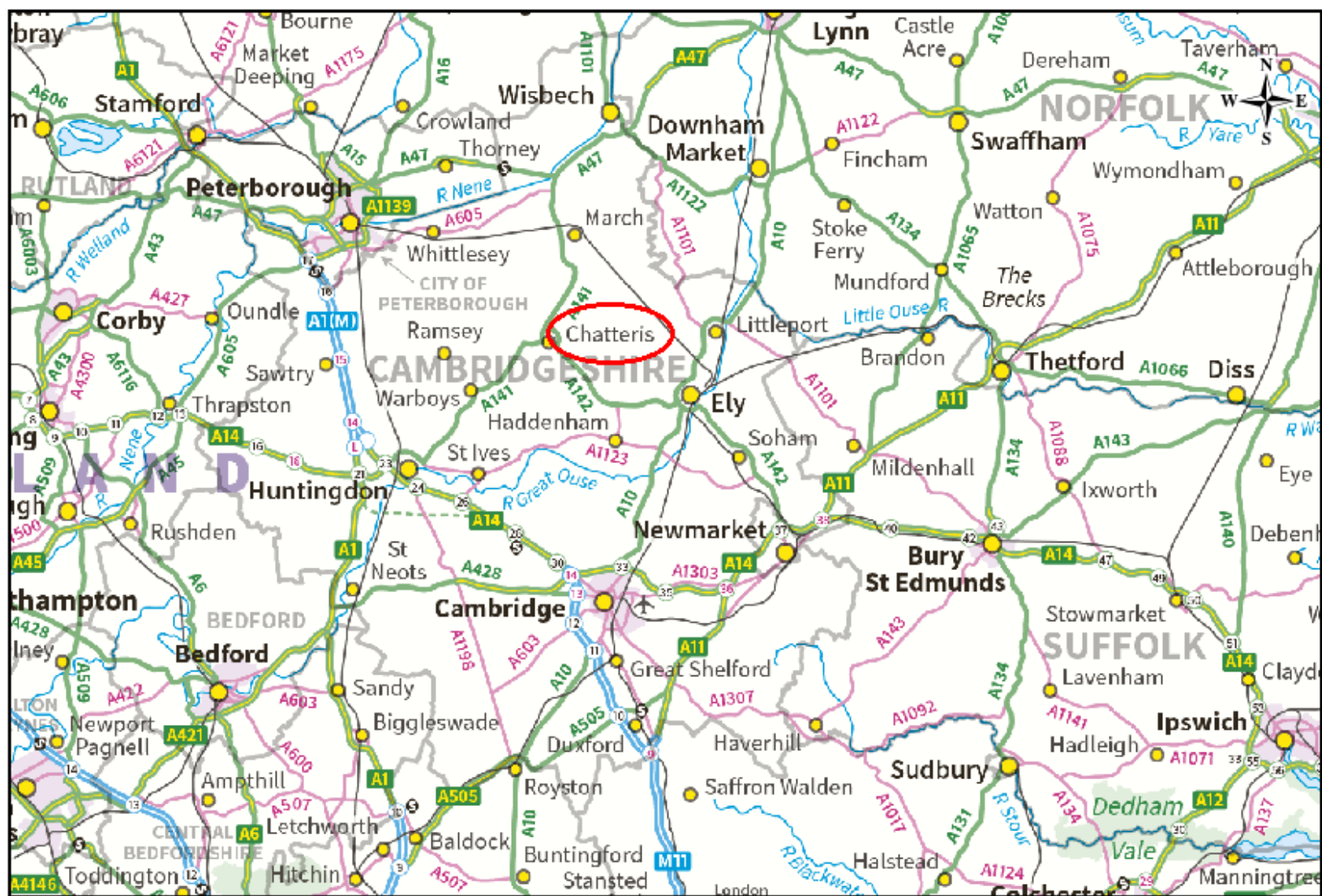


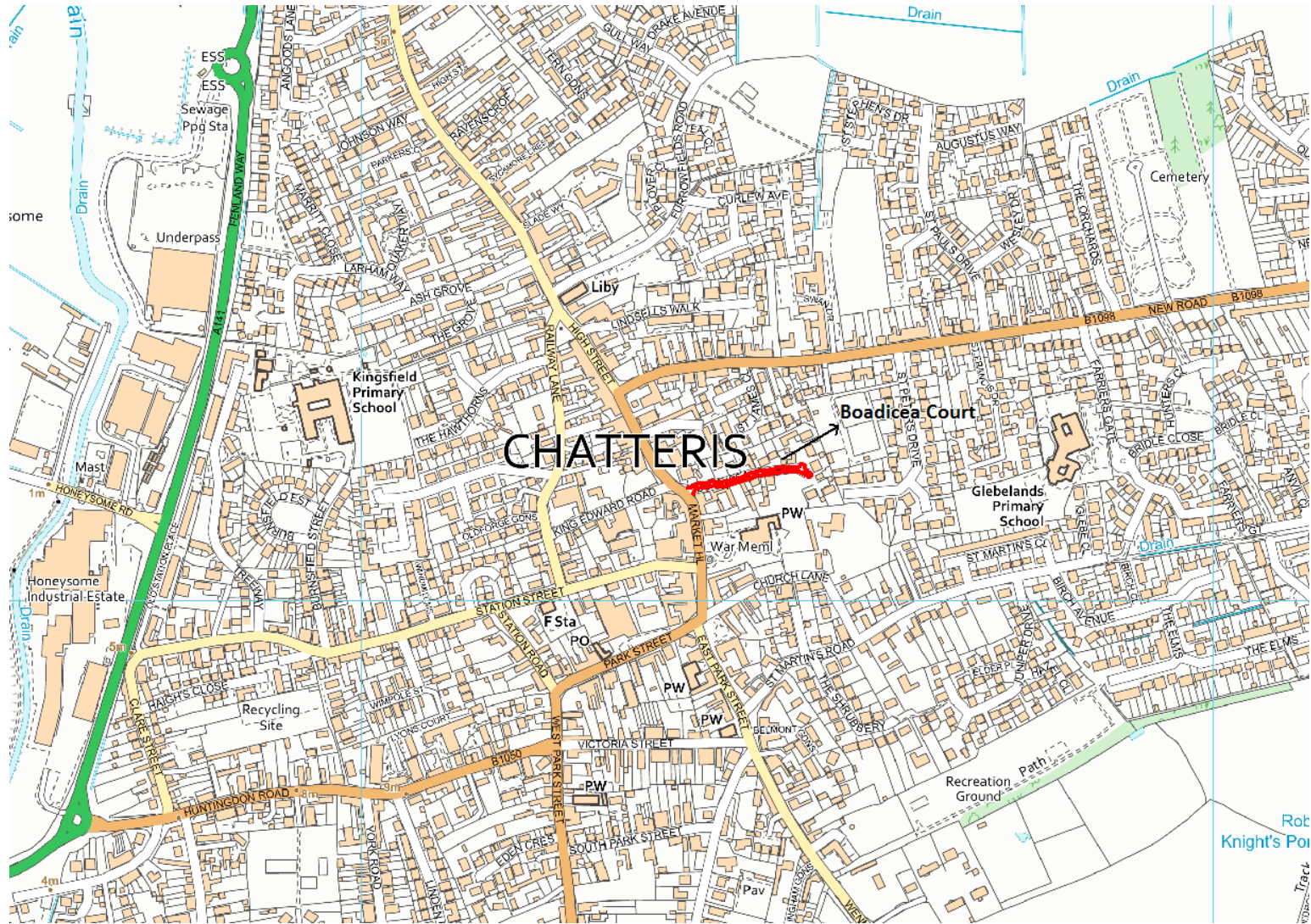
APPENDIX 1:

Location of Chatteris relative to Cambridge and Huntingdon



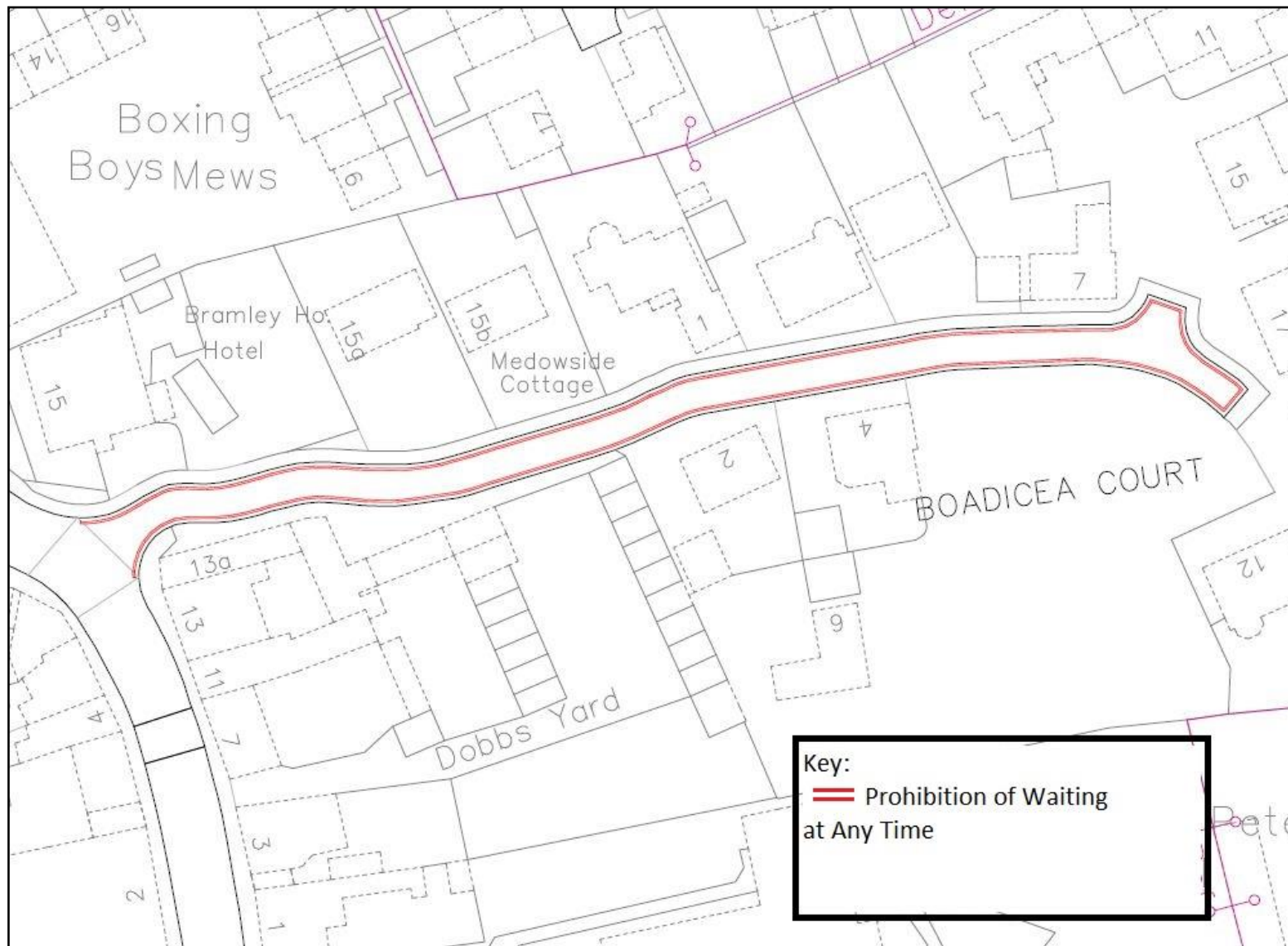
APPENDIX 2:

Location of Baodicea Court in Chatteris



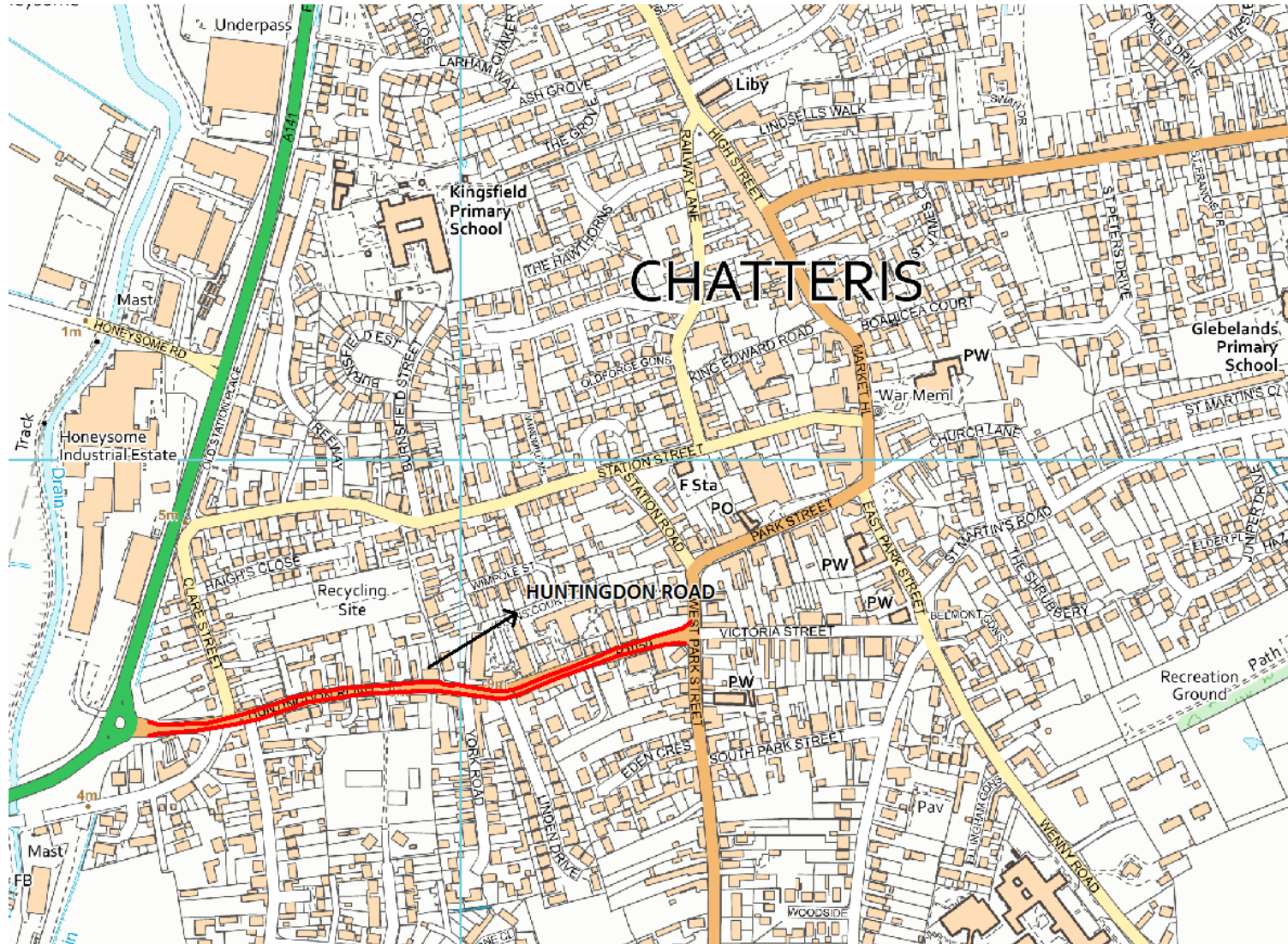
APPENDIX 3:

Proposed restrictions for Boadicea Court



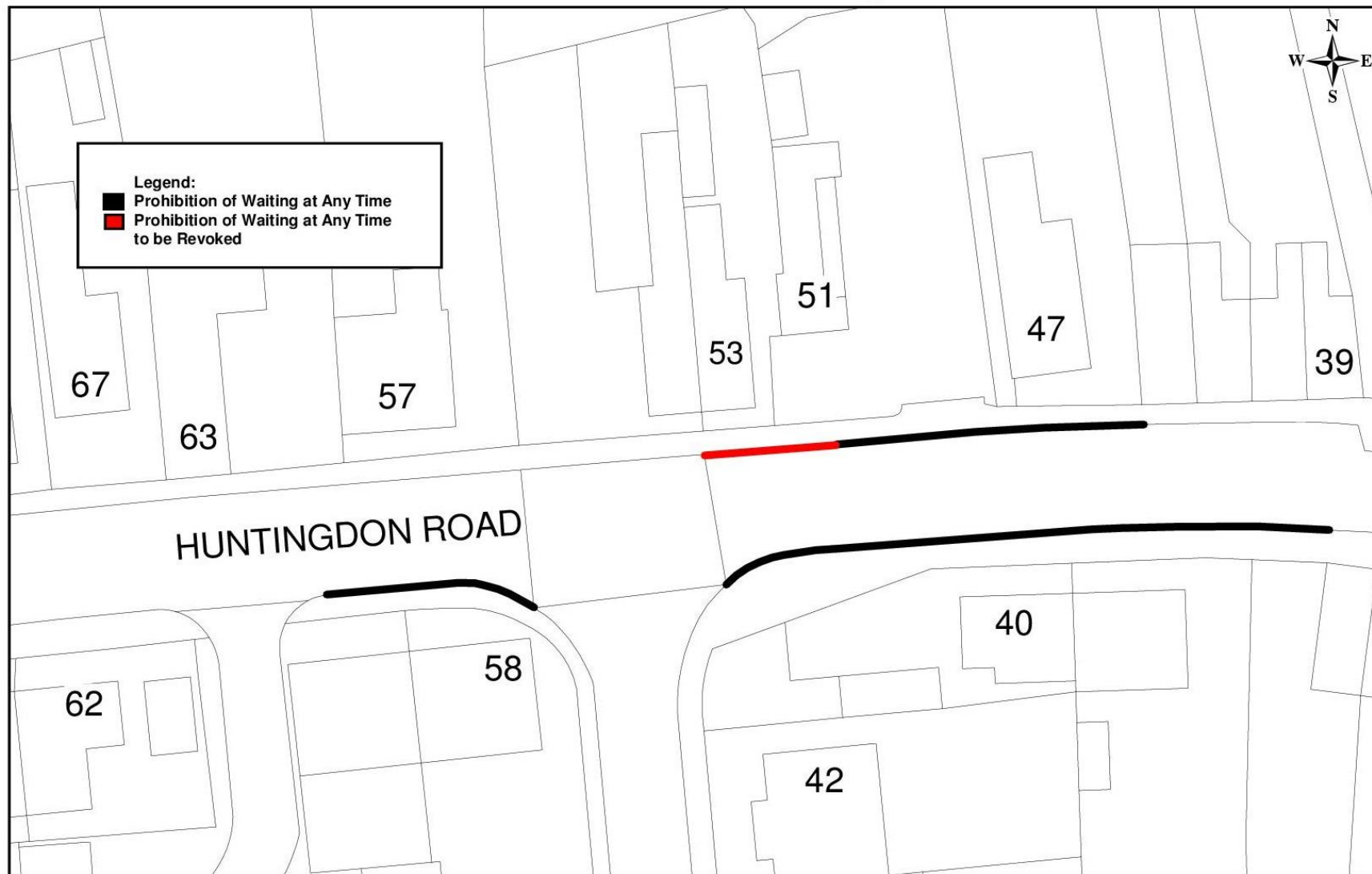
APPENDIX 4:

Location of Huntingdon Road in Chatteris



APPENDIX 5:

Proposed restrictions for Huntingdon Road



APPENDIX 6:

No	Objection	Officer's Comments
1	<p>I am writing to point out issues with the proposed parking restrictions in Boadicea Court.</p> <p>Firstly, I should say that the parked cars in question tend to form a continuous line along the road during working hours, less so in the evenings and weekends, so this does affect us.</p> <p>We feel that a complete ban on parking on Boadicea Court is excessive for the inconvenience occasionally of having to give way to cars coming in the opposite direction, or of parked cars being seen from the front windows of houses.</p> <p>The real problem occurs when two cars meet and cars are parked right to the very top of the road. This can involve reversing into the High Street, which is downright dangerous.</p> <p>It may be that people would get the hint that this is a bad place to park if the double yellow lines were continued round into Boadicea Court for fifteen metres or so, although it has to be said that the meaning of double yellow lines or parking on junctions are not widely understood.</p> <p>To stop parking in Boadicea Court would have a number of adverse effects: Some people in the Boadicea Court already have two cars and only two off-road parking spaces. This poses a problem for their teenage children with cars and any visitors.</p> <p>The shops opposite Boadicea Court, Pet Shop, Paper Shop etc. are by their nature "pop-in2 shops and already surrounded by no-parking</p>	<p>Noted.</p> <p>Accepted.</p> <p>Accepted. In general DYs (double yellow lines) are installed to reinforce rule 243 of the Highway Code – vehicles should not park opposite or within 10 metres of a junction. In this instance though a longer length has been proposed at the request of the applicant.</p> <p>There is a balance to be had to ensure residents and their visitors have access to some on-street parking. That said, though parking on the public highway is permitted, there is no entitlement.</p> <p>Limited waiting parking bays are present both northwards and southwards of the Pet Shop on the High Street.</p>

	<p>areas will be seriously affected by another one.</p> <p>Perhaps it might be considered to extend the double yellow lines and add some restricted (say 1 hour) parking for four or five parking spaces at the High Street end of the road. This may allow the nearby businesses to continue trading.</p> <p>If the total ban on parking in Boadicea Court is to go ahead, I think some traffic calming, in the form of speed humps should be seriously considered.</p>	<p>A reduction in DYLS can be approved without the need to re-advertise, however, the introduction of limited waiting parking bays will require a secondary consultation.</p> <p>Traffic calming is expensive and is outside the scope of the project. Should restrictions be installed and residents desire the installation of traffic calming measures, they will need to contact the town council.</p>
2	<p>I write in objection to the removal of the DYLS outside No. 55 Huntingdon Road (Appendix 7) on safety grounds as parking in this location would limit visibility for the resident as they exit their driveway.</p> <p>The road is use by HGVs (heavy goods vehicles) as well as farm vehicles with the speed of traffic also being a concern.</p>	<p>The removal of DYLS has been sought to increase parking.</p> <p>Visibility is indeed obstructed but only to the left. As per rule 201 of The Highway code drivers should not reverse from a side road into a main road. To allow a safer driving conditions and minimize the effect of the house on visibility," when using a driveway reverse in and drive out."</p>

APPENDIX 7:



55 HUNTINGDON ROAD

53 HUNTINGDON RD