

TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH PARKING CONTROLS IN HUNTINGDON

To: Cambridgeshire County Council's Traffic Manager and the Local Members representing electoral division below.

Meeting Date: 19th March 2019

Electoral division(s): Local Member representing Huntingdon West and Godmanchester & Huntingdon South

Forward Plan ref: N/A

Key decision: No

Purpose: To determine the objections regarding the implementation of parking controls in Hinchingsbrooke and Huntingdon

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

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Sonia Hansen Post: Traffic Manager Email: Sonia.Hansen@cambridgeshire.gov.uk	Name: Tom Sanderson Post: County Councillor – Huntingdon West Email: Tom.sanderson@cambridgeshire.gov.uk Name: Graham Wilson Post: County Councillor – Godmanchester & Huntingdon South Email: Graham.wilson@cambridgeshire.gov.uk

1. BACKGROUND

- 1.1 Huntingdon Town Council has been successful in bidding for parking restrictions through the County Council's Local Highways Improvements (LHI) initiative.
- 1.2 Areas where parking restrictions would be beneficial were identified as being Avenue Road, Cowper Road, Priory Grove, Hodson's Drive, in Huntingdon town centre. The Dartmoor Drive and Snowdonia Way estates were also considered along with Christie Drive and Parkway in the Hinchingsbrooke area.
- 1.3 The identified Huntingdon town centre areas experience severe pressures on parking, due to being close to the amenities, shops and businesses that Huntingdon has to offer. This means commuter parking competes with residential and other visitors, causing severe bottlenecks in the case of Avenue Road. It also causes pavement parking in Priory Grove and parking around the bend on Cowper Road thereby limiting visibility.
- 1.4 Hinchingsbrooke experiences different pressures, caused by the close proximity of the hospital, train station and 2 schools. In these locations visitor and commuter parking can be experienced within the estates for large periods of time. Very often parking issues in these estates leads to blocked driveways and parking around bends, limiting visibility for all road users.
- 1.5 Wide scale implementation of parking restrictions can cause displacement issues, thereby shifting problems to other areas of the settlement. With that in mind it was determined that implementing double yellow lines areas where danger was likely was prudent whilst a limited waiting restriction would be more appropriate in other areas. An 11-14.00 Monday-Friday waiting restriction was proposed in certain sections where parking could be managed. The timeframe would make parking all day inconvenient for commuters whilst minimising disruption for local residents.
- 1.6 Plans for the proposed restrictions can be seen in Appendices 1-8.

2. MAIN ISSUES

- 2.1 The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2 The TRO was advertised in the Hunts Post on the 28th November 2018. The statutory consultation period ran from the 28th November until the 21st of December.
- 2.3 Following two rounds of informal consultation and a statutory phase, several objections including a 28 signatory petition against the proposals received from residents of Avenue road were received. These have been summarised alongside several other comments in Appendix 9.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary staff resources and funding have been secured through the LHI scheme

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The statutory consultees have been engaged including the County and District Councillors, the Police and the Emergency Services. The Police offered no objections and no comments were received from the other emergency services.

Notices were placed in the local press and were also displayed on site. The proposal was made available for viewing at Vantage House, Vantage Park, Washingley Road, Huntingdon, PE29 6SR in the reception area of Shire Hall, Castle Street, Cambridge, CB3 0AJ and online at <http://bit.ly/cambridgeshiretro>

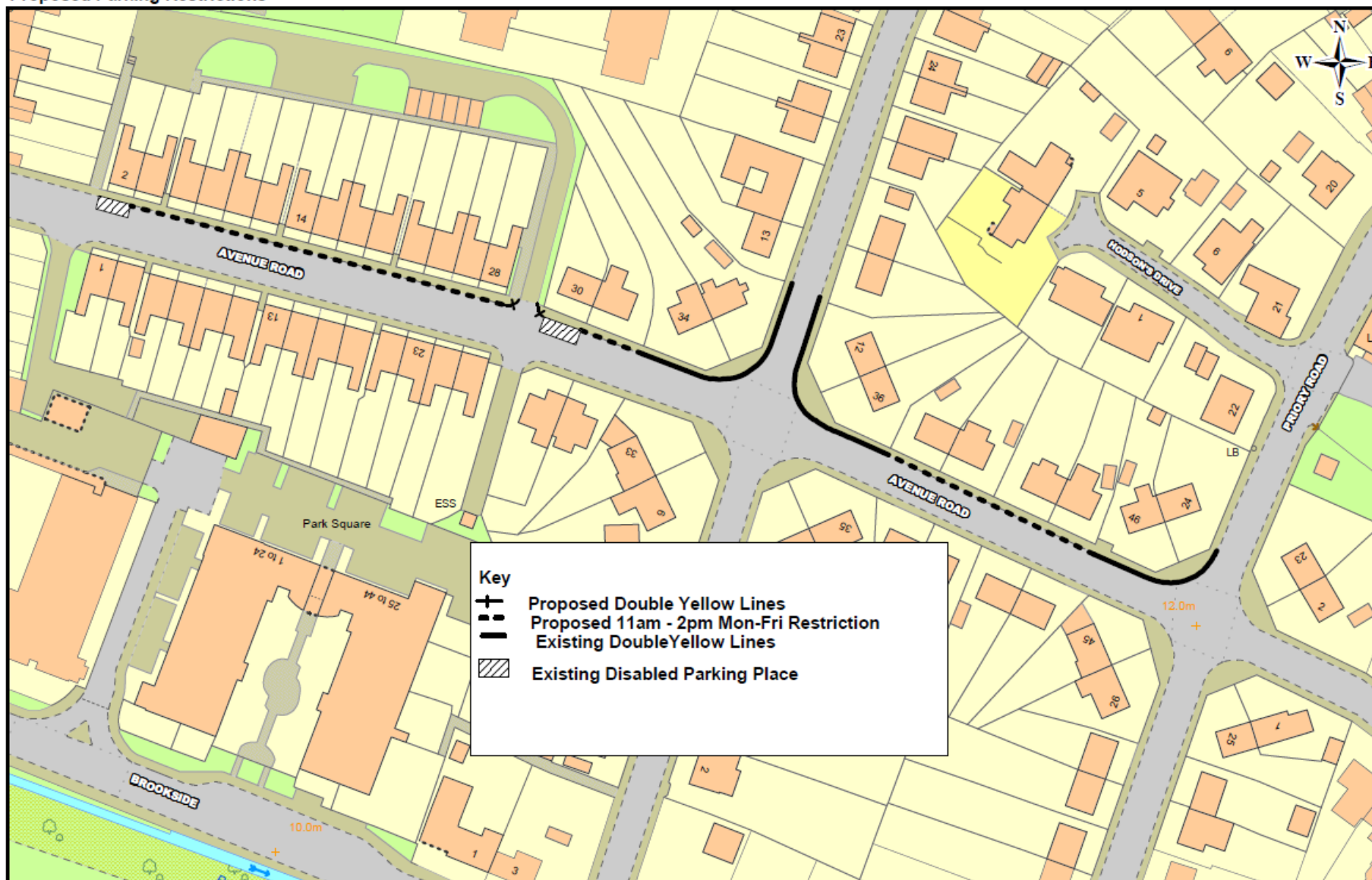
4.6 Localism and Local Member Involvement

Cllrs Sanderson and Wilson have been consulted.

Source Documents	Location
Consultation responses Draft Traffic Regulation Order Letters of Objection	Vantage House Vantage Park Washingley Road Huntingdon PE29 6SR

Appendix 1 – Avenue Road

Avenue Road, Huntingdon
Proposed Parking Restrictions



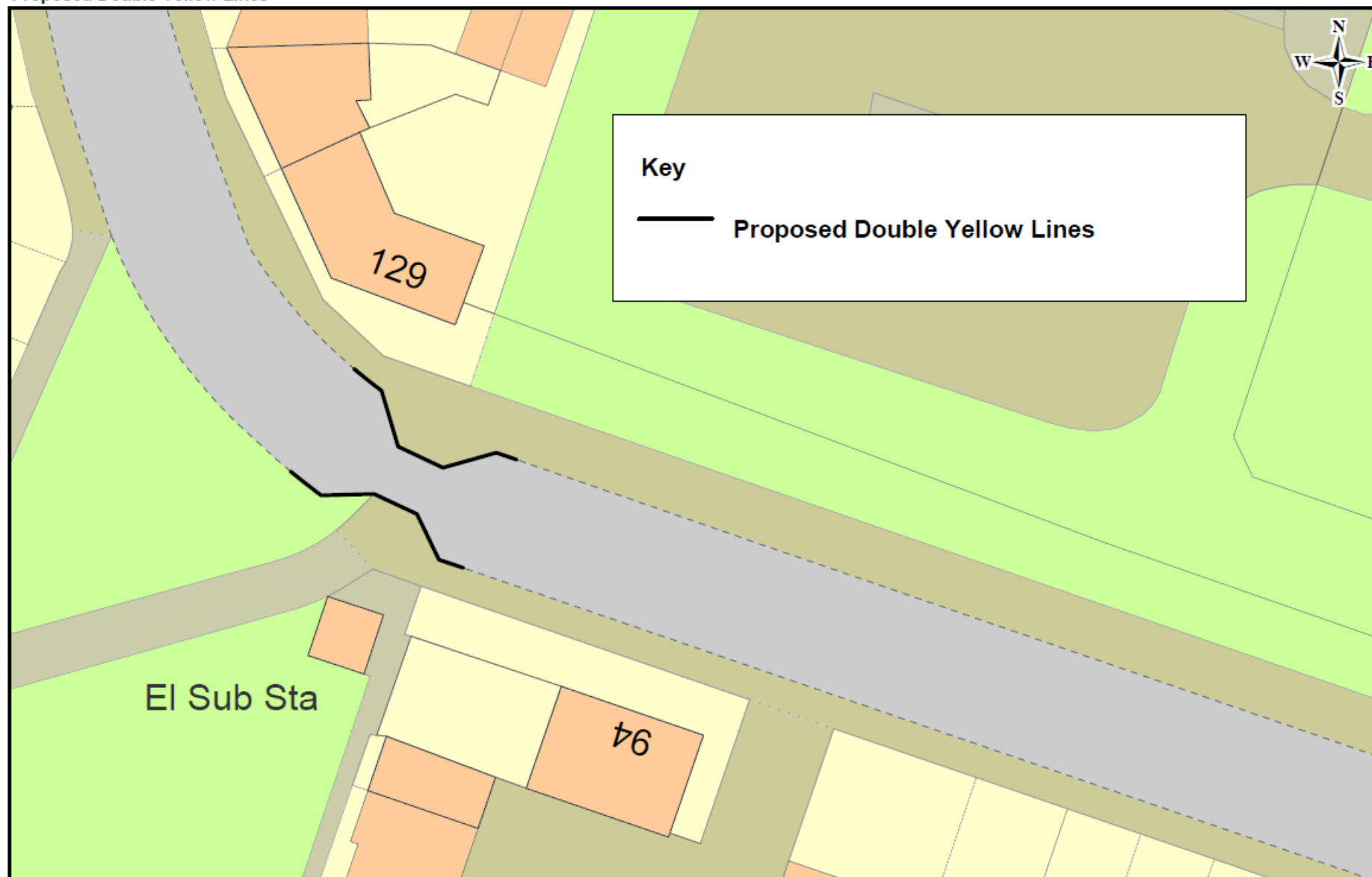
Scale (at A4): 1:1000

Centred at: 523997,272142

Date: 25/07/2018 By: fw411

© Crown copyright and database rights 2018 OS 100023205

Appendix 2 – Christie Drive
Christie Drive, Huntingdon
Proposed Double Yellow Lines



Scale (at A4): 1:282

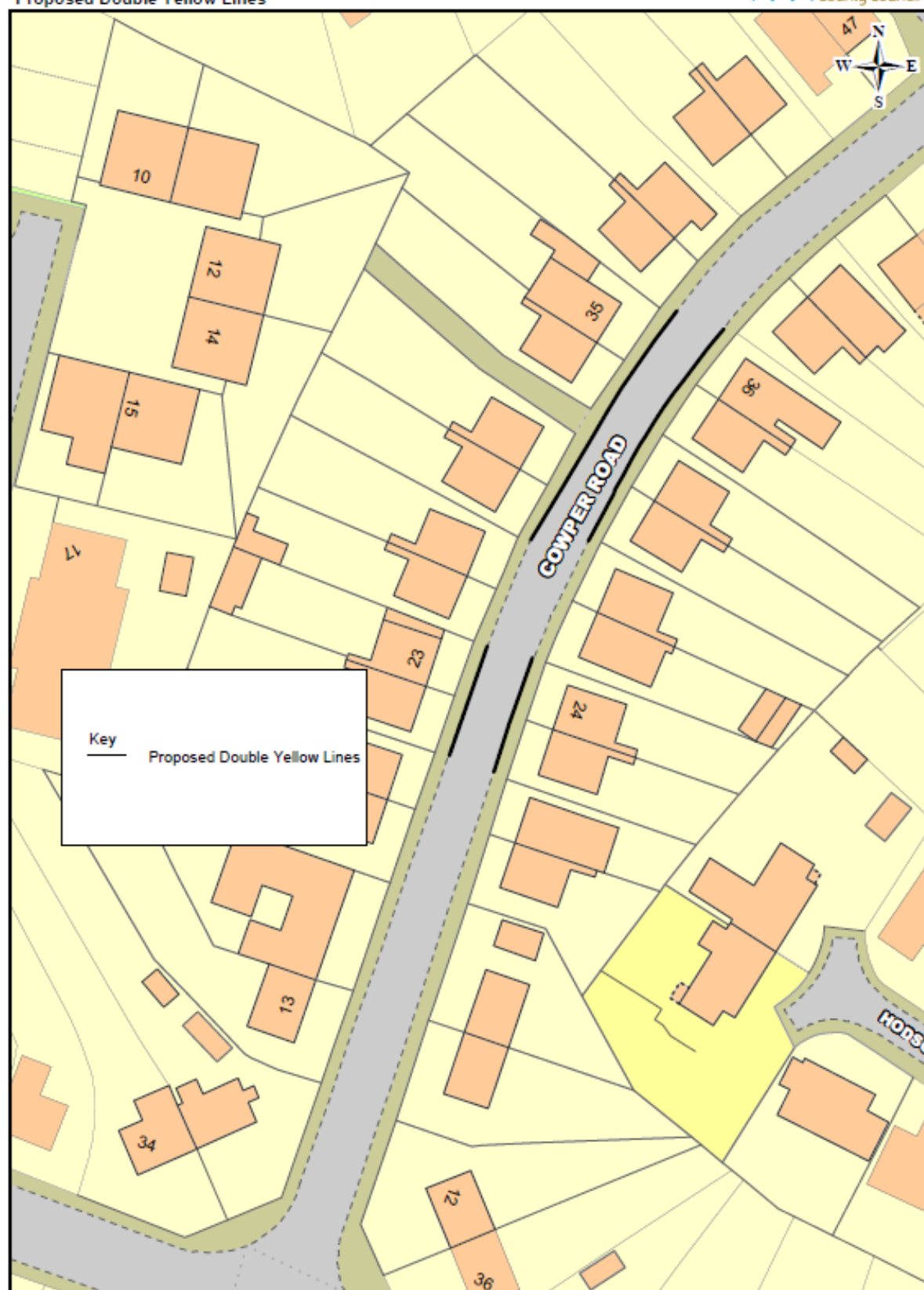
Centred at: 522077,272031

Date: 25/07/2018 By: fw411

© Crown copyright and database rights 2018 OS 100023205

Appendix 3 – Cowper Road

Cowper Road, Huntingdon
Proposed Double Yellow Lines



Scale (at A4): 1:564

Centred at: 524032,272224

Date: 26/07/2018

© Crown copyright and database rights 2018 OS 100023205

Appendix 4 - Dartmoor Drive Area

Dartmoor Drive, Huntingdon

Proposed 11am-2pm Parking Restriction, Proposed Double Yellow Lines



Scale (at A4): 1:1600

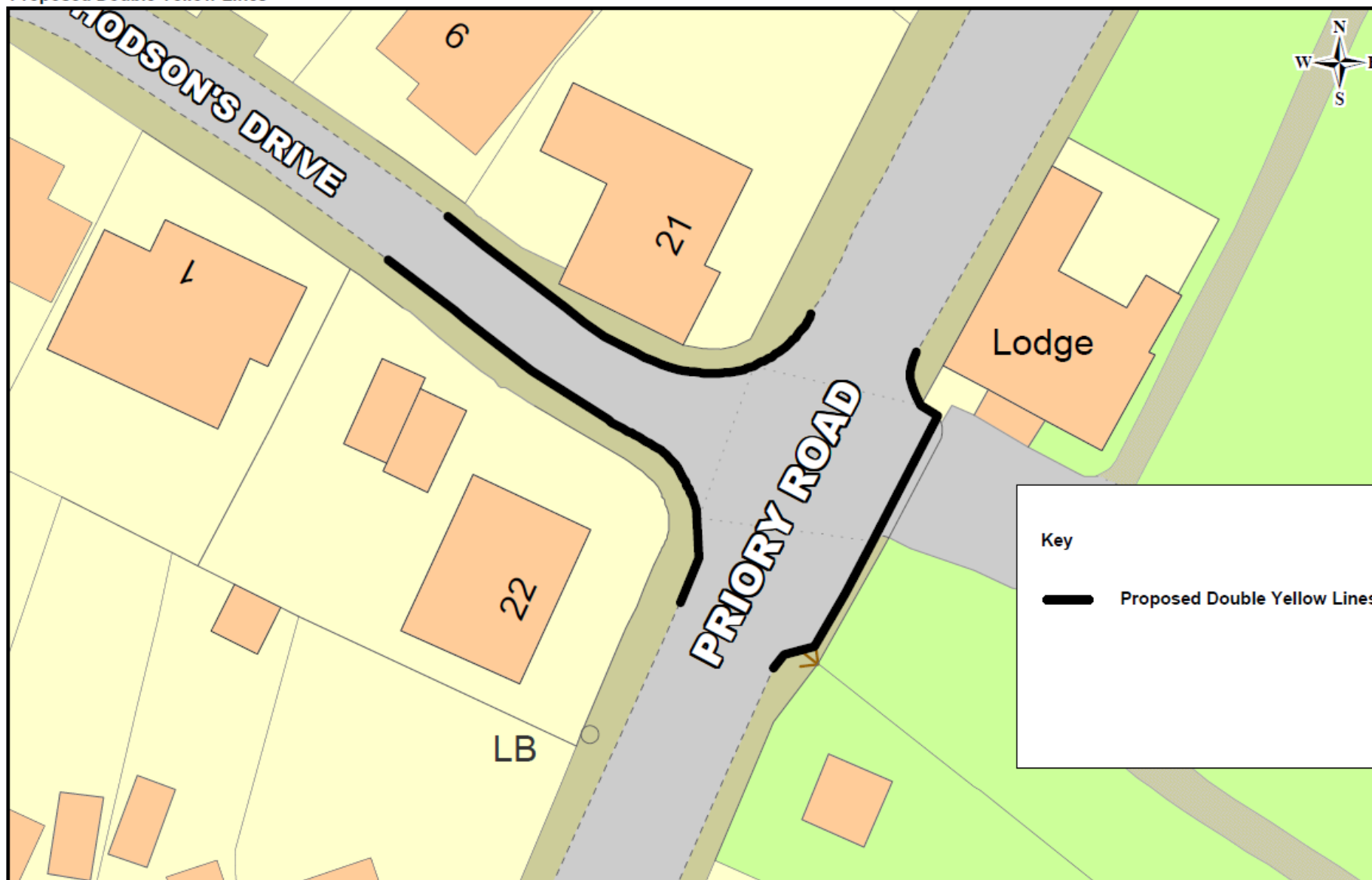
Centred at: 522359,271801

Date:08/11/2018

© Crown copyright and database rights 2018 OS 100023205

Appendix 5 - Hodson's Drive

Hodson's Drive, Huntingdon
Proposed Double Yellow Lines



Scale (at A4): 1:282

Centred at: 524115,272158

Date: 25/07/2018 By: fw411

© Crown copyright and database rights 2018 OS 100023205

Appendix 6 - Parkway

Proposed Double Yellow Lines Parkway Huntingdon



Scale (at A4): 1:1000

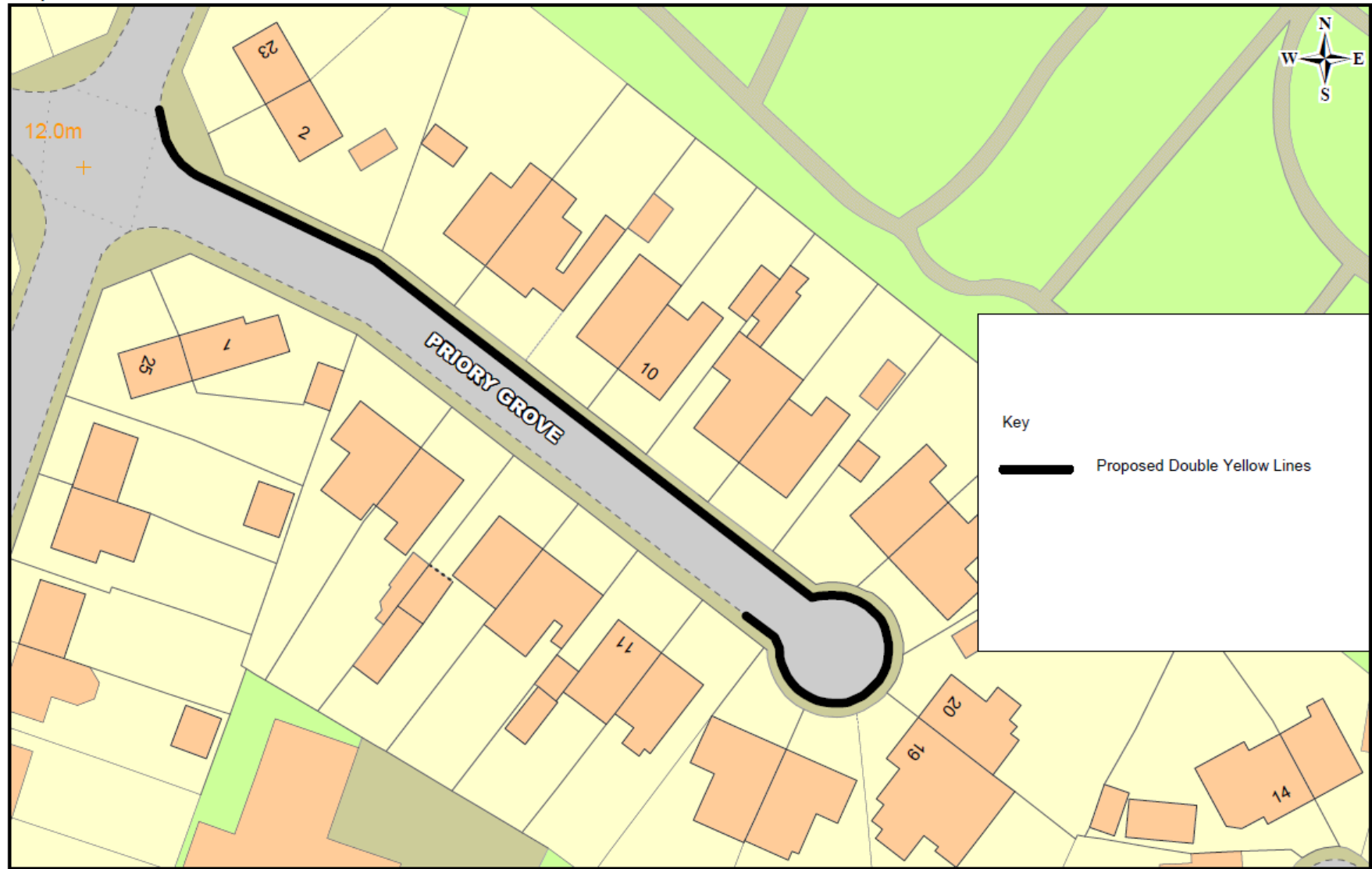
Centred at: 522223,272361

Date: 08/11/2018 By: fw411

© Crown copyright and database rights 2018 OS 100023205

Appendix 7 – Priory Grove

Priory Grove, Huntingdon
Proposed Double Yellow Lines

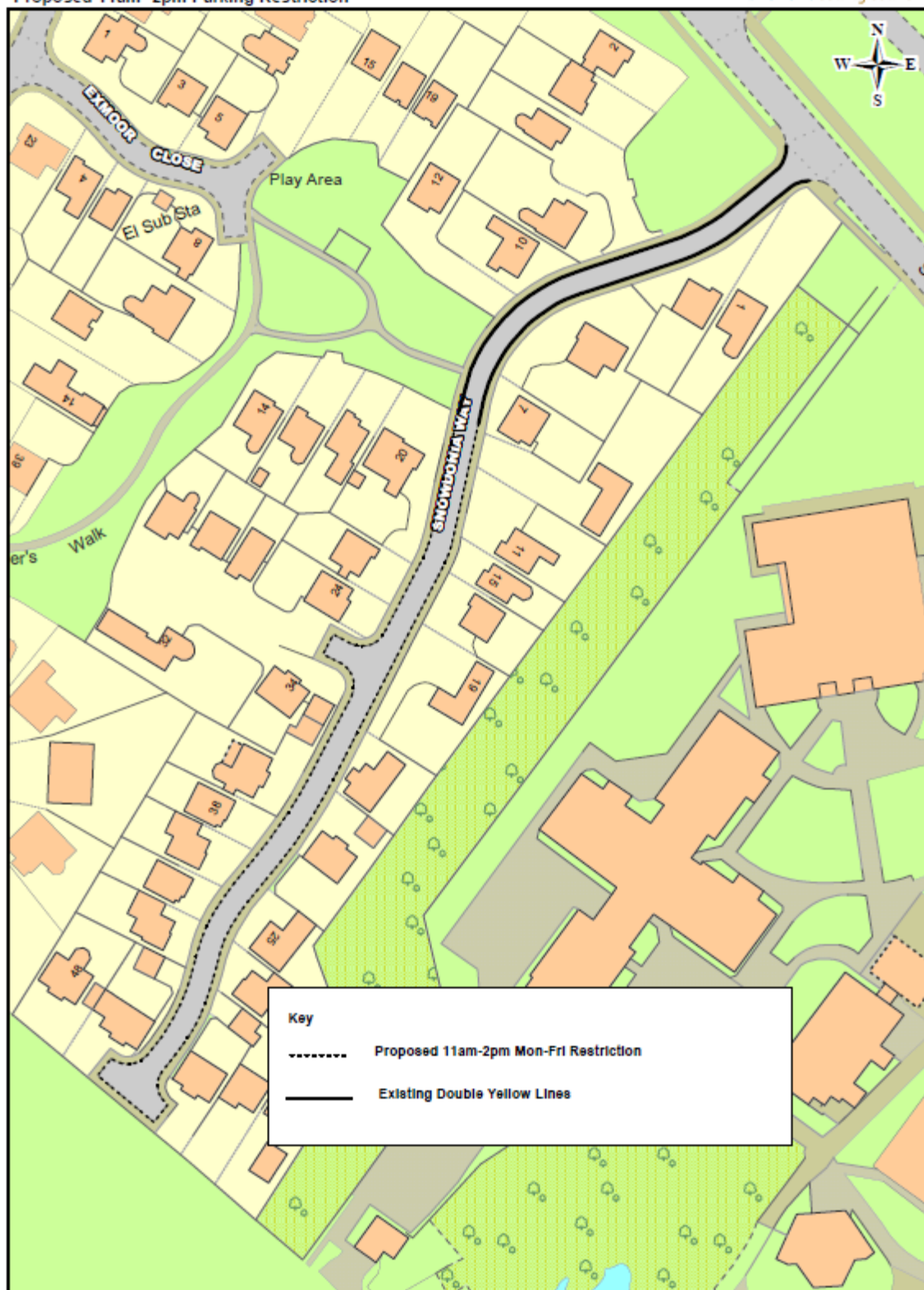


Scale (at A4): 1:564 Centred at: 524166,272075 Date: 25/07/2018 By: fw411 © Crown copyright and database rights 2018 OS 100023205

Appendix 8 – Snowdonia Way Area

Snowdonia Way, Huntingdon
Proposed 11am-2pm Parking Restriction

Cambridgeshire
County Council



Scale (at A4): 1:1128

Centred at: 522516,271711

Date:25/07/2018

© Crown copyright and database rights 2018 OS 100023205

Appendix 9

No.	Summary of Objection / Comments Avenue Road	Officer Response
1	<p>Requests to install 'residents only' parking scheme.</p> <p>Petition featuring 28 signatures requesting residents' only parking.</p>	<p>Installing a residents' only parking scheme requires significant budgetary commitments and changes in legislation to facilitate. There is no staffing resource available to carry out the administration of or the enforcement of any residents parking scheme outside of Cambridge City at the moment. The installation of such a scheme is well outside the project's scope which is a limited parking management scheme.</p>
2	<p>The problem with these restrictions would be that it would force all the traffic onto one side of the road and those residents that work shifts and return home to find all the unrestricted space used up by shoppers or town workers will then be restricted by the new parking rules as when they can sleep and for how long as they will have to move their car or park it away from the area which is just moving the issues in the area to another.</p> <p>Maybe a way to tackle the use of residential streets around the town centre by town workers is to offer them a cheaper rate of parking or by offering them the use of the top level of the multi-storey car park.</p>	<p>The County Council has a duty to consider the requirements of all road users and not just residents. As things stand two way traffic in Avenue Road is not possible due to the presence of car parking on both sides, limiting parking on one side would do a great deal to keep the traffic moving. Unfortunately it is not a given right to park on the highway, it is tolerated and managed where possible and appropriate.</p> <p>The car parks you have identified are not managed by the County Council, therefore no comment can be made on the viability of your proposal.</p>
3	<p>I don't think the restriction times proposed go far enough 11-2pm is a small window and should be increased to possibly 10-3pm at a minimum. Quite often visitors to the town centre and people who work or attend meetings will still potentially use this area outside of these times which I think will defeat the object for example, a person attending a meeting in town at 9.00am spend 2hrs parked as opposed to using adequate parking facilities in town just to save a few quid.</p>	<p>The proposed timeframe is mainly to discourage all day use. We realise that a different timeframe could be used however there appears to be very little preference at this stage.</p> <p>The wider section of Avenue Road</p>

	<p>You will still get parking both sides of the road a certain times still causing issues for emergency vehicles passing</p> <p>Is there anything being implemented for people who live outside time restricted zone and wish to park their vehicle or will they have to park elsewhere during these times? There are areas within the ring road that have restrictions e.g. parking permits and it doesn't appear action is enforced to people parking who are not permitted.</p> <p>To date, there is no mention of how and who will enforce any action on culprits who fail to acknowledge the restriction</p>	<p>was measured, there is approx. 3.1m in the centre of the carriageway which should be wide enough for single lane running for most vehicles if there are parked cars on either side of the road. Avenue Road does slim down to west where this width is cannot be maintained if cars were parked on both sides of the road.</p> <p>As with all parking restrictions in areas which have not been decriminalised, parking restrictions are enforced by the Police, who have been consulted and have offered no objections.</p>
--	---	---

No	Summary of Objection / Comments Christie Drive	Officer Response
1	Request for residents' only parking	Installing a residents' only parking scheme requires significant budgetary commitments and changes in legislation to facilitate. There is no staffing resource available to carry out the administration of or the enforcement of any residents parking scheme outside of Cambridge City at the moment. The installation of such a scheme is well outside the project's scope which is a limited parking management scheme.
2	To give any protection the lines need to be at least 3 vehicle ((Tesco size) long to allow for vehicles to pull in for oncoming vehicles to pass. This is particularly necessary on the North left hand side where the bend in the road means vehicles travelling towards the Parkway end of Christie Drive cannot see vehicles coming the other way until they have reached the pinch point. Similarly any cars parked on the South left hand side do not allow 2 large vehicles to pass. You might also allow for the new house (No 129 I think) that has a drive way just 4m from the pinch point.	The double yellow lines are proposed only to prevent vehicles from parking too close to the pinch point, impeding traffic.

3	We support the proposed double yellow lines on and adjacent to the width restriction near nos. 94 and 129 Christie Drive. However we believe that parking issues along Christie Drive east of the width restriction need to be looked at further once the houses fronting the north side of the street have been completed. These houses form part of the Cromwell Gardens development.	Noted. Additional measure could be considered in an alternative, future scheme if there is enough support and funding can be found.
---	---	--

No	Summary of Objection / Comments Cowper Road	Officer Response
1	<p>I must object to the proposals to place double yellow lines in Cowper Road.</p> <p>As indicated below though I recognise the need for safer parking the transgressors are almost always visitors to the town and we are being punished.</p> <p>Our car is registered for her disability but without the ability to park right outside our house she cannot get to the car and is therefore housebound.</p> <p>We will be looking into the possibility of a disabled space in the near future.</p> <p>Into thinking they can park there. Also why have you left gaps along 25/27 and 26/28? That would just encourage poor drivers to park on both sides of the road and make</p> <p>Even more chaos. It doesn't make any sense? I estimate that these lines will reduce the available resident parking by up to 8 cars – where will these vehicles park?</p> <p>Utilise permit parking and if you do not have the means to pay for it then ask residents to volunteer.</p>	<p>Proposed double yellow lines on Cowper Road are for both sides of the carriageway across the frontages of 12 properties. The County Council as the Highways authority concerned with safely moving traffic could prevent parking along the whole of Cowper Road, however this would be counterproductive and lead to ill feeling. Therefore a more limited proposal was put forward, this means that small sections of the road would be prohibited to park on allowing cars to pull into the space and create more free flowing traffic.</p> <p>Installing a residents' only parking scheme requires significant budgetary commitments and changes in legislation to facilitate. There is no staffing resource available to carry out the administration of or the enforcement of any residents parking scheme outside of Cambridge City at the moment. The installation of such a scheme is well outside the project's scope which is a limited parking management scheme.</p>
2	3 further objections on the grounds of displacing the parking to other areas. Residents will have nowhere to park.	Noted.

No	Summary of Objection / Comments Dartmoor Drive	Officer Response
----	---	------------------

1	<p>Due to a gap in yellow lines, cars park dangerously on this corner every day obstructing traffic in and out of Brecon way.</p> <p>I feel that the double yellow lines should be extended on the left as you enter Brecon way as far as the first driveway.</p>	<p>It may be possible to accommodate this change as a minor amendment.</p>
2	<p>It is really unclear if the proposed restriction 11am-2pm means no parking between those.</p> <p>If it is no parking between 11-2 is not going to help at all.</p> <p>We request the double yellow line goes up to and includes 11 and 18 Brecon way.</p>	<p>The proposals mean that parking will be prohibited between 11am-14.00 Mon-Fri on a single yellow line.</p> <p>Noted.</p>
3	<p>Feel that the proposed restriction time of 11am until 2pm is far too short. There are definite windows, am and pm when hospital appointments are arranged. This also applies to patient visiting hours. The restriction time needs to be 9am until 5pm</p> <p>The narrow section between Brecon Way and Dartmoor Drive should be double yellow lined on both sides.</p> <p>People now daily park at the very end of Dartmoor Drive to gain access to the park, this end of the cul-de-sac requires double yellow lines also.</p>	<p>With the absence of a clear consensus regarding appropriate timeframes an 11-14.00 restriction was felt more appropriate to implement as we are seeking to balance the needs of residents' to have access and to discourage all day parking.</p> <p>It may be possible to implement this as a minor amendment.</p> <p>It may be possible to implement this as a minor amendment.</p>
4	<p>I commented to the local authority in the summer of 2018...why has it taken so long for this matter to be progressed?</p> <p>By receiving written communication from yourselves I presume then that the local authority has no actual powers in this area?</p> <p>Given that in the last 4 years that I have been a resident in this location I have never seen any actual enforcement of the existing parking restrictions is</p>	<p>You responded to the 1st round of informal consultation in the summer of 2018. The implementation of parking controls requires extensive consultation and a legal process that can take up to two years to complete. Suffice it to say it can take several years to install a parking scheme.</p> <p>The County Council has responsibilities for highways matters, it has the power to implement Traffic Order (TRO) i.e. Double yellow lines, but it is the responsibility of the Police to carry out actual enforcement in areas where parking offences have not be decriminalised.</p>

	<p>this likely to change after any proposed changes are actually made?</p> <p>Has consideration been given to an alternative of introducing a 'Residents Parking Permit Scheme'?</p> <p>What assurances are there that given the obvious expense that this ridiculously long process seems to have taken that it will actually be dealt with in 2019?</p> <p>What dialogue or inclusion has there been with those that govern Hinchingsbrooke Hospital? This facility is the sole contributor to the complete disregard of existing parking restrictions and routine parking on the footway and causing un-necessary obstruction...this applies equally to their staff and their patients or visitors...A shared responsibility should be incorporated....</p>	<p>It's not for me to determine the likelihood of enforcement action being undertaken by the Police, however parking restrictions where justified, are generally well respected.</p> <p>Consideration has been given to introducing a residents parking scheme and none will be implemented in Huntingdon at this time. There are several reasons for this including the fact that the Police will not enforce them and the County has no budget to implement outside of Cambridge City at this time.</p> <p>None. There is never any guarantee that a TRO will be implemented as it may receive significant objections.</p> <p>None. There is no statutory requirement to engage with Hospital staff or management.</p>
5	<p>There is no need for double yellow lines to be extended to operate at weekends when residents have visitors. The houses at the top of Dartmoor Drive have long drives so visitors can park in their drives, but from 20 onwards the drives are not long.</p> <p>Virtually every weekday staff from the hospital and members of the public park in Dartmoor Drive. Occasionally it is extremely difficult to get down Dartmoor Drive due to inconsiderate parking. This is because people park on both sides of Dartmoor Drive near Exmoor Close. If the yellow lines were extended on the odd numbered houses side of the road from 19 to 23 this would solve the problem.</p> <p>If there need to be restrictions on Dartmoor Drive on Monday to Friday these should be from 9am to 5pm (or 8-6) and not operate at weekends. Other parts of the Hinchingsbrooke estate may need parking restrictions at weekends because of the effect of the park runs that take place, but Dartmoor Drive does not.</p>	<p>Noted.</p> <p>It may be possible to implement this as a minor amendment.</p> <p>Noted.</p>

6	<p>Please could double yellow lines be enforced extending from no.46 through to the end of the road on both sides of the street? This includes the perimeter of the dead end/entrance to the park.</p>	<p>Whilst minor changes are permitted under current legislation an amendment of this size may require re-consulting with residents' affected.</p>
7	<p>The existing double yellow lines round the junction of Dartmoor Drive and the south side of Brecon Way need to be extended up to the edge of the driveway to No 1 Brecon Way because currently there is just enough free kerb for one car to park right on the junction. Invariably there is always one car parked there throughout each weekday. This compromises turning right into Brecon Way, or left or right on leaving Brecon Way, and is unnecessarily dangerous, in my view. Your map appears to show that the existing double yellow lines do go as far as the driveway, but I can assure they do not.</p> <p>I don't believe that double yellow lines are needed at the bottom of the cul-de-sac of Brecon Way; the many dropped kerbs there make parking difficult so an 11am - 2pm restriction should suffice.</p>	<p>It may be possible to implement this as a minor amendment.</p> <p>Noted.</p>
8	<p>Addition of double yellow lines around junctions on Dartmoor Drive, Brecon Way, etc. This is a welcome, highly-targeted change.</p> <p>Addition of a 11am to 2pm parking restriction on the remainder of Dartmoor Drive, Brecon Way, etc. and Snowdonia Way: We strongly oppose this on the following grounds: The restriction is not a proportionate response to the problem trying to be solved. No reason is given why limited, sensible parking should not be allowed at all times of day. To enforce that the affected roads, all of which see little traffic, must be completely empty for three hours per day is a considerable waste of public space.</p> <p>The 11am to 2pm restriction would be suitable if the intention were to discourage all day parking by, for example, "9 to 5" workers using the train station or working at Hinchingsbrooke School, Hospital or Business Park. However, it's not clear how much of this sort of parking is seen on the affected roads. The only parking by non-residents we've personally seen that we know the purpose of is by hospital patients and users of Hinchingsbrooke Country Park. As these facilities can generally be used at different times of day, the parking restriction risks making the</p>	<p>Noted.</p> <p>The intent of the scheme is to discourage all day parking in the estate whilst minimising disruption to local residents. A more stringent restriction would prevent all day parking but would not allow residents to have guests or visitors until the evening or early morning.</p>

	<p>problem worse by compressing all such parking into pre-11am and post-2pm periods.</p> <p>At least some of the parking prevented is simply going to move to other problem parking areas. Christie Drive, Parkway and beyond are the closest such areas and, as former residents of Stukeley Meadows, we're concerned that Lake Way and surrounding roads will be affected.</p> <p>This unfairly penalises residents likely to have visitors around lunchtime and advantages those likely to have visitors in the mornings and evenings.</p> <p>There is considerable variation in each property's off-road parking capacity, resulting in some residents being much more affected by this change than others.</p> <p>Cars have generally increased in size over the last few decades, resulting in the off-road parking capacity of many affected properties now effectively being significantly less than originally intended and therefore, in practice, sometimes less than is necessary.</p> <p>The numerous properties with shared drives are more likely to see increased inconsiderate parking on the shared drive itself, potentially causing worse problems such as driveways being blocked.</p> <p>Our opposition to the proposed 11am to 2pm restriction would be lessened by one of these solutions: A controlled parking zone (residents parking scheme) covering the Hinchbrooke area and the southern parts of Stukeley Meadows. There are plenty of examples of successful residents parking schemes (including in Huntingdon town centre itself!), which balance the needs for parking with encouragement to use appropriate non-free parking facilities. A shorter restriction period, lessening the effect of many of our grounds for objection.</p>	<p>There is always an element of parking displacement with any wide scale parking scheme.</p> <p>Noted.</p> <p>A residents' parking zone is outside the scope of this project which is to install a smaller scale parking scheme. There is insufficient staffing, budget and enforcement personnel available to introduce such a scheme. The cost of any residents parking scheme in this part of Hinchbrooke would not be cost neutral, most residents' have their own driveways and would therefore not be required to purchase a parking permit.</p>
9	I am writing to state that we are in full support of the proposed yellow lining of Dartmoor Drive and surrounding streets as per the plans.	Noted.
10	I fully support the proposals and wish them to be implemented as soon as possible.	Noted.

11	I agree completely with the proposals and you have my full support as a resident of the area	Noted.
----	--	--------

No	Summary of Objection / Comments Hobsons Drive	Officer Response
1	<p>The proposal to install parking restrictions on Hodson's Drive is very much welcomed.</p> <p>There is also a need, I believe, to extend the restriction across the frontage of the groundsmen's hut to prevent double parking on that section of Priory Road. Over the last 5 years this has happened occasionally with people parking partly on the pavement in front of the hut. When this happens it makes the road too narrow for large vehicles to pass with ease. On one accession I had to help guide a bus through the gap as it only had a few inches clearance on either side.</p>	<p>Noted.</p> <p>It may be possible to either add an 'H' bar marking in front of the groundsmen's entrance or add a small length of double yellow line as a minor amendment.</p>

No	Summary of Objection / Comments Parkway	Officer Response
1	<p>Given CCC intend to allow parking on Parkway, I believe restricted parking (for example no parking between 12 — 2pm Monday - Friday) would deter those parking their vehicles for the full day. I do not believe any residents would be inconvenienced by this.</p> <p>I live in Parkway and the proposed yellow lines will have some benefit on the corners but the stretch of road between the two main corners is dangerous when vehicles are parked, access into our drive is difficult and dangerous as a result of parked cars and we intend to have the white lines placed over our driveway entrance to make access easier and safer for us.</p>	<p>A change to the current proposals would require significant redesign causing a subsequent increase in costs and resource that hasn't been budgeted for.</p> <p>Noted.</p>
2	As a resident living in Parkway, the parking on Parkway has become almost intolerable in recent years. Cars choose to park here all day whether it's to attend the hospital or working on the Industrial site which means from 8am in the morning until well after 5pm the whole of this stretch of Parkway is completely gridlocked with parked cars. Over the years there have been some very close near misses as cars are going up the hill on the wrong side of the road, due to the parked cars, and coming very close to cars coming down the hill at speed around the	Noted.

	<p>bend at the top.....we regularly hear car horns blasting!</p> <p>Can we please have much longer areas of double yellow lines, at least to provide spaces for cars to pull into to pass each other?</p>	<p>The short lengths of double yellow lines will allow cars to pass each other in a safer way. Unfortunately there has to be an element of 'give and take' from motorists concerned but it should be sufficient to prevent any further disagreements in future. The proposed lines will also allow easier access/egress to residents' located on the Parkway straight.</p>
--	---	--

No	Summary of Objection / Comments Priory Grove	Officer Response
1	I suggest that either the double yellow lines are applied all around Priory Grove or that resident permit parking is considered.	<p>The double yellow line scheme is being proposed to improve access to the Priory Grove Area. It is the intent of the scheme to have a balanced approach, providing some parking availability whilst improving access, which I feel is going to be achieved with the proposed scheme. The danger of implementing a large scale ban on all parking is that it simply displaces the issue to another part of the town, whilst penalising residents in that visitors may not be able to park nearby.</p> <p>A residents' parking scheme is outside the scope of this project and not possible for a variety of reasons legislatively – budgetary resources.</p>
2	Personally the suggestion on double yellow lines would affect me hugely. Why should your decision force me to turn the front of my house into a driveway and pay £1000 to drop the curb? No to double yellows	<p>The proposal calls for a limited double yellow line scheme that will ban parking on the northern side of the cul-de-sac and around the turn circle at the eastern end. It is unfortunate in that you may well be affected negatively, however, there is no automatic right to park on the highway. The proposal will improve access for all to Priory Grove, hopefully freeing up the pavement from park cars so that the most vulnerable road user, the pedestrian may also have access.</p>

	<p>It seems clear that you are decided on some form of action which I don't understand. The only conclusion I can draw is that you want to charge more people to park in town as I have heard you would like to put a restriction in place but not one where the council would be responsible for enforcing the restrictions (e.g. residents only and parking warden) but a system where it becomes the problem of the police.</p>	<p>The County Council is not responsible for all the car parking in Huntingdon and at present there are no plans to increase car parking charges.</p> <p>There are cost, legislative and personnel implications with decriminalised parking in Huntingdon. Most importantly it is not yet evident if there is sufficient public demand for decriminalised parking in the area.</p>
3	<p>Double yellow lines on one side of the road will improve access for emergency vehicles and hopefully pedestrians as well because there won't be the need to park on the pavement. This seems to be a solution with health and safety in mind, however, and most importantly this is why it isn't worth doing:</p> <p>You are now pushing all the parked cars onto one side, the people that park for work and town will still park there but there will be fewer spaces and they are more likely to squeeze in and park across driveways and drop curbs. Half of the street will have access to their driveways and the other half will not. This will be infuriating for residents on that side.</p> <p>The cars that cannot park in Priory Grove will just park further out still causing problems for emergency access. Avenue Road is also very bad for access and I'm sure Cowper road is too. This issue needs addressing further.</p> <p>If you double yellow line everything you're making it difficult for residents to have visitors and parking for contractors, healthcare professionals, family, carers, shopping deliveries etc. I didn't buy a house in a no parking zone and I wouldn't in the future for this reason.</p> <p>Are you double lining across driveways because most of the road is drop curb on that side and it means if I have an extra work vehicle or a visitor etc. I can't even park across my own driveway to temporarily accommodate it. Other residents have also paid for drop curbs that they may need to park over from time to time.</p>	<p>The proposal aims to balance the needs for safety and improved access with that of the residents'. It is incredibly difficult to produce a perfect parking scheme which addresses the concerns of all stakeholders. Cars will be displaced, however currently the need for access supersedes the requirement for parking space. It is not a right to park on the highway, it is rightfully managed controlled where appropriate. In any event the majority of residents here have access to a driveway so would have provision to park at least one vehicle off-street.</p>

No	Summary of Objection / Comments	Officer Response
----	---------------------------------	------------------

	Snowdonia Way	
1	<p>The parking restriction from 11am- 2pm is simply ineffective. Many residents need to access the roads from 8am in the morning until 5pm. By making the restriction from 11am to 2pm will have no effect on the safety of the residents. This could be improved by extending the restrictions from 8am to 5pm.</p> <p>Both sides of the road need to be marked with double yellow lines because it is a two way road.</p>	<p>11am-14.00 offers a balance for residents allowing visitors access throughout a larger portion of the day whilst being a deterrent to all day parking which this scheme seeks to prevent. It may be possible at a later date to change the time of the restriction if there is demand and sufficient budget.</p> <p>Double yellow lines are proposed only where there is a risk of danger occurring.</p>
2	<p>As a resident of Snowdonia Way I wholly support any recommendations for restricting the on road parking in this area.</p> <p>In fact I would request that the time of restriction should be extended to 16:00 to avoid some of the main problems that would occur at the time of school closure. These problems are the narrowing of the highway to the point that refuse collection, delivery services and emergency services can be hampered and, as has been pointed out for many years (and I do mean years), illegal parking on the pavements has resulted in damage to pavement surfaces in which are embedded utility covers to which access could also be hampered.</p>	<p>Noted.</p> <p>11am-14.00 offers a balance for residents allowing visitors access throughout a larger portion of the day whilst being a deterrent to all day parking which this scheme seeks to prevent. It may be possible at a later date to change the time of the restriction if there is demand and sufficient budget.</p>
3	<p>The 11-14.00 restriction needs to be extended and be more beneficial considering shift workers hours at Hinchingsbrooke Hospital.</p>	<p>11am-14.00 offers a balance for residents allowing visitors access throughout a larger portion of the day whilst being a deterrent to all day parking which this scheme seeks to prevent. It may be possible at a later date to change the time of the restriction if there is demand and sufficient budget.</p>
4	<p>I have no problem with the proposed restrictions so long as they are policed! Currently there are double yellow lines at the top of Snowdonia Way which at school turning out time are completely ignored. For instance last Wednesday no less than four cars were parked at the top of Snowdonia Way (on the double yellow lines) making for a potential death trap.</p>	<p>The Police have been consulted regarding the proposals and have offered no objection. I cannot comment on the level of enforcement as that is a Police matter.</p>
5	<p>I've heard the current plans are to have parking restrictions 11:00 - 14:00.</p>	<p>Noted.</p>

	<p>In my opinion this is a suboptimal time to have a parking restriction, as it won't capture the school run traffic.</p> <p>If we have to go with a three hour window, 13:00 - 16:00 would be my preference, as it should stop both:</p> <ul style="list-style-type: none"> - hospital workers parking there all day - school pick up <p>Obviously a parking restriction of 08:00 - 16:00 would be best, as you would also stop parking for school drop-off.</p>	<p>However, picking up or dropping off passengers is not prohibited by a double yellow lines restriction, in this sense issues around the school may not be affected by this scheme.</p>
6	<p>I am a resident of Snowdonia Way, Huntingdon. I would like to express my wholehearted support for this proposal. Snowdonia Way has very limited kerbside parking space, and for many years the street has been clogged up every weekday by cars that have no business there. Many people who park their cars here leave them for many hours continuously - usually they are rail station commuters, Hinchingbrooke Hospital employees, or Hinchingbrooke School students. None of them has any reason to be in Snowdonia Way (except to use it as a car park), and they seriously impede and obstruct the daily life of those who do have legitimate cause to be there. Moreover, as Snowdonia Way is a cul-de-sac there is a real risk that access could be blocked to emergency vehicles as there is no alternative route to properties, particularly those in the southern reaches of the road.</p>	<p>Noted.</p>
7	<p>This timing wouldn't, in my view, work. Much of the problem is from students parking who can't get permits at the school and more significantly hospital parking. The hospital late shift starts, I believe, at 2 or 3pm. As such this restriction, finishing at 2, would likely miss a huge cohort of current motorists. It would just mean we are afternoon parking (when congestion is worse) rather than all day parking.</p> <p>A shorter restriction - 2-3 would probably suffice. We also suffer most from gridlock and traffic in the later afternoon and early evening and this might support a 2-4 restriction. Certainly no longer.</p>	<p>Noted. A balanced scheme is vital to the success of any parking management in the area. It may be possible to change the hours at a later date however significant redesign and consultation will be required.</p>

	<p>Earlier restrictions may also inconvenience residents who are having workmen or carers visit; these tend to be in the morning so a restriction that starts at 11 might catch these people too.</p> <p>So in summary - three hours is probably too long and the current timings suggested are not likely to be as effective as we would need.</p>	
--	---	--