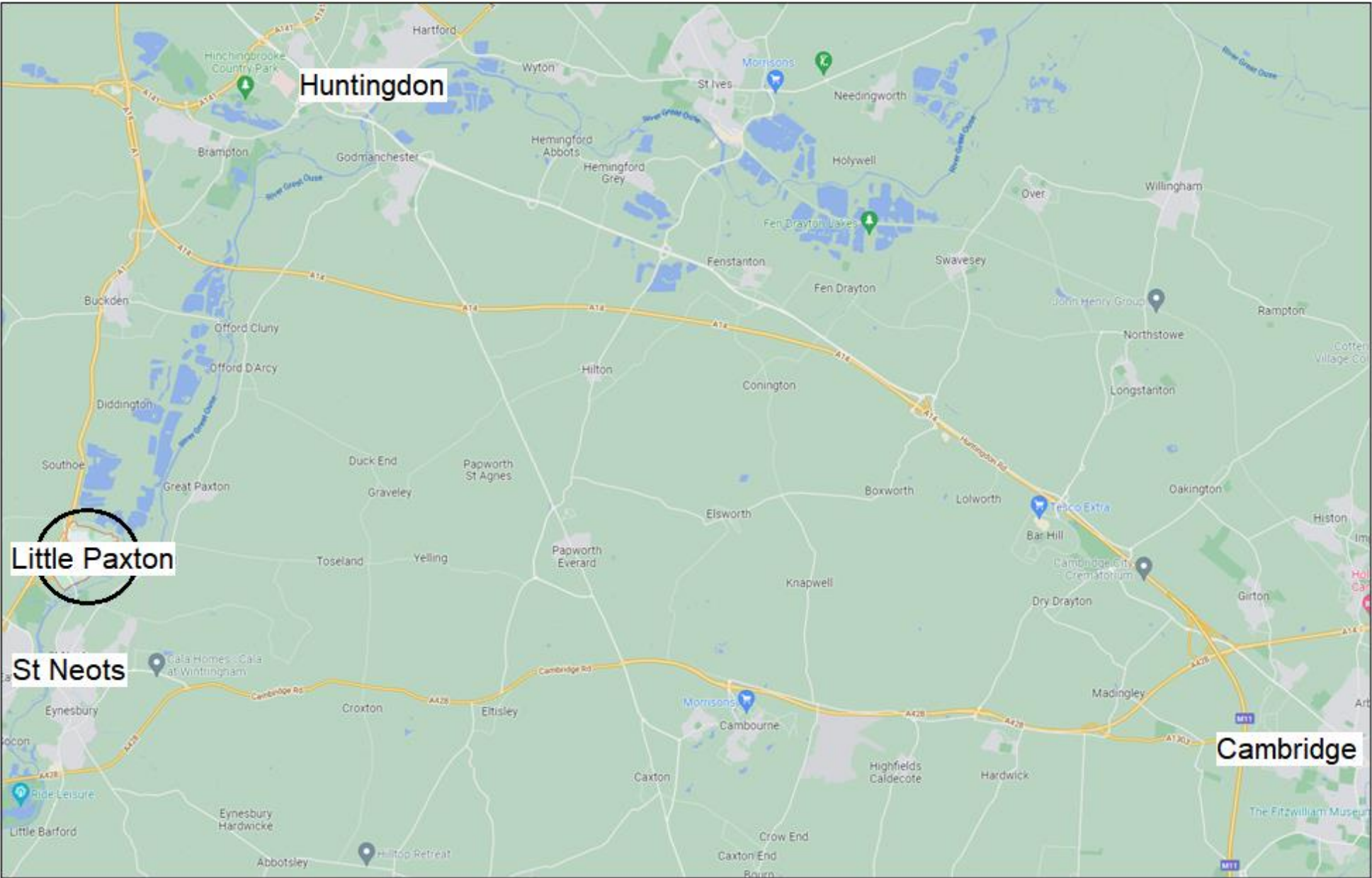
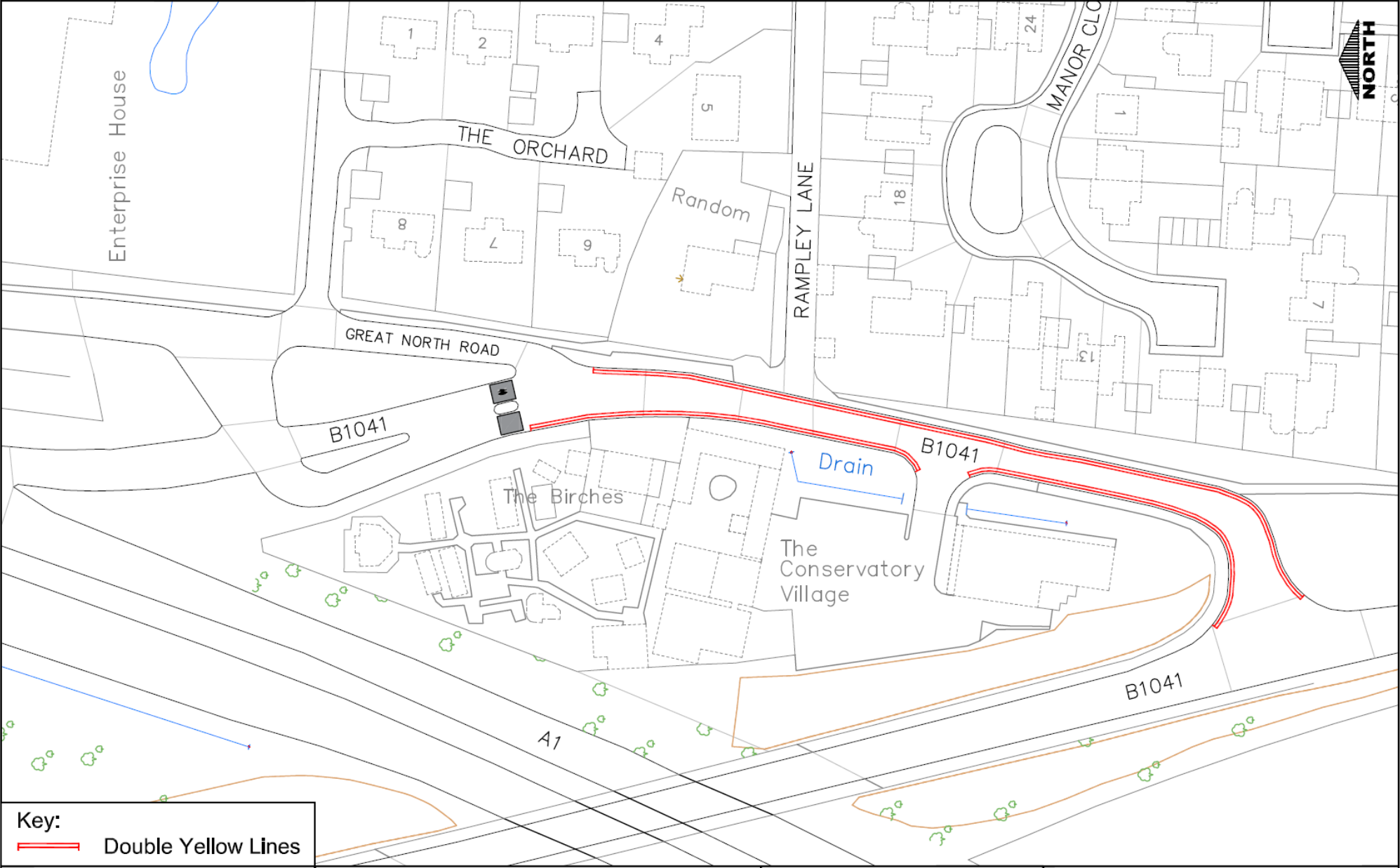


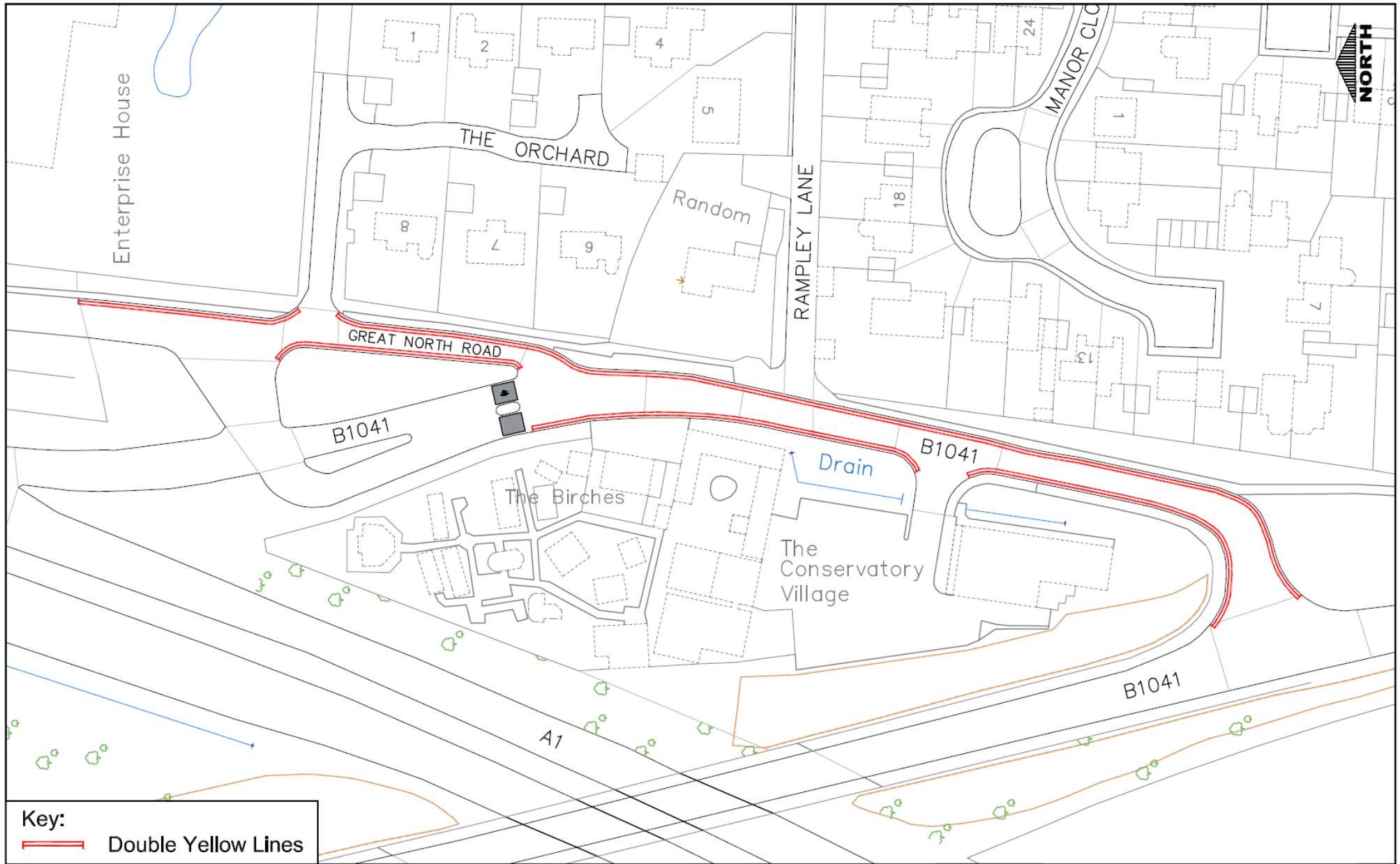
Appendix 1:



Appendix 2:



Appendix 3:



#### Appendix 4:

No	Comments	Officer's Comments
1	<p>We feel the no-waiting provision should be extended northwards along the unlit Great North Road (one way section) to the entrance to The Orchard and Grove Place.</p> <p>Lorries and coaches frequently park here, on this narrow unlit one-way section, often with their nearside wheels on the pavement.</p> <p>This means:</p> <ul style="list-style-type: none"> <li>• Pedestrians have to walk in the road to get past.</li> <li>• It is difficult for other large vehicles to get past</li> <li>• It is difficult for vehicles exiting The Orchard and Grove Place (using same road) to see if any vehicles are coming the wrong way down this one-way section of road, blatantly ignoring the 'no-entry' signs. This happens quite often with vehicles going to Paxton Pits Gravel quarry, the Nature Reserve, the landfill site, the sailing and water ski lakes and the MASS office building, who cross the B1041 at this point ignoring the 'no-entry' signs and taking a 'short cut'.</li> </ul> <p>We feel that having the yellow lines, as you have proposed, will make parking in this section much more prevalent than at present, and will actually increase the dangers outlined above. This for precisely the same reasons as stated in your 'Statement of Reasons'.</p>	<p>The representation raises many valid points making it difficult to justify not extending the proposed lining.</p> <p>Certainly, the available budget needs to be taken into consideration but, there is a very real concern that without a holistic approach we may end up making an existing safety concern worse. Additionally, addressing the issue once will cost less than if a remedial scheme was carried out later down the line.</p> <p>Considering our accessibility commitments, and the lack of dropped kerbs, this is of concern – see 4.4 of the report.</p> <p>According to our mapping software, the road has a minimum width of 5.1m, which supports the point raised.</p> <p>Neither the county nor the parish councils were aware of this issue, which provides a partial explanation as to why parking restrictions, in this location, were not included in the original plan(s).</p> <p>Noted.</p>

2	<p>We write with comments to the above proposals.</p> <p>Our concerns are that the proposed restrictions will result in the vehicles currently parking in this area, typically lorries and heavy commercial vehicles, parking on the slip road adjacent to the residential houses in the Orchard, Little Paxton. We regularly use this slip road in order to join the Great North Road from the Orchard and visibility is extremely difficult with traffic leaving the south bound carriageway of the A1 at high speed in order to enter the village of Little Paxton. The inevitable resultant parking on this adjacent road will obscure visibility further making it even more dangerous when merging with traffic leaving the A1 to enter the village.</p> <p>We recommend you reconsider your proposals in light of this information. In particular consider extending the prohibition onto the slip road adjacent to the Orchard.</p>	As responded to above.
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Appendix 5:

