 funding which is allocated on the basis of the Area Corridor Plans is to help mitigate the impacts of developments on the network. The Area Corridor Plans were developed in conjunction with the City Council and South Cambridgeshire District Council. It was noted that as the plans were adopted in 2003, many schemes were already in place and that future proposed schemes would be assessed on project selection criteria for eligibility.

2) Councillor Todd-Jones: Questioned whether any of the funding could be used to address the issues identified in Fen Road. It was also questioned how this related to the Community Infrastructure Levy.

The Head of Transport, Infrastructure Policy & Funding confirmed that a separate Steering Group had been established to consider the issues identified in Fen Road, and that as part of this work, the full range of funding options would need to be explored. However S106 funding may not be appropriate given lack of links to development, but that eligibility would be considered as part of the options once there is clarity on proposals.

The Head of Transport, Infrastructure Policy & Funding confirmed that the Community Infrastructure Levy would be a charge on new developments per square meter over a certain size for most types of new development. It would be up to local authorities to charge and collect these payments, and the funding collected would go towards delivering infrastructure to support the delivery of the local plan. The levy is not currently in place within the city but that preparatory work was underway.,

3) Resident: Questioned whether any improvements could be made to transport links on Mitchams Corner.

The Programme Manager, Major Infrastructure Delivery, confirmed that this would be looked into as part of other projects particularly proposals related to the Better Bus Area Fund.

4) Resident: Raised concern about the area around Carlisle Road and Chesterton Road and suggested that changes to the road environment may make it safer.

This comment was noted and would be considered as part of wider work.

5) Resident: Requested more detail on the proposed Chesterton Cycle Bridge and when consultation would take place.

The Programme Manager, Major Infrastructure Delivery, confirmed that these were only early stage proposals and no detailed work had yet been undertaken. For the schemes to progress there would be a need for full planning consent and the related public consultation.

6) Resident: Raised concern that these schemes were being brought forward as options without any consultation with the public. It was also noted that environmental impact assessments had not been undertaken.

The Head of Transport, Infrastructure Policy & Funding confirmed that at this stage funding was being sought to undertake feasibility studies on the proposed schemes. And that if any proposals were to be progressed after this, there would be a need for full and wide pre-application consultation on the issues and options.

7) Resident: Suggested that money should not be ring-fenced for the Chesterton Cycle Bridge when feasibility studies had yet to be completed.

This comment was noted.

8) Resident: Requested details on the cost of a feasibility study for Chesterton Cycle Bridge.

The Head of Transport, Infrastructure Policy & Funding confirmed that the cost would be in the region of £10,000.

9) Resident: Confirmed that proposals for a bridge had been in the Local Plan for over five years.

This comment was noted.

10) Resident: Stated that any proposal for a river crossing needed to be integrated with the station scheme.

This comment was noted.

The Head of Transport, Infrastructure Policy & Funding confirmed that members of the public would be able to input their views through the upcoming Issues and Options Consultation. For the Local Plans and the Transport Strategy for City and South Cambridgeshire which are all being consulted on at the same time.

Adjournment of meeting

Due to time restrictions at the venue the Vice Chair adjourned the meeting at 10pm.

It was confirmed that any submitted Open Forum questions would be responded to electronically.

12/36/NAC Policing and Safer Neighbourhoods

This item was not covered.

12/37/NAC TO CONFIRM WHAT WAS SAID (MINUTES) AT THE LAST MEETING AND WHAT WE HAVE DONE (ACTION LIST)

This item was noted covered.

12/38/NAC YOU WANT TO KNOW (OPEN FORUM)

This item was not covered.

The meeting ended at 10.00 pm

CHAIR

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To: North Area Committee 26/07/2012

Report by: Andrew Preston
Project Delivery and Environment Manager

Wards affected: Kings Hedges, Arbury, East Chesterton, West Chesterton

ENVIRONMENTAL IMPROVEMENT PROGRAMME

1.0 Executive summary

- This report requests that the Committee determine which of the proposed EIP schemes are allocated funding as part of the 2012/13 Environmental Improvement Programme, from those listed in Appendix A of this report.
- It also requests a decision on the way forward with the existing scheme to ban verge and footway parking on Kendal Way, which has had a negative response from local residents following public consultation.

2.0 Recommendations

The North Area Committee is recommended:

- 2.1 To determine a way forward with the Kendal Way Verge Parking Prohibition scheme.
- 2.2 To allocate funding of up to £59,200 to the list of proposed projects in Appendix A of this report.
- 2.3 To approve those projects for implementation, subject to positive consultation and final approval by local Ward Councillors.
- 2.4 To note the progress of existing schemes listed in Appendix C of this report.

3.0 KENDAL WAY VERGE PARKING PROHIBITION

- 3.1 This scheme proposes to ban verge and footway parking throughout Kendal Way, signed as a zone at its entry points off Milton Road and Green End Road.

- 3.2 This would be achieved through the introduction of a traffic regulation order by the County Council, as the Highway Authority, and enforced by their civil enforcement officers as a parking restriction.
- 3.3 A consultation was undertaken with local residents with 23 responses received, these detailed responses can be found in Appendix D of this report.
- 3.4 It is clear from the consultation that local residents do not support this scheme, with only 3 in a favour of the proposals.
- 3.5 The common issue being the availability of alternative parking spaces for residents wishing to park close to their property, particularly when parking on the carriageway is perceived to have the potential to lead to safety issues.
- 3.6 There is some support for only restricting verge parking, but the clear majority remain against any restrictions.
- 3.7 It is therefore recommended that this scheme be abandoned in its current form.
- 3.8 Alternative measures such as verge reinforcement could be considered, a similar scheme has been implemented on Birdwood Road and its performance is currently being monitored.

4.0 SUGGESTED SCHEMES FOR THE 2012/13 PROGRAMME

- 4.1 Initial feasibility work has been carried out on all of the schemes that have been suggested for the 2012/13 Environmental Improvement Programme (EIP).
- 4.2 The table in Appendix A lists all of the schemes that could be feasibly delivered as part of this year's EIP Programme, should they be allocated funding by North Area Committee.
- 4.3 Any scheme that involved the public highway was submitted to Cambridgeshire County Council, as Highway Authority, to apply for funding from the County Council's Minor Highway Works Budget.
- 4.4 The North Area Committee has an annual budget of £59,200 to allocate to schemes from its Environmental Improvement Programme Budget.
- 4.5 Further details of some of the proposed schemes can be found in Appendix B of this report.

5.0 Background papers

None

6.0 Appendices

APPENDIX A

Summary of Feasible EIP Schemes for 2012/13.

APPENDIX B

Details of Proposed Schemes

APPENDIX C

Progress of Existing Schemes

APPENDIX D

Kendal Way Consultation Results

APPENDIX E

EIP Eligibility Criteria

7.0 Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Andrew Preston
Author's Phone Number: 01223 457271
Author's Email: andrew.preston@cambridge.gov.uk

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SUMMARY OF FEASIBLE EIP SCHEMES FOR 2012/13

(CCMHW) = County Council Minor Highway Works Budget
(ESF) = Environmental Safety Fund

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Budget £	Secured funding contributions £	EIP Allocation requested	Risks to delivery
1	Union Lane and Scotland Road	Replacement bench, junction of Union Lane and Scotland Road & Planting work supported by Transition Cambridge	Ward Councillors	East Chesterton	4,000	-	4,000	Lack of support from local residents?
2	Water Lane and High Street Junction	The junction of Water Lane and High Street has a small grassy area on the left (approaching from Water Lane towards the roundabout). Constantly muddy and damaged, grassed area to be enhanced and protected.	Ward Councillors	East Chesterton	3,000	-	3,000	Lack of support from local residents? Shallow location of utility services increasing costs or making the scheme undeliverable.
3	East Chesterton Haling Way - Tree Planting and Benches	Tree planting on the East Chesterton Haling Way and planting in one area. Also additional benches along the route.	Ward Councillors	East Chesterton	4,000	-	4,000	Approval required from the Conservators of the River Cam
4	Woodhead Drive/Milton Road – No Waiting Restrictions	Proposed no waiting restriction/double yellow lines on the corner of Woodhead Drive/Milton Road to improve visibility, keep the junction clear.	Ward Councillors	Kings Hedges	1,200	1,200 (CCMHW)	-	Traffic Regulation Order advertised and objections received.
5	Grass reinstatement at Craister Court	The square in between 1-9 and 36-42 Craister Court has planting and paving stones which are in a state of disrepair. Residents would like the square returned to grass.	Former Councillor Neil McGovern	Kings Hedges	5,000	-	5,000	Maintenance of grassed area within existing budgets and access to Craister Court for maintenance and construction vehicles a potential problem.

APPENDIX A

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Budget £	Secured funding contributions £	EIP Allocation requested	Risks to delivery
6	Arbury Road Outside Manor School	Interactive school warning signs, solar powered signs feasible. School has researched feasibility and costs. Considered to provide school safety benefits.	Ward Councillors	Kings Hedges	9,000	3000 (CCMHW)	6,000	
7	Northfield Ave Outside Kings Hedges School	Interactive school warning signs, solar powered signs feasible, School has researched feasibility and costs. Considered to provide school safety benefits.	Ward Councillors	Kings Hedges	9,000	3500 (CCMHW)	5,500	
8	Chesterton Road/Herbert Street Improvements	Improvements include the widening of the footpath near to Chesterton Road, a possible change to the co-op car park access (i.e. one way out onto Herbert Street), minor improvements to the footway around the existing tree and the installation of dropped kerbs.	Ward Councillors	West Chesterton	8,000	-	8,000	Should the co-op not agree to the proposed one way.
9	Victoria Road/Victoria Park Improvements	Remove a small area of the existing verge and replace with tarmac. The small area of existing verge earmarked for removal is in a poor condition due to being on a pedestrian desire line.	Former Councillor Ian Nimmo-Smith	West Chesterton	2,000	-	2,000	

Scheme Number:	1
Scheme Title:	Union Lane and Scotland Road
Scheme Description:	Replacement bench, junction of Union Lane and Scotland Road & Planting work in partnership with Transition Cambridge
Promoted by:	Ward Councillors
Ward:	East Chesterton
Estimated Budget:	£4,000
Estimated Completion Date:	
Risks to Delivery:	Lack of support from local residents?
Further Scheme Information:	Bench could possibly have a plaque for which North Area Members could nominate a dedication to someone (or people) connected to East Chesterton. Small area of planting/bushes to be included to prevent access across the existing desire line. Scheme to be implemented in partnership with Transition Cambridge and provides a way for the Area Committee to engage with the local community.

Location Plan:

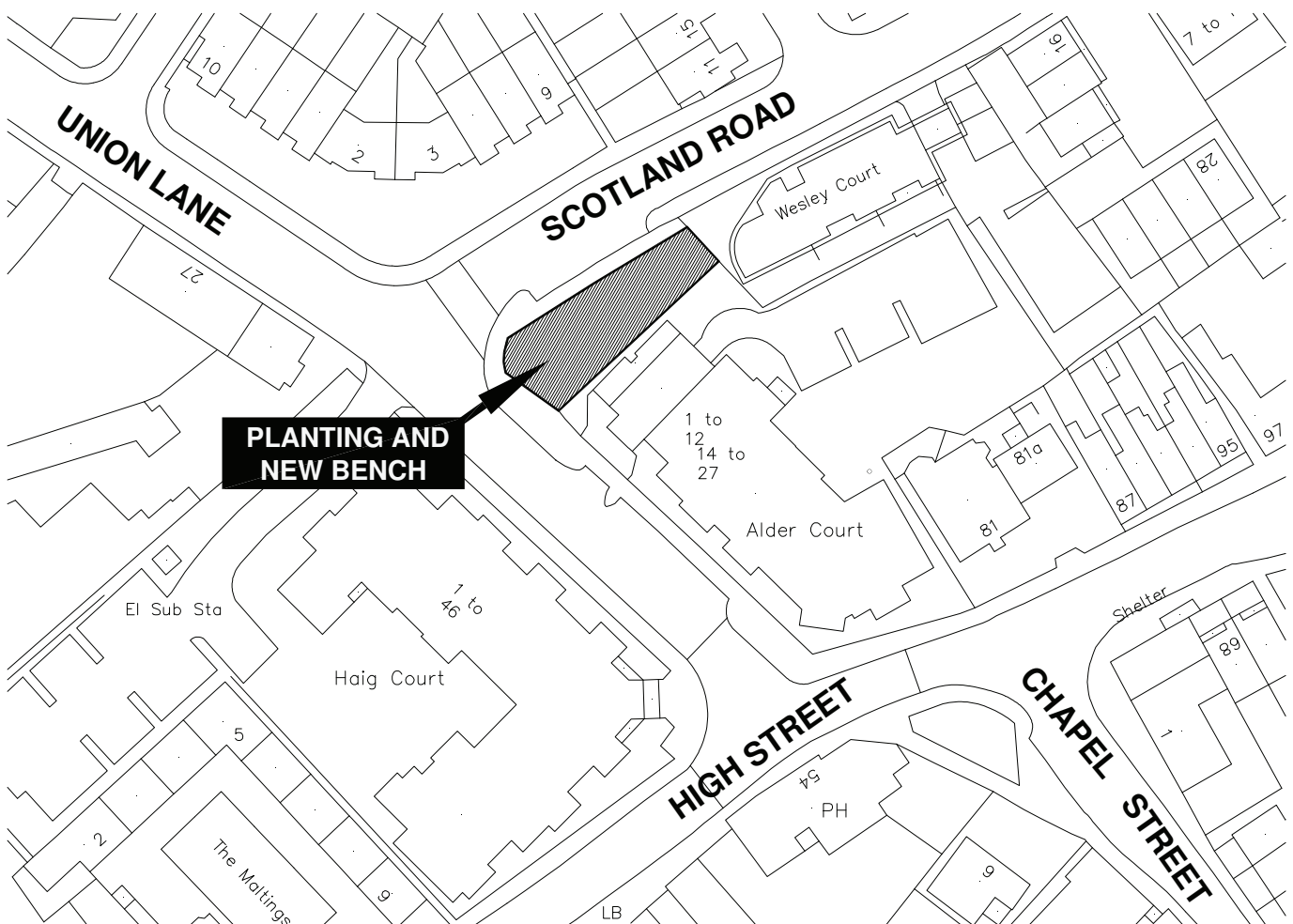


Photo of Existing Location:



Scheme Number:	2
Scheme Title:	Water Lane and High Street Junction
Scheme Description:	The junction of Water Lane and High Street has a small grassy area on the left (approaching from Water Lane towards the roundabout). This area is constantly muddy and damaged
Promoted by:	Ward Councillors
Ward:	East Chesterton
Estimated Budget:	£3000
Estimated Completion Date:	
Risks to Delivery:	Lack of support from local residents? Shallow location of utility services increasing costs or making the scheme undeliverable.
Further Scheme Information:	The grassed area is frequently passed and near to a bus stop and looks to suffer from a lack of maintenance. Area to be re-seeded and low level knee rail timber fencing to be installed to protect the grassed area.

Location Plan:

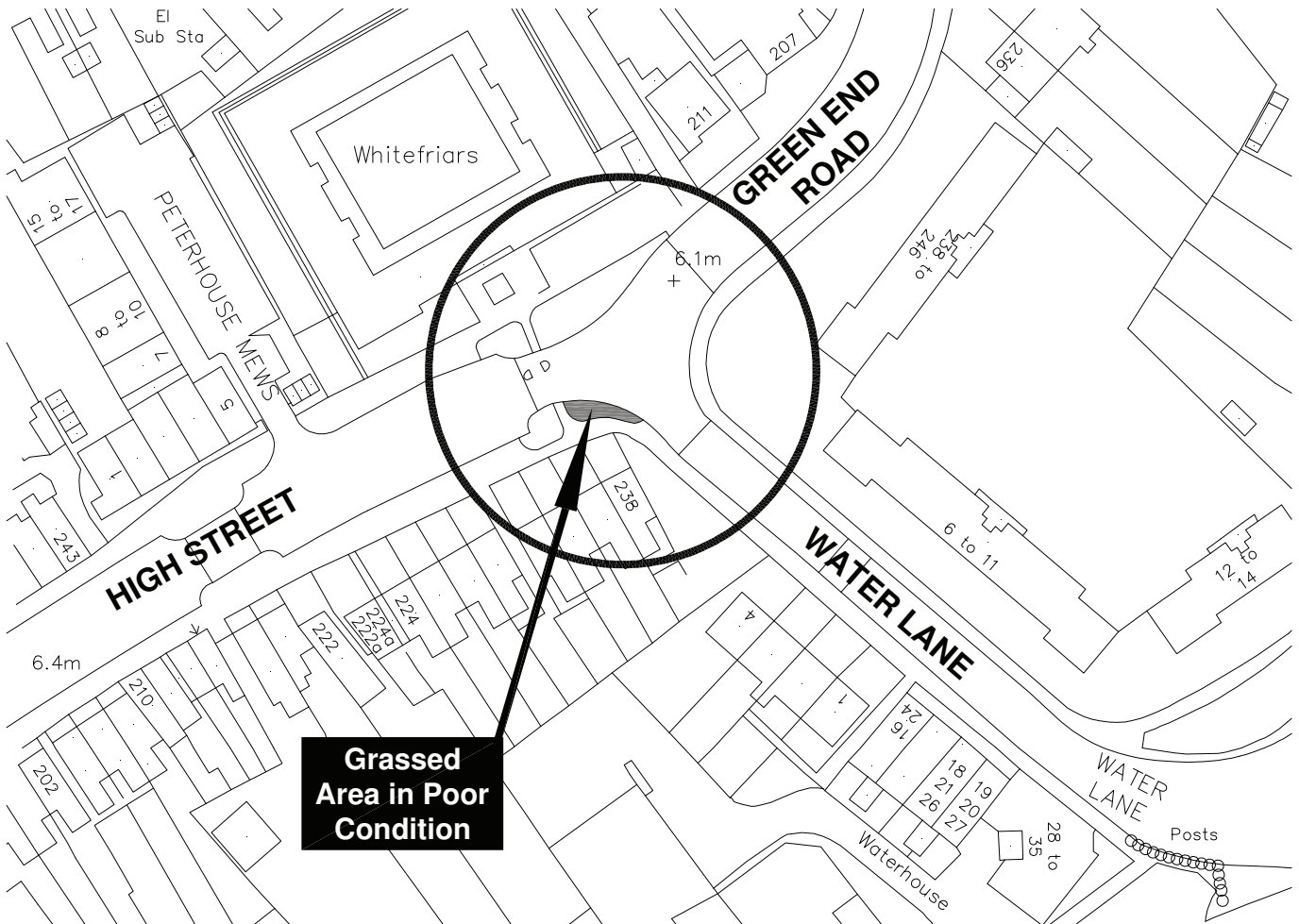
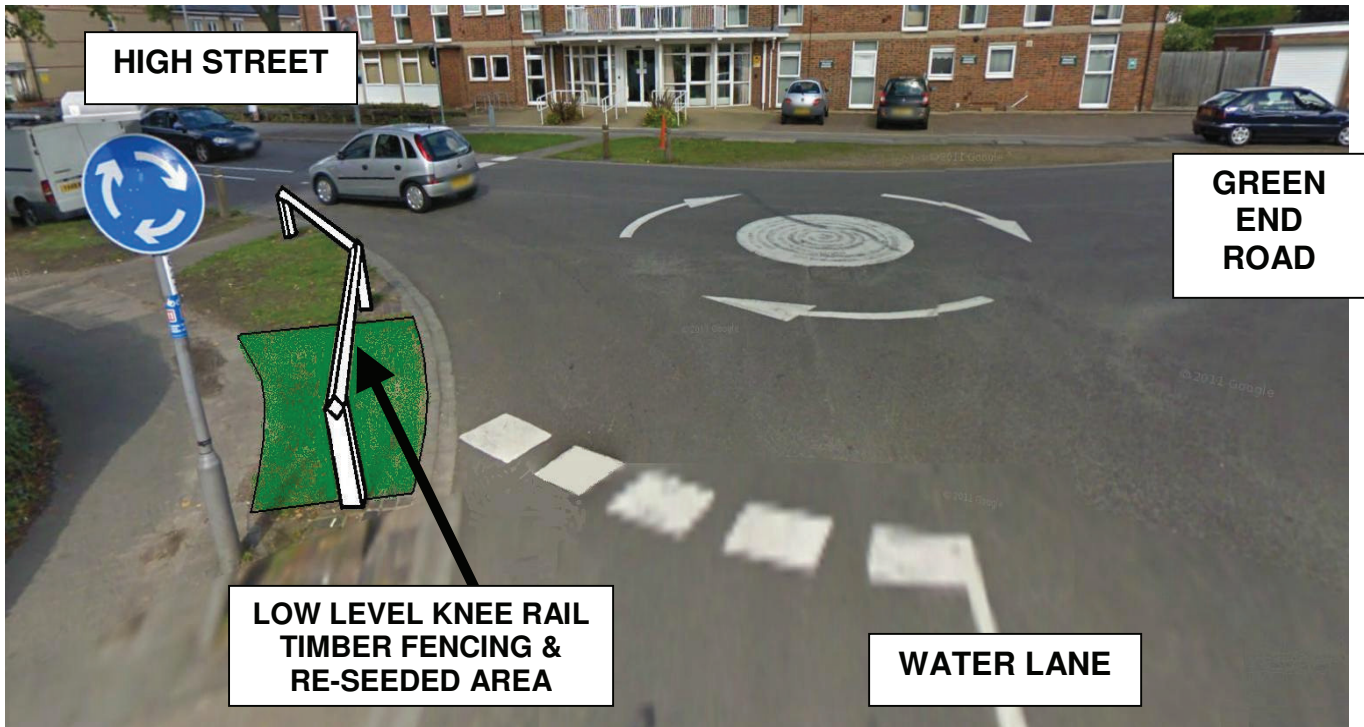
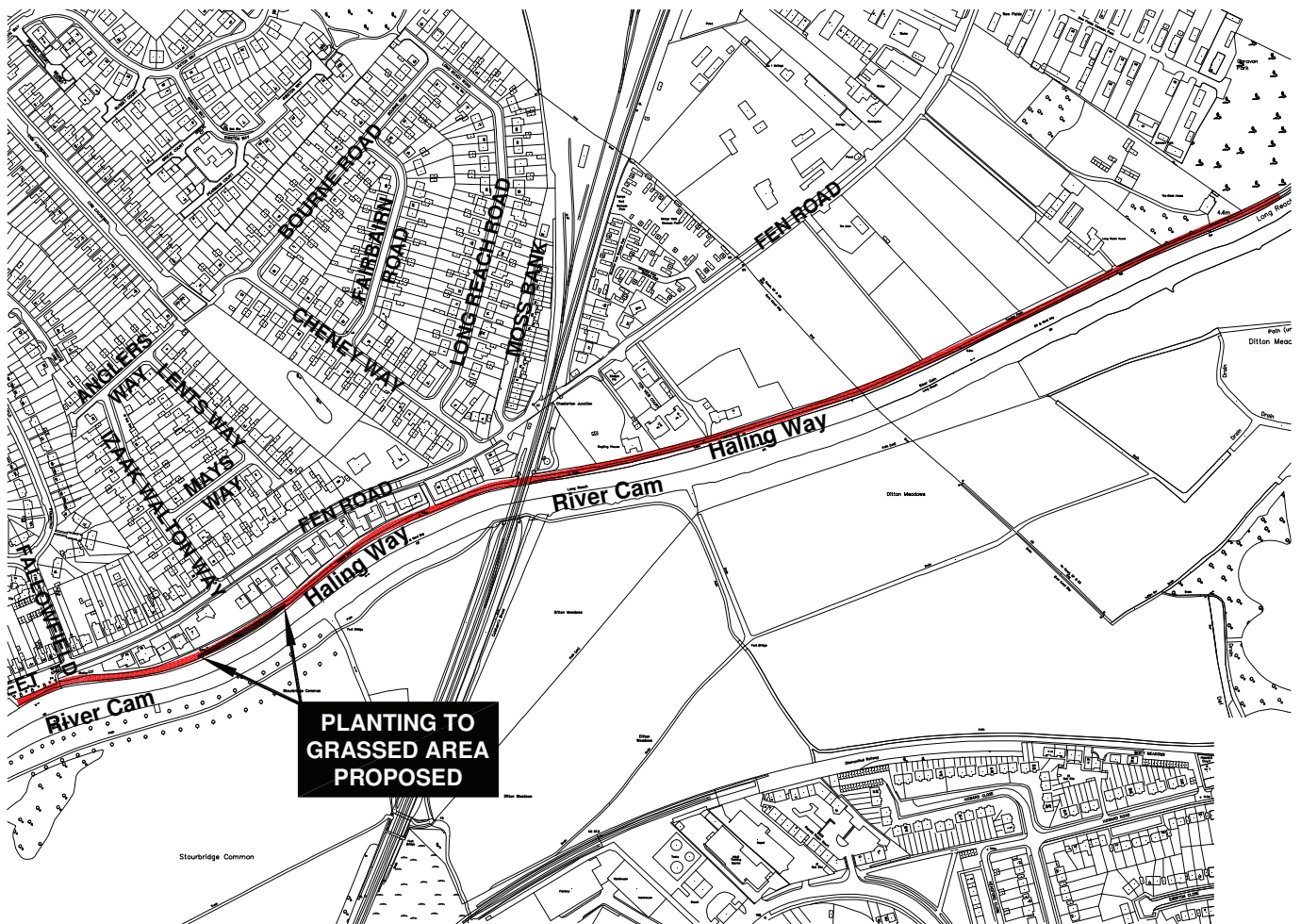


Photo of Existing Location and Proposed Improvements:

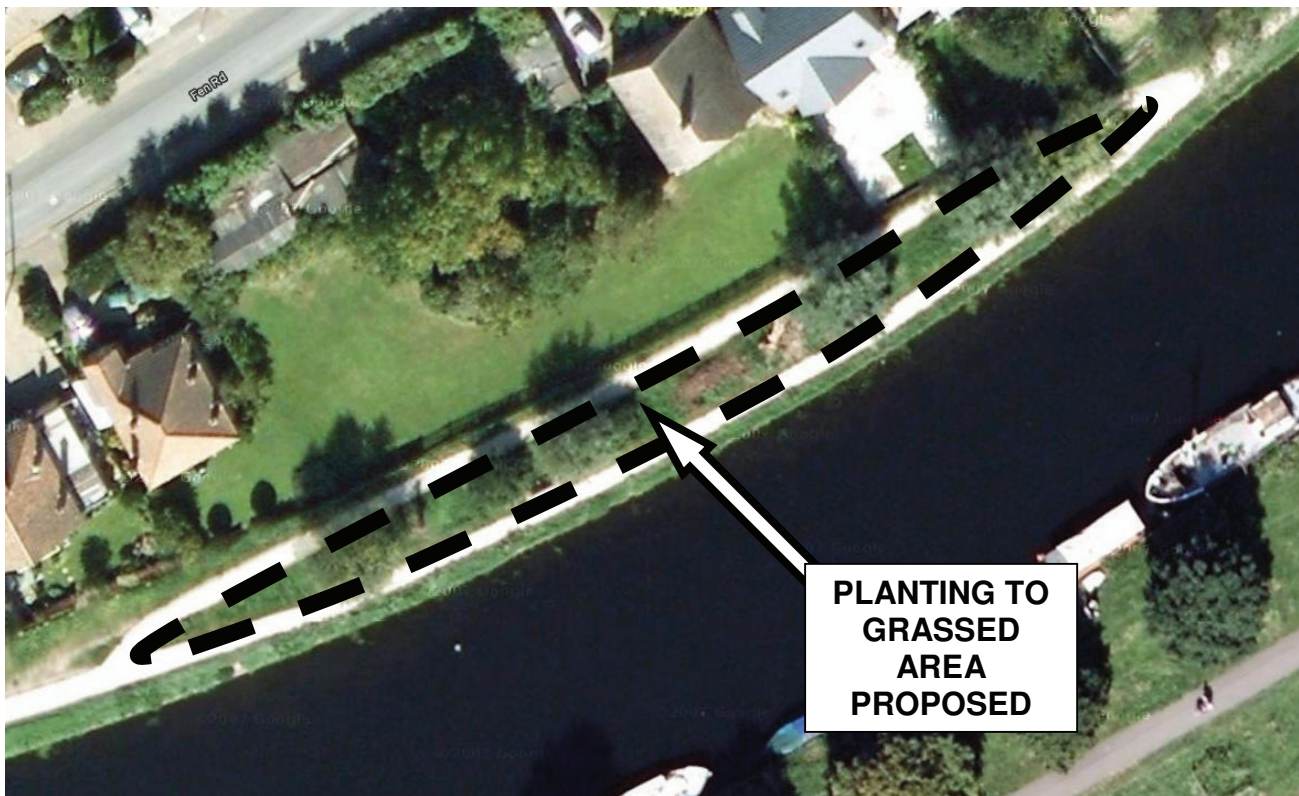


Scheme Number:	3
Scheme Title:	East Chesterton Haling Way - Tree Planting and Benches
Scheme Description:	Tree planting on the East Chesterton Haling Way and planting in one area. Also additional benches along the route.
Promoted by:	Ward Councillors
Ward:	East Chesterton
Estimated Budget:	£4000
Estimated Completion Date:	
Risks to Delivery:	Approval required from the Conservators of the River Cam
Further Scheme Information:	There are a number of missing trees along Haling Way (the two paths that run from East Chesterton alongside the river). Estimated number of trees to be planted is nine, White Willows are suggested with three additional benches to be installed along the route. Planting to be undertaken in one specific area as labelled on the location plan below.

Location Plan:



Aerial Photo of Existing Grassed Area:



Scheme Number:	4
Scheme Title:	Woodhead Drive/Milton Road – No Waiting Restrictions
Scheme Description:	Double yellow lines on the corner of Woodhead Drive/ Milton Road.
Promoted by:	Ward Councillors
Ward:	Kings Hedges
Estimated Budget:	£1200 (Funded from the County Council Minor Highway Works Budget)
Estimated Completion Date:	
Risks to Delivery:	Traffic Regulation Order advertised and objections received.
Further Scheme Information:	Proposed no waiting restriction/double yellow lines on the corner of Woodhead Drive/Milton Road to improve visibility, keep the junction clear and prevent obstructions occurring near to central refuge. To be funded from the County Council Minor Highway Works Budget (CCMHW)

Location Plan:

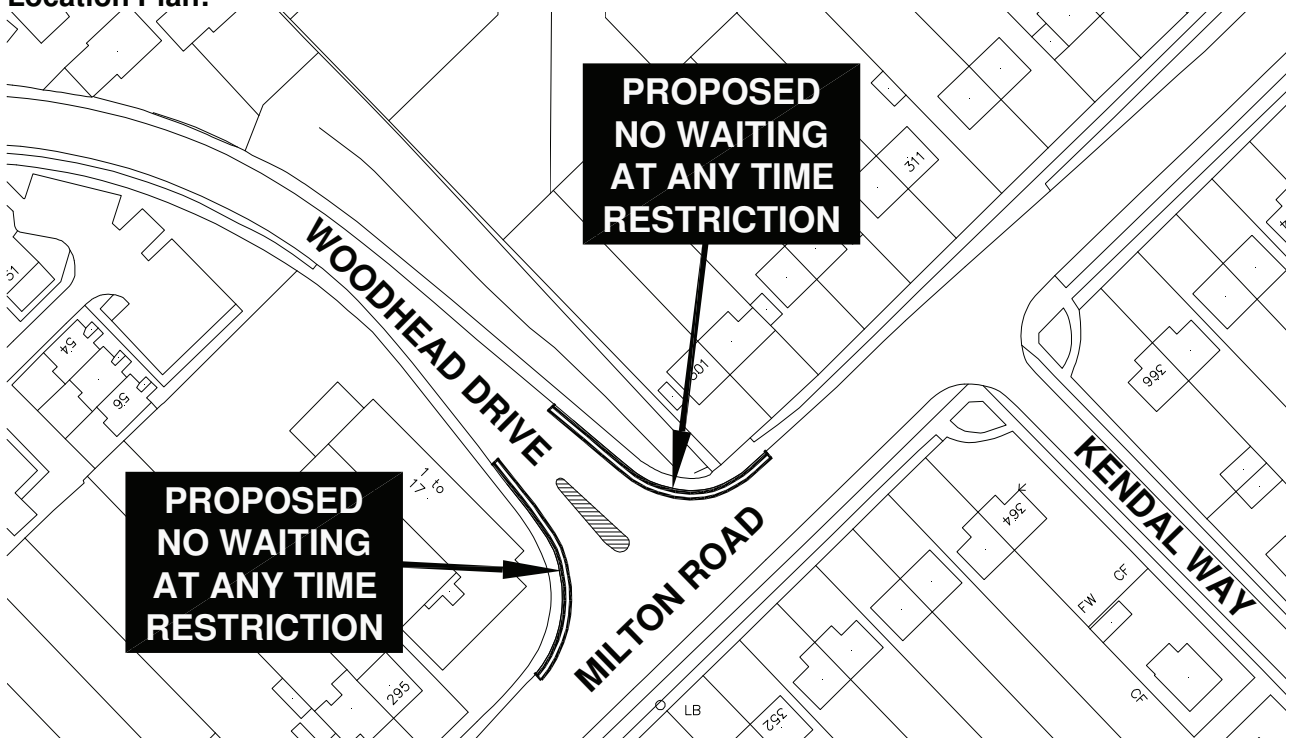
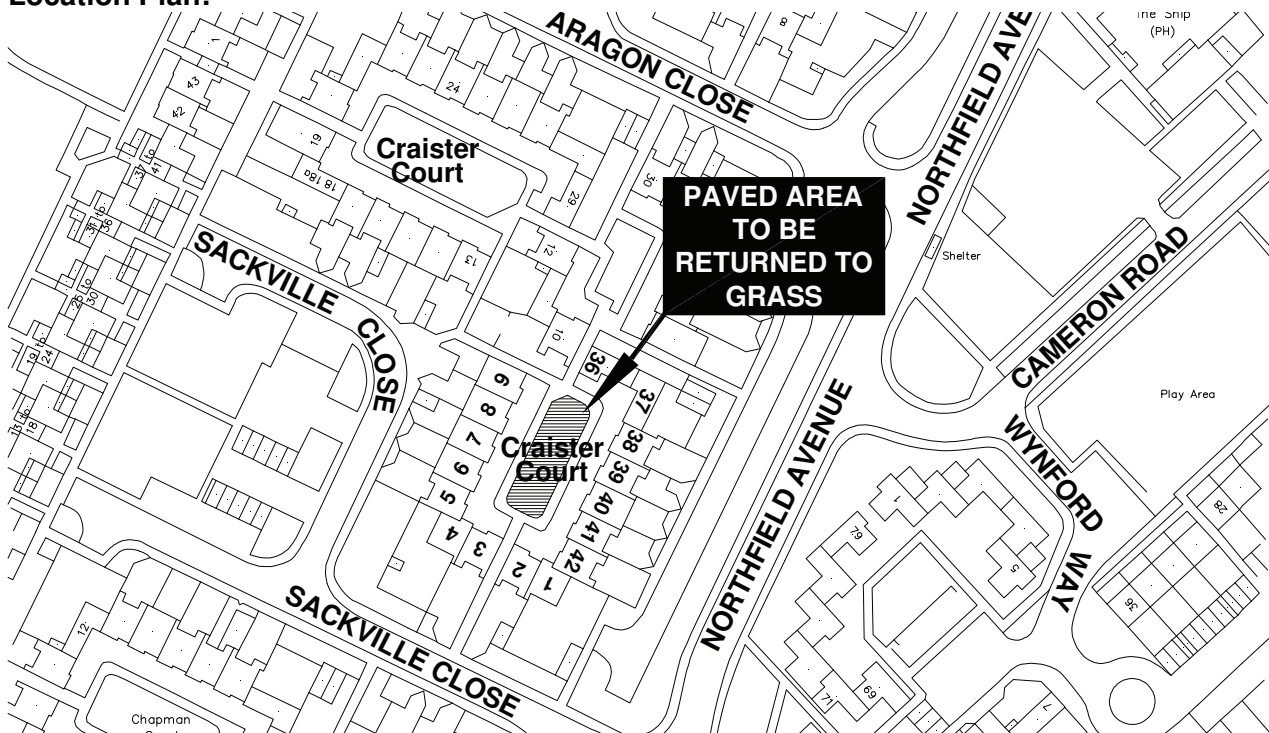


Photo of Existing Location:



Scheme Number:	5
Scheme Title:	Grass reinstatement at Craister Court
Scheme Description:	The square in between 1-9 and 36-42 Craister Court has planting and paving stones which are in a state of disrepair. Residents would like the square returned to grass.
Promoted by:	Former Councillor Neil McGovern
Ward:	Kings Hedges
Estimated Budget:	£5000
Estimated Completion Date:	
Risks to Delivery:	Maintenance of grassed area within existing budgets and access to Craister Court for maintenance and construction vehicles a potential problem.
Further Scheme Information:	-

Location Plan:



Aerial Photo of Existing Location:



Scheme Number:	6
Scheme Title:	Arbury Road Outside Manor School
Scheme Description:	Interactive school warning signs
Promoted by:	Ward Councillors
Ward:	Kings Hedges
Estimated Budget:	£9,000
Estimated Completion Date:	
Risks to Delivery:	
Further Scheme Information:	Solar powered signs feasible. School has researched feasibility and costs. Considered to provide school safety benefits. £3000 contribution from the County Council Minor Highway Works Budget (CCMHW), remaining £6000 requested from the EIP budget.

Location Plan:

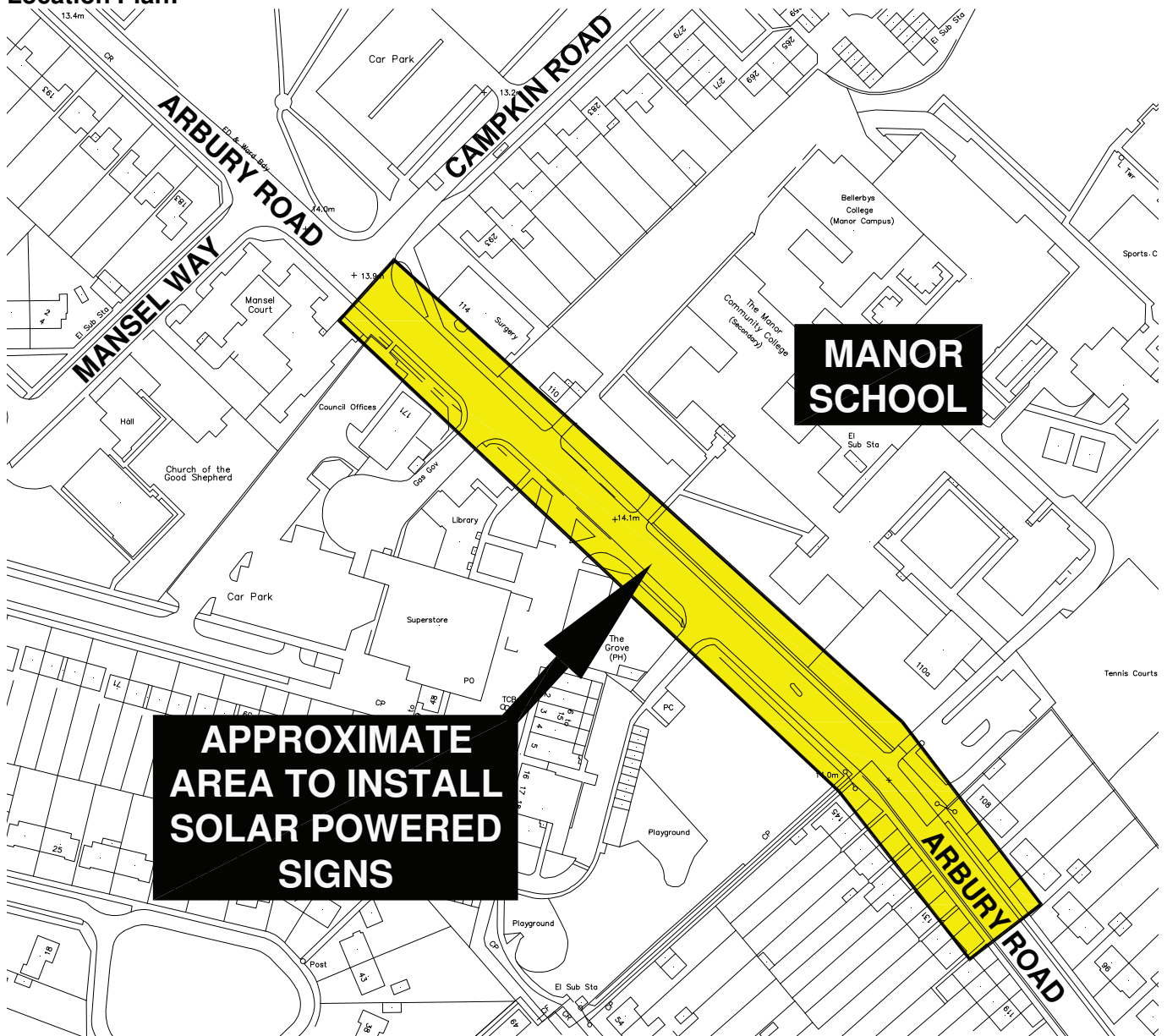


Photo of Existing Location:



Scheme Number:	7
Scheme Title:	Northfield Ave Outside Kings Hedges School
Scheme Description:	Interactive school warning signs
Promoted by:	Ward Councillors
Ward:	Kings Hedges
Estimated Budget:	£9,000
Estimated Completion Date:	
Risks to Delivery:	
Further Scheme Information:	Solar powered signs feasible, School has researched feasibility and costs. Considered to provide school safety benefits. £3500 contribution from the County Council Minor Highway Works Budget (CCMHW), remaining £5500 requested from the EIP budget.

Location Plan:

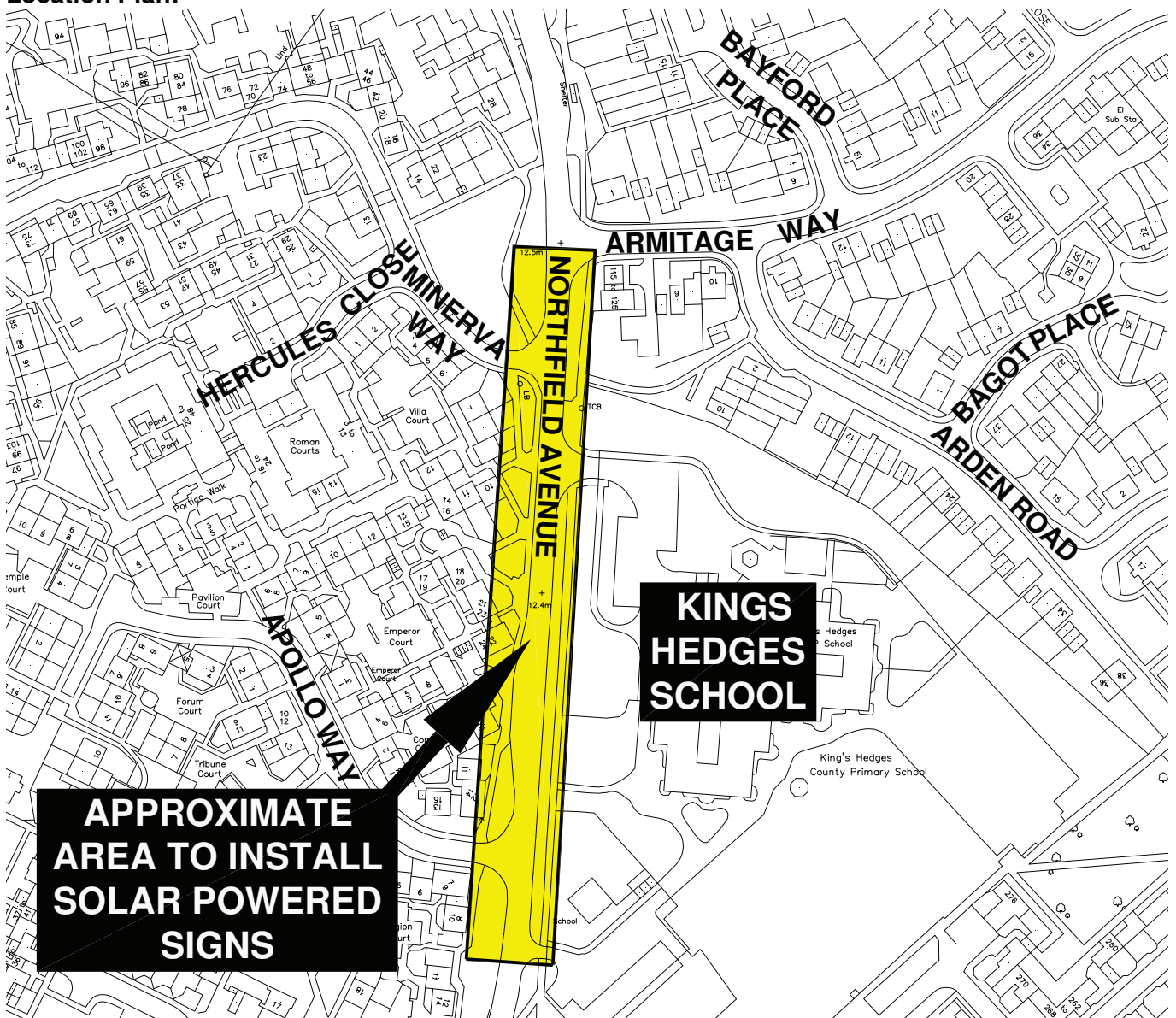


Photo of Existing Location:



Scheme Number:	8
Scheme Title:	Chesterton Road/Herbert Street Improvements
Scheme Description:	Improvements to the cycle lane next to the Co-op which runs from Chesterton Road to Herbert Street.
Promoted by:	Ward Councillors
Ward:	West Chesterton
Estimated Budget:	£8000
Estimated Completion Date:	
Risks to Delivery:	Should the Co-op not agree to the proposed one way.
Further Scheme Information:	Improvements include the widening of the footpath near to Chesterton Road, a possible change to the Co-op car park access (i.e. one way out onto Herbert Street), minor improvements to the footway around the existing tree and the installation of dropped kerbs.

Location Plan:

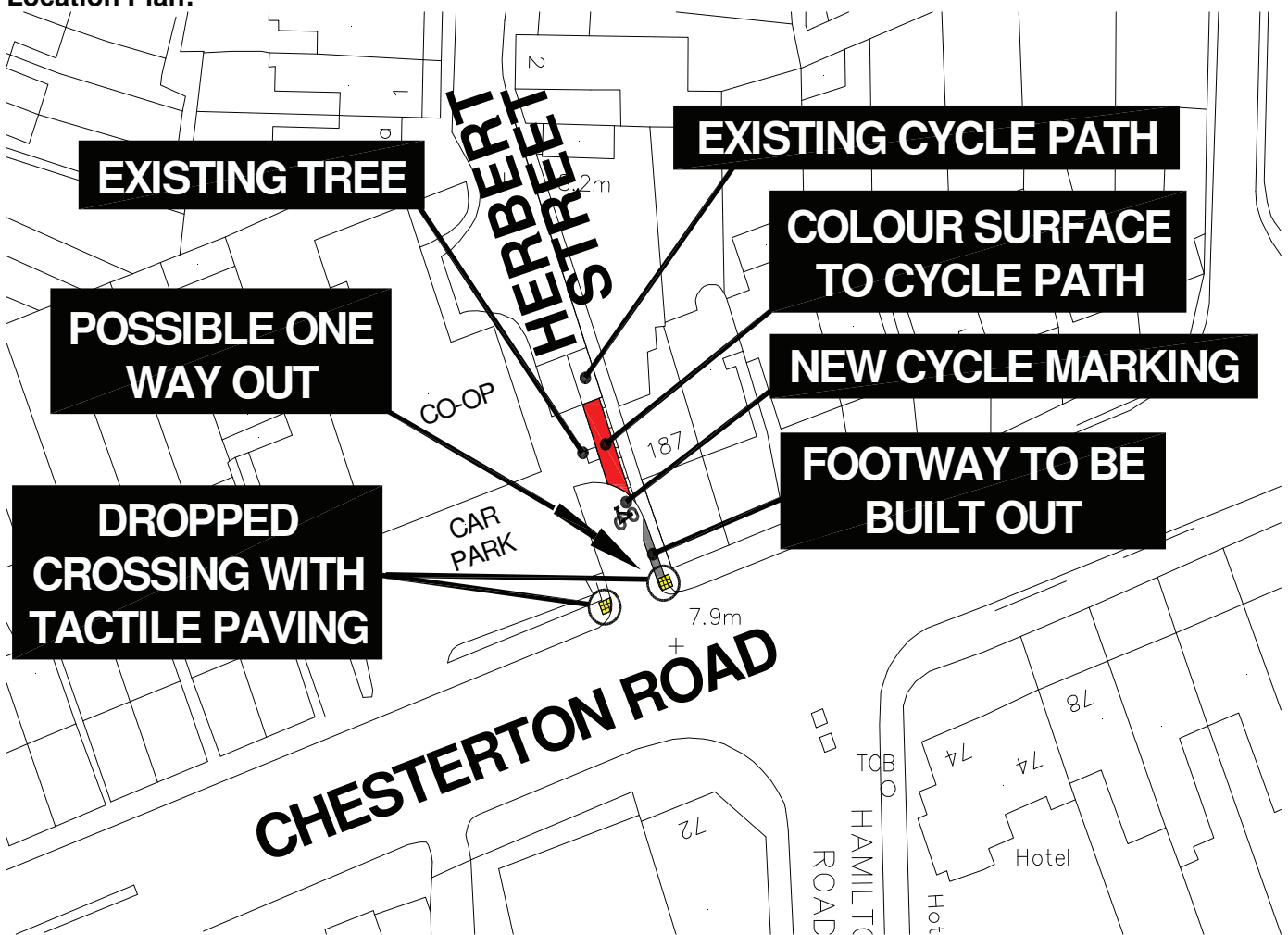


Photo of Existing Location:



Scheme Number:	9
Scheme Title:	Victoria Road/Victoria Park Improvements
Scheme Description:	Remove a small area of the existing verge and replace with tarmac.
Promoted by:	Former Councillor Ian Nimmo-Smith
Ward:	West Chesterton
Estimated Budget:	£2,000
Estimated Completion Date:	
Risks to Delivery:	
Further Scheme Information:	The small area of existing verge earmarked for removal is in a poor condition due to being on a pedestrian desire line. Replacing the small area of verge with tarmac will provide a more adequate surface for pedestrian movements and make the corner of Victoria Road/Victoria Park more aesthetically pleasing.

Location Plan:



Photo of Existing Location:



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PROGRESS OF EXISTING EIP SCHEMES

No.	Scheme Title	Scheme Description	Promoted by	Ward	Approved Budget £	Completion Expected	Comments
1	Downhams Lane Hedge Renovation	Renovation of existing hedge owned by the University	Ward Councillors	Kings Hedges/ West Chesterton	6,000	Winter 2012	To be delivered with cycleway improvements subject to rights of way agreement
2	Mortlock Avenue Refurbishment	Refurbishment of Mortlock Avenue paving and landscape areas.	Councillor Clare Blair	East Chesterton	39,000	Complete	Paving and planting now complete.
3	Woodhead Drive/Milton Road hedge renovation	Renovation of existing Yew hedge.	Councillor Mike Pitt	Kings Hedges	4,000	Autumn 2012	Mostly complete but bulb planting to be undertaken in Autumn 2012
4	Franks Lane Landscape Improvements	Improvements to existing landscaping on Franks Lane	Councillor Clare Blair	East Chesterton	10,000	Autumn 2012	Consultation to be undertake shortly and planting plan to be devised.
5	Rackham Close Environmental Improvements	Hard and soft landscape improvements on Rackham Close, including measures funded by Housing.	Councillor Mike Todd-Jones	Arbury	23,000	Oct-12	Awaiting details of Street Lighting design. Site meeting to be arranged with the Contractor to discuss a start date.

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FEEDBACK FROM CONSULTATION – KENDAL WAY VERGE AND FOOTWAY PARKING

Name	Date	Comments
RESIDENT NO	27 th March 2012	The proposal of new road signs in Kendal Way..... why?????? yes I agree that some areas of Kendal Way street parking is a slight problem, (not a major one) but I don't think this is the way forward it will only to make the parking issue much worse, as a suggestion do you think the money would be better spent on the footpaths in Kendal Way, making them less bumpy and un-even.
RESIDENT YES	27 th March 2012	Thank you for the information, which came through our door. We are delighted by the proposed controls and hope that they are approved.
RESIDENT NO	27 th March 2012	<p>I am writing to you as a resident of Kendal Way regarding the "Kendal Way Verge & Footway Parking Controls" proposal I have just received.</p> <p>I note, by the way, that it is sub-headed "A Residents' Consultation". Has there been a residents' consultation? Are there plans to have a residents' consultation? I ask because, as a resident of Kendal Way, I have not received any notification of any planned consultation over this proposal.</p> <p>Regarding the proposal itself, it states that "verge and footway parking can also cause a hazard to motorists if visibility is affected" yet "No change to the on-carriageway parking is proposed".</p> <p>If by "on-carriageway" it is implied that residents or their visitors may still park on the road provided they do not mount the kerb then surely this will actually increase the hazard to motorists by affecting visibility far more than verge or footway parking?</p> <p>The road of Kendal Way itself is not wide enough by any stretch of the imagination for residents of opposing domiciles to park safely without mounting the kerb unless they have a parking bay or a driveway.</p> <p>Which brings me, for the time being, to a final point. As a resident who has neither a parking bay suitably situated nor a "private driveway" I'd like to ask whether or not there will be plans within the proposal to "improve" resident parking on Kendal Way (ergo, for those without suitable parking facilities) or is the proposal merely to make parking more difficult for residents? You'll forgive, of course, if I state now that I would not be remotely interested in renting a Council garage that may mean travelling 2 miles in order to get to my car.</p> <p>The proposal does have its merits, however, I fail to see at present how it benefits motoring residents.</p>

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RESIDENT NO	27 th March 2012	<p>I strongly oppose the parking controls being proposed for Kendal Way, as outlined in the consultation leaflet received today. Firstly, I see no real benefit of this scheme – except for making the verges look a bit nicer, all you will do is annoy residents who have no other place to park our cars. If we park them on the road we risk cluttering the road up and having wing mirrors knocked off by vans and such going down the narrow road.</p> <p>Secondly, I have had my car vandalised 3 times since moving to the area in mid-2011 (less than a year), meaning that if I have to park my car further down the street on the road I will not be able to see it from my house and therefore feel less safe about where it is. Finally, this scheme is economically flawed – spending money where it could be used elsewhere to boost the local economy i.e. better parking spaces at local shops, improvements to local road junctions to improve journey times for motorists, etc. Though this scheme will produce no economic benefits, though of course will satisfy the retired residents who seemingly have nothing better to do than to inconvenience their neighbours who they seem to see as some sort of ‘youth hooligans parking on the verges’ – and in doing so they have had on at least two occasions arrived at our door shouting in an aggressive manner to us about parking on the verges.</p> <p>I repeat my first statement that I strongly oppose this. If you really want to tidy up the area but keep us pleased why not pave over the verges or provide parking bays, especially around the speed bumps at either entrance to the estate – the middle ‘loop’ area get plenty of parking bays but none for us at either end?</p>
RESIDENT NO	27 th March 2012	<p>With ref to the proposed restriction in kendal way i would like to oppose the idea. where will the residents park..why have we all not got the block paving lay-bys like some have..if we are not allowed to park on the tarmac which were grass verges and dug up and tarmac'd over, do we park on the road and cause more problems. It would be nice if a referendum was sent to the residents who in turn could decide rather than a few who try and decide for us , as this is not a problem for those who have a large family and need the extra space, and when parproperly is not a hazard..please feel free to contact me as i have been in kendal way for 23 years and do not find parking a problem. thank you</p>
RESIDENT YES	27 th March 2012	<p>Thanks for posting details of the proposed restrictions on verge and footway parking in Kendal Way. This is just to say that it looks like an excellent idea, both to improve the appearance of the street and to prevent footway and roadway obstructions.</p>
RESIDENT NO Parking Bays	27 th March 2012	<p>I am writing to comment about the proposed changes to the parking regulations for Kendal Way (as detailed on the plan dated March 2012). The changes would prohibit cars from parking on the grass verges, or partially on the verge and footpath. Kendal Way is a residential street, and the majority of houses have at least one car. Although many of the houses have drives, and there is some on street parking, this is not sufficient for the total number of cars, so, particularly at the ends of the street (close to Milton Road and Green End Road), people also park on the grass verges. Prohibiting this would create a problems: either</p>

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		<p>people would be forced to park completely on the road, where it would be likely to cause an obstruction either to motor vehicles, or to the cycle paths which pass the existing traffic calming measures. This would also not address the restricted visibility for motorists, cyclists and pedestrians mentioned in the proposal, and may actually make it worse. Alternatively, people would have to park on neighbouring streets, which would simply move the problem, and would inconvenience the residents of other nearby roads, which would become much more congested as a result as well as Kendal Way. An alternative solution would be to remove part of the verges, and replace them with parking bays (as has already been done in some parts of Kendal Way), but this is likely to be expensive and cause considerable disruption. In my view, it would be much better to leave things as they are, and use the existing rules to address the problem of vehicles that are obstructing the road or footway. It could also be worth assessing the layout of the road and side streets, to if necessary using yellow lines to ban parking where it restricts visibility. It should also be noted that most of the small side streets/drives off Kendal Way have high hedges or fences, and join Kendal Way across the pavement. This is often busy with pedestrians and cyclists including children going to and from school. The main part of Kendal Way is surprisingly busy as it is used for access between Milton Road and the Chesterton area. Both these factors mean that it is desirable that people turning into Kendal Way from the side lanes do so very slowly and carefully. The additional restriction to visibility caused by cars parked on the verge is likely to be minimal, and may even help to ensure that drivers exiting side roads/drives go sufficiently cautiously Thank-you for taking the time to read my comments.</p>
<p style="text-align: center;">Page 50</p> <p>RESIDENT SHIRLEY GROVE NO</p>	<p style="text-align: center;">27th March 2012 (☎ PHONE)</p>	<p>Objects to the proposal as far as it relates to Shirley Grove as this close is tight and they have an agreement that dates back to the 60's to allow them to park on the footway. In 97 the Council asked all cars to be parked on the carriageway which was carried through but resulted in emergency vehicles not being able to access to close so neighbours reverted back to parking on the footway.</p>
<p>RESIDENT SHIRLEY GROVE NO</p>	<p style="text-align: center;">27th March 2012 (☎ PHONE)</p>	<p>Objects to the proposal as far as it relates to Shirley Grove as this close is tight and they have an agreement that dates back to the 60's to allow them to park on the footway. In 97 the Council asked all cars to be parked on the carriageway which was carried through but resulted in emergency vehicles not being able to access to close so neighbours reverted back to parking on the footway. Suggested that grass verges are removed elsewhere if parking on the verges is the main issue. Asked why can't parking bays be marked out half on half off the footway as used on streets such as Ross Street.</p>
<p>RESIDENT SHIRLEY GROVE NO</p>	<p style="text-align: center;">27th March 2012 (☎ PHONE)</p>	<p>Objects to the proposal as far as it relates to Shirley Grove as this close is tight and they have an agreement that dates back to the 60's to allow them to park on the footway when all the grass verges on Shirley Grove were tarmaced over as the Council had asked the neighbours if this is what they wanted so they could park on the footway. In 97 the Council asked all cars to be parked on the carriageway which was carried through but resulted in emergency vehicles not being able to access to close so neighbours reverted back to parking on the footway. Agrees with the proposals generally but not on Shirley Grove.</p>

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RESIDENT NO	27 th March 2012 (☎ PHONE)	Supports not parking on grass verges but doesn't support not parking half on the footway. There is traffic calming outside her house which would make it difficult to park completely on the road.
RESIDENT MILTON RD NO	27 th March 2012	<p>I would like to reiterate our conversation regarding the constant use of the footpath on Milton road by vehicles that drive significant distances on said footpath to gain access from grass verges outside their properties. This is becoming increasingly frequent and I'm sure it is only a matter of time before there is a serious accident.</p> <p>I hope that the same initiative will be taken as that proposed in Kendal way as a long term solution, but in the interim, please advise on what can be done as a short term solution.</p> <p>I have seen vehicles mount the curb at 386 and drive all the way along the footpath as far as 370, forcing young Mums with pushchairs out of the way.</p> <p>The main and persistent offenders seem to be at 376, 374, 372 and 370. 376 have their own dropped curb but have so many vehicles in the drive that they permanently leave one parked on their dropped curb!!!</p>
RESIDENT YES	29 th March 2012 (☎ PHONE)	Supports the proposals, doesn't want to see the grass verges taken away.
RESIDENT NO	29 th March 2012	<p>Many thanks for bringing the above consultation to the attention of the residents of Kendal Way. I have to say I'm a bit surprised that this is being considered now. The main people who both caused issues with parking on long sections of the pavement, and had need of as much of that pavement space as possible for buggies etc. were the parents of children attending the old Shirley School, now relocated to Nuffield Road. There was a rear access to the old school in Kendal Way, so parents would often use our road to get there. However this is no longer a problem and the number of both people parking on the pavements, and pedestrians in need of the full width of those pavements, has been significantly reduced. The number of residents and residents' vehicles on the other hand has not changed.</p> <p>Nowadays there are just a few of us who need to park partially on the pavement, and this only really at the top and bottom entrances to Kendal Way where there are no parking bays provided. Despite having driveways with parking space for one, many of us have need of more than one vehicle - for instance where there is a business vehicle, or (as in my own circumstance) where there are multiple families occupying one house.</p> <p>The pavements on Kendal Way are wide and allow more than sufficient foot or wheeled access along their lengths. Even if vehicle parking was restricted on these areas, there would still be "pinch points" for pushchair or wheelchair users etc. where the trees and grass verges narrow the walkways. If vehicles had to</p>

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		<p>park out on the road they would be more prone to damage, especially by the anti-social drivers who regularly roar up and down our street. I very much doubt they will change their driving style if the road were made narrower – certainly the 'sleeping policemen' don't seem to deter them! As a cyclist, I would be worried about having to weave in and out around parked cars, not having a clear view of the road and possible oncoming traffic ahead</p> <p>of me as I was doing so. I would also worry about young children crossing the road for the same reasons.</p> <p>In short, while I can see some benefit to restricting parking on the grass verges - especially during periods of wet weather - I can't see much benefit at all in restricting parking on the pavements of Kendal Way. If you absolutely must restrict this practice, I would hope that you would provide those of us who live in the top and bottom straight sections of the road with recessed parking bays rather than expecting us to park out on the road.</p>
<p>RESIDENT NO Page 4</p>	<p>29th March 2012</p>	<p>Please take this email as my rejection of the proposed scheme.</p> <p>With reference to document on parking in Kendal Way. We always park close to bushes so there is room for wheelchairs, prams etc. to pass. I am disabled, have blue badge and cannot walk far. We do not park all the time only when I need picking up dropping off etc. I also feel we shall have cars parked on road each side of Kendal Way which will make it difficult for emergency vehicles to get to houses.</p>
<p>RESIDENT NO</p>	<p>1st April 2012</p>	<p>We strongly opposed this proposal for the reasons outlined below.</p> <p>* Cars that turn left into Kendal Way from Green End Road often turn in quickly. Under these proposals, if they then met a parked car in the road, this is more dangerous than if they met a car parked half on/off. Hence an accident is more likely.</p> <p>* Under the new proposals, to park our car on our drive I would have to pull onto the opposite side of the carriageway into on coming traffic and then reverse back. I currently don't have to pull onto the opposite side of the carriage way because our neighbour parks half on/off (which won't be allowed and hence he will park in the road). Parking on our drive is very difficult anyway as I have to reverse across an area where children play (they climb the tree) and people are walking. Hence, I have many places to watch when parking and making my starting point the wrong side of the carriageway increases the danger. I would not want to miss seeing the child running round the corner from the sweet shop because I was looking at the cars I was facing on the road, but I will be less likely to spot them, as I will have even more things to observe</p>

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		<p>when reversing under your proposal.</p> <p>* When I walk along Kendal Way I do not see evidence that parking on the pavement or half on/off impedes passage as the pavements are wide and people park sensibly.</p> <p>Please do reconsider this proposal. At the very least, you could place the signs so that only the circular section of Kendal Way has these controls, thus leaving the straight sections off Milton and Green End Road unaffected. It is the straight sections where accidents are most likely to occur as a result of this change. The pavement is wide enough in the straight section immediately off Green End Road to allow on pavement and half on/off parking.</p> <p>Please do keep us informed as to how this progresses.</p>
<p>RESIDENT SHIRLEY GROVE Case 42</p>	<p>1st April 2012</p>	<p>I think its a total waste of money and time to proceed with such drastic measures. It would certainly create problems for visiting family or friends as parking would not be available and so would cut social ties. We don't have a problem in Shirley Grove as we give and take and share parking and respect each other. Myself and neighbours whom I have spoken with, all feel things should be kept as they are. Money would be better spent on providing care for children, the elderly and mental health.</p>
<p>RESIDENT NO</p>	<p>5th April 2012</p>	<p>I am writing to comment on your proposals for parking controls on Kendal Way. As I'm sure you've noticed almost all the houses on Kendal Way have some sort of allocated parking space, whether it be on a drive in front of the individual houses or on the parking bays on the side of the road, or in some cases, both. Unfortunately for me and my partner we have neither of these allocated spaces.</p> <p>For these reasons I strongly disagree with your proposals, that is unless you could guarantee that we will get a drop-kerb and gates or an allocated parking space outside our house.</p>
<p>RESIDENT NO</p>	<p>9th April 2012</p>	<p>I am writing in connection with the proposed parking restrictions on Kendal Way, I have a number of points to raise so here goes:</p> <p>- I am a resident on Kendal Way, I do not drive but do walk along the footpath on numerous times during the day, many of these being with a double buggy and walking children either side as I am a childminder. I have to say that I have very rarely had an issue passing residents parked vehicles, the obstacles that I mainly encounter causing me to have to take the children and buggy onto the road are when works vans (usually council related) are parked on the footpaths, TOTALLY blocking the path with or without their doors open, or on a Friday when the bins are emptied and the COUNCIL workers leave the bins all over the place!</p>

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- There are not adequate parking spaces for all residents along Kendal Way, and those who do not have driveways or parking bays are left with no alternative but to park partly on the footpath - and as a pedestrian I do not feel that they are parking inconsiderately. If they parked totally on the road it would definitely cause an obstruction, especially for the idiots who drive round and round the street at top speed (usually on an evening), however, I guess it would not be them who's vehicle would be damaged! Also, in view of the crime rate in the area, and the number of dubious characters that loiter on the street I would not recommend any resident park their vehicle anywhere out of view of their own home either.
 - I notice that the parking restrictions do not cover the 'set-back' areas at the Milton Road end of the street where there is often double parking causing full obstructions on the road.
 - It is interesting to see that there are County Council Enforcement Officers who have the time to patrol Kendal Way in order to enforce the proposed restrictions, yet no-one can find the time to patrol the front and back of Shirley School at drop-off and pick-up times where inconsiderate parents constantly park totally on the footpath, and impede views on what can be a busy road. Surely the safety of the children attending the school should be a greater concern than Kendal Way, which is hardly a busy road at any time of day?
 - As for improving the appearance of Kendal Way, maybe reducing the amount of dog excrement on the footpaths, and encouraging residents to keep their front gardens tidy would help more.
 - I personally feel that this proposal has been put together to address issues with a couple of residents on the street who often have more than one vehicle parked outside their homes, perhaps the council should have the guts to stand up to these residents and deal with these issues individually rather than inconvenience a larger number of residents who do nothing wrong, they just want to park their cars near their home and without adequate parking facilities they have to use the footpath but do so in a way that is in fact considerate to other footpath and road users.
 - It would be interesting when the results of this residents consultation is published whether the residents agreeing to it already have safe and adequate parking for their vehicles, as I suspect this will be the case. This should be taken into account when considering the results.
 - I would also like to ask how allowing parking on-carriageway will cause less obstructions and hazards than restricting parking partly on the footpaths? Will this leave enough room for a 3.8m wide fire engine to pass safely if vehicle are parked at alternate sides of the roads.
- I look forward to the published results in due course, but assume that the council will not be spending too much of the council tax money on issues that are far less important than the children's safety outside of

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		Shirley School.
<p>RESIDENT MILTON RD NO</p>	<p>9th April 2012</p>	<p>I am concerned that what you are planning to do will mean more cars parked on the verges and pedestrian / cycle paths of Milton and Green End Road.</p> <p>As no prohibitive signs of the sort shown in your brochure currently exist in Milton and Green End Roads, I assume that what you propose means that anyone unable to park in Kendal Way can now park on the verge in front of my and my neighbours house and down the entire length of Milton and Green End Roads.</p> <p>If this is correct, are you not just transferring the problem into Milton and Green End Road? We already have a problem with drivers entering the pavement from Kendal Way and driving down it to park on the verge. (As an aside, there are some houses in Milton Road without drop curb exits whose residents drive out of their property by making a dog-leg manoeuvre to exit by a neighbours drop curb or in my case the pedestrian drop curb.</p> <p>I can furnish you with photos of the problems this congestion causes to pedestrians and mothers with prams forced to share the Milton Road pavement with cyclists. Further, cars parked on Milton Road verges and or partly on the road and footpath restrict the vision of residents attempting to leave their property and gain access to the increasingly busy Milton Road. Several accidents have resulted because of this.</p> <p>In Gilbert Road where you have instituted a cycle path and a similar ban on verge parking, a growing number of front gardens are now being paved over. This is not exactly an environmentally friendly development as it reduces the nesting and feeding habitat of birds, etc., etc., production of oxygen and hastens the end of the world through global warming - if you believe Cambridge scientists! Surely the development of front gardens into car park is something that will now happen in Kendal Way as well? It is not a green development.</p> <p>Given the exorbitant cost of installing drop kerbs, is this proposal of yours not just a roundabout way of raising revenues through their installation? If no, will the City Council work with residents it is foisting this "proposal" on and who see no alternative to their parking requirements other than to pave over their front garden. Can the City Council not offer such residents a decent discount on the installation of a drop curve?</p> <p>Ringling on behalf of her brother who lives on Kendal Way and has learning difficulties, has concerns over the proposal as she visits her brother on a regular basis and due to the road she could not park completely on the road and would have to park further down the road which she isn't happy about.</p>
<p>RESIDENT NO</p>	<p>11th April 2012 (☎ PHONE)</p>	
<p>RESIDENT</p>	<p>15th April</p>	<p>With reference to the parking controls proposed for Kendal Way, I welcome the measures in principle, but</p>

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<p>NO</p>	<p>2012</p>	<p>have serious concerns how they will be enforced in practice. Most violations occur in the evening and at night by both residents and visitors alike, when active parking enforcement will not be present. This will defeat the objective of the controls. Do you envisage a solution?</p> <p>Secondly, Kendal Way is relatively narrow and on-carrigeway parking, if in significant numbers, will seriously obstruct legitimate large vehicles such as rescue services and more frequently, refuse collection services. These vehicles will be forced to mount the verges with detrimental consequences in wet weather. Many car owners may feel that they too should drive onto the footpath or verge in order to circumvent a parked van or large car. Again the objectives of the controls are defeated. The verges do not look any better.</p> <p>In recent years the number of cars owned by residents has increased substantially with some households having two or more vehicles. The pressure on available parking spaces is ever increasing. This comes to bursting point when friends and relatives decide to visit the area. Violations will happen and do happen. Maybe the introduction of residential parking permits could help to regulate, but not eliminate, the influx of non-residential vehicles.</p> <p>Finally, I would appreciate a clear definition of footpath or footway as it applies to Kendal Way. Some years ago a number of grass verges were removed and replaced by parking bays. Others were removed and simply tarmaced over, creating a wide "footpath", which because of its width, is frequently used for parking with no real obstruction to pedestrians.</p> <p>Under the new proposals will the tarmaced areas be reinstated to grass verges, when there is no ambiguity (preferable), or will these areas become prohibited and clearly marked?</p> <p>If possible, I would welcome some comment on how you see this difficult situation resolved in a realistic and just manner.</p>
<p>RESIDENT SHIRLEY GROVE NO</p>	<p>15th April 2012</p>	<p>I am writing to you in regard to the 'Kendal Way Verge & Footways Parking Controls' consultation leaflet I have received.</p> <p>I would like to register my objection specifically to the proposal for to verge and pavement parking restrictions on Shirley Grove.</p> <p>I am in favour of verge & pavement parking restrictions on Kendal Way and also on the stretch of road leading into Shirley Grove which I feel is narrow and would benefit the residents of Shirley Grove if controls on vehicle parking was introduced on this stretch leading into Shirley Grove..</p> <p>I however do object to parking controls being introduced to the areas in front of the properties of the residents on Shirley Grove.</p>

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My reasons for objecting to restricting parking for Shirley Grove residents in front of their properties are as follows:

- 1) The consultation and proposal for parking control is for Kendal Way. Technically, Shirley Grove is not Kendal Way. Shirley Grove should be assessed on a separate basis to Kendal Way.
- 2) Shirley Grove does not have any grass verges so parking off-road does not damage any grass verges.
- 3) My understanding is that in the past (1960's) the council consulted the residents of Shirley Grove to remove the grass verges at the time and the benefit proposed to the residents was that the residents would be able to then park on the footway in front of their properties. My understanding is that the residents accepted this proposal for removal of grass verges for the benefit of parking on the footway in front of their property.
- 4) The only people who park in front of the houses on Shirley Grove are the residents only, all residents are mindful and considerate of each other, we have a close community feel and we self regulate our parking so that it does not negatively affect any other residents on the Grove. Residents always park off the carriage way.
- 5) The parking of residents on footways does not restrict pedestrian access as the middle part of the road is always free and this is the route that residents use to exits/enter their properties on foot. This is possible given the nature of this road as it a cul-de-sac and the road area is always free of vehicles. Please note I do support restrictions on parking on the footways leading into the grove, the area which is not in front of residents properties.
- 6) Shirley Grove is not a through road, it's a cul-de-sac , there is no obstruction of the highway. All residents park off the road on the pavement in front of their properties and so do not obstruct vehicles using the 'road' area in the grove for manoeuvring.

ELIGIBILITY CRITERIA - as agreed by Executive Councillor (Environment) on 18 March 2003 with amendments agreed 22 March 2005

The essential criteria for consideration of funding of Environmental Improvement works are:

- Schemes should have a direct, lasting and noticeable improvement to the appearance of a street or area.
- Schemes should be publicly visible and accessible.
- Schemes must have the owners consent if on private land – unless there are exceptional circumstances by which Area Committee may wish to act unilaterally and with full knowledge and responsibility for the implication of such action.
- Schemes must account for future maintenance costs.

Desirable criteria – potential schemes should be able to demonstrate some level of:

- Active involvement of local people.
- Benefit for a large number of people.
- 'Partnership' funding.
- Potential for inclusion of employment training opportunities.
- Ease and simplicity of implementation.
- Potential for meeting key policy objectives (e.g. improving community safety or contributing to equal opportunities).

Categories of scheme ineligible for funding:

- Where a readily available alternative source of funding is available.
- Revenue projects.
- Schemes that have already received Council funding (unless it can be clearly demonstrated that this would not be 'top up' funding).
- Works that the City or County Council are under an immediate obligation to carry out (e.g. repair of dangerous footways)
- Play areas (as there are other more appropriate sources of funding including S106 monies)

The following categories of work were agreed as being eligible for funding by the Area Committees:

- Works in areas of predominately council owned housing
- Works to construct lay-bys where a comprehensive scheme can be carried out which not only relieves parking problems but achieves environmental improvements.

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