

**LONDON ROAD, GODMANCHESTER WAITING RESTRICTIONS**  
**REPRESENTATIONS RECEIVED**

xx London Road

Whilst I am grateful for being informed of this, I am disappointed to learn of your continued proposition. I have been proactive in my approach to rejecting these proposals, previously contacting Godmanchester Town Council in August 2020, again in January of this year and even attended a Town Council Meeting to present my arguments. Additionally, conversations with neighbours regarding this demonstrate a shared concern for your proposal. I now feel that my thoughts and feelings regarding this have not been considered.

I am in complete agreement that additional safety measures need to be implemented along London Road, however, I do not believe that the implementation of double yellow lines is the solution and wholeheartedly reject this proposal.

Similarly to most modern households, my partner and I own two cars and solely rely on the on-street parking along London Road. Currently, a car parking space near our own property is often difficult to find, especially during busy times at The Exhibition Pub, when residents of London Road have guests or if tradesmen are visiting a property. Whilst I am aware that this is a consequence of relying on on-street parking, implementing further parking restrictions will only worsen this situation. On a more personal note, I work for the NHS, completing 12.5 hour shifts and therefore often arrive home late into the evening when most other individuals are already home; where do you propose I find alternative parking? In addition to the practicalities of being able to park near my home, there are associated issues with security. I personally, do not always feel safe walking along the roads that adjoin London Road, especially when it is dark. Furthermore, I do not feel comfortable leaving my car on a road out of sight of my property. Notably, vehicles have been broken into when parked down Earning Street. Both myself and my partner have had our cars vandalised on numerous occasions since we moved to London Road – This has mostly occurred when we have been unable to park near our house, our cars subsequently becoming easy targets for criminal damage. Damage incurred includes our cars being walked over, kicked, wrenching of wing mirrors and being keyed. I think you will agree that this isn't accidental damage and unfortunately has to be fixed at our own expense. The most severe cases of vandalism have been reported to the police (Crime reference numbers: 35/85639/19 and INT/35/BEC5/662021).

I frequently care for my three younger siblings who are all under the age of 5. For both practical and safety reasons, the ability to park in a location which is both close to and easily accessible to my house is vital. This only makes me more keen for the safety of London Road to be addressed.

It has been brought to my attention that a lack of parking was also highlighted by Godmanchester Town Council during the planning application made for the building of number 11 London Road. Originally, the property at number 15 London Road had an allocated off-road parking space. This has now been removed and replaced with access to number 11, subsequently forcing another car to park on the road. During the planning application, it was even noted that there was a lack of parking on London Road and that no action should be taken to further reduce this. Therefore, reducing the availability of parking further on London Road is illogical. I will attach a copy of this document for your reference.

I would like to take this opportunity to highlight the associated safety issues that arise from on-street parking on the corner of Earning Street at the junction with Pipers Lane. Earning Street has a similar issue with on-street parking; there are often rows of a minimum of six cars parked at intervals along this street. Furthermore, Pipers Lane has significant issues with a lack of designated parking. At present, it is sometimes difficult to drive down Pipers Lane simply due to the sheer volume of cars parked on the road. Exacerbating the situation on London Road only acts to put further strain on already overcrowded areas of Godmanchester. Additionally, I have been challenged by individuals when parking outside their properties on roads adjoining London Road. These individuals have made me feel like a nuisance simply because I have had nowhere else to park.

There is an additional negative financial impact if double yellow lines were introduced. Firstly, the cost of our car insurance would increase as we would have to inform our insurance companies that our cars are often parked in a

road away from our home. Secondly, further reduction to parking along London Road could be detrimental to the price of housing in the area and make houses more difficult to sell. As the cost of living is rapidly increasing, such additional costs place further strain on families at a time when, for many, they are already struggling.

I would like to also highlight that many residents along London Road do indeed have allocated off road parking. However, these individuals continue to park on the road. I mentioned this in my response to the Godmanchester Town Council's recent survey on how to improve the roads in Godmanchester, and subsequently suggested the use of permit holder only parking. This would ensure that individuals who do not have access to off road parking would be prioritised for parking spaces along London Road. This would minimise the number of individuals who park unnecessarily along London Road.

A further proposal I have is to consider methods which would work to minimise the through traffic that currently uses Godmanchester as a 'rat run'. Unfortunately, London Road is one of these through roads. If the volume of traffic was reduced, the risk that London Road presents would be cut drastically.

I look forward to hearing from you in due course and would welcome the opportunity to discuss this further.

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As residents of xx London Road, my wife and I wholeheartedly reject this proposal, as we did previously when we attended January 2022s Godmanchester Town Council meeting. I wish to reiterate the rejection directly to yourselves; however, we were informed at that meeting that our comments were recorded, and a written objection would be passed on if the proposal was taken further.

Like most families we own two cars. We do not have access to off road parking and rely on the parking outside our property and the parking towards The Exhibition Pub. We have a baby on the way imminently, and as much I would appreciate the safety of London Road improving, having to find a parking space that is easily accessible and close to the house for transferring shopping, having the security of being able to see where our cars are parked, and transferring a child safely within walking distance is a priority for us and will continue to be so for many years to come.

We moved to London Road at the end of January last year and have noticed increasing numbers of neighbours who have sufficient off-road parking, parking vans and their own cars on the road.. Therefore, I do understand fully the frustration of other residents.

However, our household and that of our neighbours at number xx (both of who are members of the Neighbourhood Watch scheme) take other road users and pedestrians' safety when parking our cars into consideration, and do not feel it is fair to be discriminated against for this.

I would ask you to review the documents that enabled the building of 11 London Road to go ahead in the first place. I have attached a copy for your reference. This is something I also shared with Godmanchester Town Council at January's town council meeting as well as sharing the same thoughts in this email.

There were several failed planning applications by our previous occupants, the now residents of xx London Road (please see section 4 and section 5 of attached file) due to leaving insufficient parking available for the soon to be residents of number 15. The planning permission was later then granted upon the fact that there was sufficient on road parking available for 2 cars, as the now residents of number xx had stopped using the off road "driveway", despite the highways agency stating in the attached document it had clearly been used for years, as they legally had no right to due to the lack of dropped kerb.

I must stress that the lack of dropped kerb is still not in place almost a year and a half after moving to their new residence which makes their use of what they currently use and previously used as a driveway a breach of the highway code, and if those residents were to park legally, they would only add to the parking pressures already existing on London Road.

I would also add that I regularly see cars of the resident's family and friends park on the road outside this "driveway" as the residents of xx did when they lived at xx, after they were clearly instructed that they would not get planning permission to build number xx if they continued to use this "driveway". This is just one example of the inconsiderate parking we see in areas you have proposed double yellow lines for. I must also add that surely the proposed double yellow lines in front of 11 London Road are based on the assumption they have a dropped kerb as per their planning permission and emails in the attached document with Cambridgeshire County Council Highways Service explain.

If you are to remove the now forced upon on-road parking for us at number xx you would in essence, be contradicting the eventual agreed planning permission for the building of a dwelling on what is now number 11 London Road, and surely would need to remove such dwelling to reinstate the original parking arrangements for number xx where we would of course apply for the dropped kerb. I highly doubt that will be happening.

The fact that it was raised several times on the attached document and at council meetings over the years that there isn't sufficient parking for residents on this road it surely makes no sense to reduce this further.

Rather than reduce the on-road parking available for residents who are without any official car parking spaces, I would suggest you look at ways to add parking for residents in a similar way to the nearby Betts Close.

Furthermore, we recently responded to a survey on how to improve the roads in Godmanchester and would like to propose the following ideas/thoughts:

- 1) Resident permit parking; for those that do not have access in their house deeds to 2 spaces of off-road parking. This will minimise the number of inconsiderate parking along London Road and restrict parking to local residents only who truly require it.
- 2) There are currently speed bumps at the far end of London Road going out of the town, in order for the speed of cars to be reduced, may I suggest having speed bumps or another pedestrian crossing further down towards the town especially when approaching a very sharp and dangerous blind corner leading onto London Street.
- 3) Cycling – there are a number of school children that cycle in the mornings. While I appreciate routes are limited, the pavements are not wide enough for cyclists and pedestrians/wheelchair users/pushchairs to be passing safely. A designated cycle route, cycle scheme (run by the school) or path for school children, as seen in Cambridge and other local towns, would provide a safer and more functional approach.
- 4) No open car parks this side of town – noticeably London Road area is mainly residential housing and due to the nature of the age of the town car parking is limited. However, should there be an opportunity for a public car park similar to Post Street, where visitors or contractors could use, this would substantially decrease the need for blocking road visibility.
- 5) A one-way system similar to the nearby St Ives town which would enable a significant increase in flow as well as an increased number of off-road parking spaces for residents.

I look forward to hearing from you and would welcome the opportunity to meet those involved in this proposal, particularly for those to see first-hand the reality of the cars that inconsiderately park on London Road with designated parking spaces, and to see the failure of a dropped kerb at number 11 as mentioned and in the attached image.

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My objections are in line with my initial feedback provided:

1. In your explanatory note your main objective is to improve visibility and safety for those coming out of driveways. We bought the houses being fully aware of the visibility and manage navigating on and off the road

with ease everyday. **I think we can improve the visibility and safety for those of us turning onto London road from the rear access (east) by placing mirrors the opposite (west) side of the road.** This can be achieved without losing vital parking spaces. Having discussed this at length with the neighbours they are all supportive of this.

2. My biggest concern is around the safety or my family.....right now we have a row of cars parked outside the house, which in a way makes me feel more protected from the road. **The thought of a 15 meter gap for drivers to swerve into at high speed, heading towards my kitchen window terrifies me.** I think the additional space will encourage people to go faster along the road. That is exactly what happened the week we receive your first letter - our neighbour's parked car was hit at speed outside the house. This was on a day where fewer cars were parked on the road allowing drivers to race down the road.

3. My final point is **our properties will go down in value with reduced street parking.** Having recently bought on this street we will really begrudge having this decision forced upon us.

My closing feedback is that I don't think yellow lines improve the safety for residents parking on the road or pedestrians trying to cross? **I would encourage a pedestrian crossing if this is a concern.**

**If anything I think we should be encouraging the road user to first and foremost 'slow down' and if they want a faster, uninterrupted route to take the A1198.** This road should primarily be for the residents not as a fast, short cut through Godmanchester.

I hope you can understand our feelings on this matter.

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I live at x London Road. Thank you for the letter 'proposal of double yellow lines across part of London Road ' as I agree something needs to be done . There are lots of issues with speed, giving way , parking etc and has been increasing over the years. Having lived on London Rd for nearly 9 years and 15 years previously round the corner with my parents I have seen the increase of traffic and many accidents especially on the corner of London Road near the Exhibition pub . I agree something needs to be done as it is survival of the fittest . My main concerns our as followed ; where do the home owners who don't have off street parking park as Earning Street is even worse for parked cars and spaces to give way? In my opinion the only control over the road that has previously worked and that brings any sort of calm is traffic lights. Whenever there are temporary traffic lights which has been the case quite often , the road it's self takes on a different perspective. As drivers would normally put their foot down fly down the road even when there our spaces to give way in between cars and drive ways (survival of the fittest) that's why often wing mirrors etc are found laying in the road. My son had a near miss by the bus stop with a car spinning into a wall next to him due to speeding and I have witnessed lots of other scary incidents. Traffic lights allows calm and time so drivers feel they can travel safely along without oncoming traffic this also puts the safety on Pedestrians having three children and walked daily back-and-forth to school. This may also put off drivers using our London Road route if they have to stop at traffic lights and encourage them to use Ermine street by Bearscroft which would also prompt drivers to take the the old A14 into Huntingdon out of Huntingdon which in turn would lesson congestion especially along the causeway and Cambridge street . If you would like to discuss any of my concerns /suggestions I am happy to be contacted by phone or email.

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We live at No. xx. Our entrance is on the west side, in the middle of the bend. The entrance to number xx and the southbound bus stop are on the east side, opposite our entrance.

We would like to point out that there is currently no provision for buses to pull in properly at the stop. As a result, when buses do stop, they simply block the northbound side of the road as they cannot pull in. As you can imagine, this causes severe congestion and therefore pollution. We would like to suggest that a properly demarcated area (with yellow lines) that a bus could use to pull into properly would improve the situation significantly. In general, the area in front of the access to number xx does remain car free but the length of free space is far too short. In fact, we suspect that by providing refuges elsewhere, this space is likely to get even smaller.

The area in front of the entrance to number xx, because it is usually car free, is also use as a pull in refuge for vehicles travelling south. But again, because it is a short length, the vehicles seeking refuge do not pull in properly. This is a common problem and it is important to us because we often encounter vehicles in the middle of the road that were unsighted as we approach our entrance when travelling north. When the vehicles do straddle the centre of the road, as is usually the case, it is impossible to turn into or driveway. This is a huge problem when we have our caravan-sized in tow, as is often the case.

It is our opinion that the proposed changes will not change the sightlines so all of the above problems will remain. Indeed, they may well be exacerbated. We beleive this will happen because of our experiences when the proposed areas of yellow lines are free of vehicles. By restricting the parking elsewhere, this key pull in area will likely not disappear but by shortening it, vehicles of all types are more likely to straddle the centre of the road.

We acknowledge that something must be done to improve the safety of this part of London Road but we do not believe that the current proposal goes far enough. Based on our experience, we believe that placing a 15m stretch of yellow lines by the bus stop and opposite our property would significantly improve the proposal.

We would also like to point out that the proposal does nothing to encourage let alone force cyclists not to use the very narrow path outside our property. When exiting our property, our sightlines are very restricted. We have had too many near misses with cyclists who have clearly been unaware of our presence. Several of our neighbours have encountered exactly the same problem. One day, there will be an accident.

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My husband and I live at xx London Road with our three children and have lived on London Road for over a decade.

In that time, we have seen the volume of traffic increase, along with a significant increase in drivers choosing to speed, both especially in the last couple of years.

We are not in support of double yellow lines along London Road, as we feel that this measure is a bizarre choice when the issues that need addressing are the volume of traffic now using London Road as a through route and poor driving choices, i.e. speeding. We completely fail to see how double yellow lines will tackle either of these issues and do not feel that this proposal will benefit us at all in moving in or out of our driveway. In fact, the majority of the sensibly parked cars slow the traffic down and make it better for us.

A one-way system, traffic lights, speed reducing measures; these would all be more logical approaches to the issues.

The residents of London Road and their needs must also be considered. Obviously, there are no residential parking bays, so anyone can park along London Road at any time. The road can become very busy with cars that do not belong to residents. It is surely unethical then, to just dump double yellow lines along large stretches of London Road and not consider the consequences for those people who do not have off street parking. It is not a right to be able to park in front of your house, but when the alternative might feasibly mean parking half a mile away, or more, from your house, this surely cannot be acceptable.

The roads around London Road are often very busy with on street parking. Pipers Lane is practically impossible to drive down these days and Earning Street, as the adjacent street to London Road, is also pretty packed.

If you take the example of two of our neighbours, one who is a young nurse, working long shifts and night shifts and one who is about to have her first child, what do you propose that they do?

The Town Council and the County Council cannot just simply ignore this point. Certainly now down Earning Street, there is increasingly a large gang of teens hanging around by the cut through to some other houses, playing football across the road and smoking cannabis. Although this is, 'not your problem,' it surely must figure in the safety aspect of where people are supposed to park when they are not able to get into their houses quickly. I would not like to be walking through a large group of these lads on my own after work, late at night, trying to get to my house.

Residents parking bays must be considered, along with a much more efficient use of public money that would actually tackle the volume of traffic and those choosing to speed.

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I wish to register my objection to the introduction of more yellow lines on London Road, Godmanchester.

I realise the consultation phase ended on Friday but the proposal has only just come to our attention. This in itself raises a question of how effective this consultation has been. Has it been conducted properly? How can residents in neighbouring streets not be consulted?

I am dubious about whether the process of due diligence has been followed correctly.

I do not agree that this is a safety issue, there has been no major incidents involving pedestrians on London Road in the 25 years I have lived in Porch Close. I am infact cynical about the real reasons for this proposal. It seems to be purely about easing other peoples journeys from different areas of Godmanchester passing along London Road.

Indeed I believe more safety issues will be created in the surrounding neighbourhood if this proposal is approved.

The result of introducing more lines will lead to less parking spaces on London Road. In turn this will lead to people trying to find parking space in neighbouring streets. Porch Close is already used in this way because of the cut through onto London Road. The problem will only become worse, increasing traffic flow in our quiet small residential cul de sacs, this is not a case of 'nimby' but you will merely be moving the problem onto narrower streets. In turn, this will lead to potential danger for residents where the pavements and roads are already very narrow. Additionally, cars park on the pavements because of the narrowness of the roads and many estate residents, many of whom are young children, have to walk on the road to get past these cars. How can this be improved safety for the area?

This has to be seen as a higher safety concern than perceived safety issues on London Road.

Drivers may feel inconvenienced by the cars parked on the roadside but having travelled down this road practically every single day it is simply that - an inconvenience occasionally, there is no increased risk of danger caused by said parked cars, patience just needs to be exercised. It actually slows traffic down.

Once again residents needs and lives are put below those of an impatient few.

Also, considering the fact that double yellow lines around Huntingdon, in particular on Chequers Place and Trinity way, count for nothing seeing the amount of cars parked on them daily with no consequences, it seems a waste of resources and finances that could be used more effectively elsewhere.

I find it hard to believe that the safety on surrounding streets has not been taken into account, hence why I am questioning why this has even been considered.

I ask you to reconsider this proposal with the benefit of residents in the immediate area at the forefront of your reasoning.

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I want to raise my concerns about

- 1: The consultation process for the proposals for double yellow lines on London Rd and
- 2: The subsequent plans for double yellow lines on London Rd Godmanchester. and
- 3: The continued danger to pedestrians on London Rd, despite these plans.

1: The proposed changes will displace cars that regularly park on London Rd. This will mean residents will look for alternative places to park in nearby streets without formal restrictions, namely Porch Close, Earning St and the cul-de-sac off London Rd towards sweetings Rd. I am a resident of Porch Close and yesterday found out about the plans via a neighbour. As a resident who is likely to be directly impacted by these plans, I feel that the residents of adjacent streets should have been consulted or at least made aware of the plans.

After learning about the plans yesterday, I spoke with my neighbours today and it appears that residents in adjacent streets were not made aware of the plan or consultation window. This indicates to me that the planners have not considered the impact of these plans on other residents and it suggests the planners may be creating unintended consequences for other residents whilst only to partially solving the issue of access and safety on London Rd.

Painting yellow lines is a “sticking plaster” to these issues. It will benefit a small number of residents whilst negatively impacting many others. It’s not a properly thought through, long term solution for that considers all impacted residents.

2: The plans will negatively impact adjacent streets. Today at 11am I reviewed the plans whilst also observing the cars currently parked, associated with the London Rd properties. I’ve attached some images which hopefully help to illustrate my points. They were all taken within a few minutes of each other and on a Sunday. All 3 of the areas where double yellow lines are planned were clear from parked cars at the time I looked, as people observed the dropped kerbs and driveway access points. The gaps left were approximately 5-6M. The proposed plans are to treble the distance of the gaps. Whilst this would keep access points clear and create formal passing spaces, It will also reduce useable parking space leading to the displacement of 6 or 7 cars that regularly use the space on a daily basis. (For example the red and blue/grey cars in image 1 and the red and silver cars in image 2). Essentially the proposed length of Yellow lines are too long.

Image 3 shows the area of Porch close where I reside. The street is directly linked to London Rd via a footpath alley. Today there were already 2 cars parked in our street belonging to people visiting residents on London Rd. These plans will increase this behaviour, leading to Porch close residents finding it more difficult to egress driveways and use small the turning area to exit the street.



Image 1



Image 2



Image 3





3: I do appreciate the need to make this road safer and better for all users. My daughter, who has Turner Syndrome, gets dropped off by a public bus everyday on her way home from School at the point on London Rd where lines are proposed. She already has to contend with crossing between parked cars on a daily basis as vehicles accelerate to get to the gaps in order to "tuck in". This erratic stop start of traffic makes it difficult for her to judge when it's safe to cross and the new plans would likely exacerbate this issue rather than making it safer. The current plans also will not stop some cars squeezing through the road despite it not being wide enough for 2 vehicles at some points. I believe it's only a matter of time before a pedestrian is injured from a car mounting the pavement due to width restrictions and the current plans will not fix this issue.

There must be a safer, more thoughtful approach? Perhaps you can consider single file traffic flows with traffic flow measures or give way rules? Or failing that, leave the road as it is until a better, more thought through plan can be implemented.

I appreciate the intention of these plans is to formalise the existing dropped kerb/driveway accesses and improve the lives of London Rd residents, but I believe it will have unintended, negative consequences on the adjacent streets and other residents. As new houses are built along London Rd and additional dropped kerbs and access points are created, it reduces useable parking spaces. Other residents should not be penalised for this.

I would like these points to be considered in any consultation despite the consultation window now being closed, for the reasons I have set out above.

I appreciate your consideration

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## **xx London Road**

In living in such a listed property we have responsibilities to its wellbeing.

### **Context**

The issue of parking has concerned us for some time as the 2 rooms facing on to London Road are at least 1 metre below road level.

We are deprived of daylight by the parking of transit vans and high sided 4x4/SUV cars when parked outside our house. Even on Summer days the rooms can be dark because of the proximity of vehicles. In planning respects this represents a severe impediment that would need to be resolved.

Sometimes vehicle are parked outside our property for some days, usually visitors to houses across or further along the road. This has grown steadily worse as houses have become rented with multiple occupation with multiple vehicles. Frequently these vehicles will be parked for days or weeks presenting a semi/permanent impediment.

The amount of traffic has not been noticeably reduced as thought by recent changes to the town. It may have increased.

The speed of traffic appears to have increased.

- When clear vehicles will drive at speed to complete the distance from further along between the bus stops either side of the road, the whole distance of parked vehicles.
- Or, they will accelerate rapidly to be able to go from one to another open space in parked vehicles and then brake sharply.

At this speed neither group can see what is in the gaps between the cars and pedestrians in these gaps have to be step out to see around the cars, and also be alert and step back when a car is coming, and at times must step back on to pavement quickly to avoid the car that is seeking the space.

The sightlines from our shared driveway is impinged by people parking tight to the exit. The proposal does nothing to increase sightlines right and left. If these are high sided solid vans or darkened large SUVs our sightline is impeded. Frequently we need to have one person guiding a driver out of our driveway.

### **Our objection and comments on the proposal**

The proposal will not improve forward visibility in either direction nor increase the safety of the 'passing places'. Off street parking exists, most residents have garages. However with multiple vehicles for each house the use of these would not ease the issue.

**We are making additions to the current proposal.**

**We are making an alternative proposal.**

**There is agreement that a solution is needed. The current proposals do not go far enough.**

### **Comment and additions to the current proposal**

#### **1. Speed**

The proposal at the moment does not address the speed of the traffic.

#### **Reducing the speed of traffic must be integral to the proposal**

Vehicles speed to complete the distance from further along between the bus stops either side of the road, the whole distance of parked vehicles. Or, they accelerate rapidly to be able to go from one to the another open space in parked vehicles and then brake sharply. This is a danger to pedestrians and cars joining the highway from driveways. Cars have been damaged by this style of driving.

**Therefore we make an additional proposal**

**A 20 mph zone will increase safety. This needs to extend the length of the road from Earning Street to Crow Road.**

This addition increases safety for all, and notably for the school.

#### **2. Sightlines**

- We agree with the need for double yellow lines.
- **The length of the lines should be extended for reasons of safety to provide an assured sightline for our exit from our driveway, and for pedestrians.**

**Therefore we are making an addition to the proposal**

**The safest proposal would be for the yellow lines to extend the length of our property.**

**If this is not proceeded with then the double yellow lines outside our property should be extended to 18m. This is the length of the others in the proposal. Make all lines a standard 18m.** The lines outside our houses need extending by 3 metres. This will increase safety and sightlines given the impossibility of seeing through vehicles with solid sides or with darkened windows. It will give some protection from speed.

**We propose an alternative solution.**

**Remove the yellow lines on the West side of the road**

**Install yellow lines on the East side of the road.** This reverses the current situation.

It allows a fuller and safer solution to the issues.

There will be more parking made available. This could be permit only.

Non-permit parking could be facilitated by using the grass verge to the South along London Road.

Thank you for your attending to the matter.

We look forwards to progressing these proposals.

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xx London Road

Comments on proposed double yellow lines REF PR0801

- Having lived in London Road for more than 38yrs, we never had a problem for us and visitors to get parked but if the lines go ahead we will lose 6-8 parking spaces
  - When the road is dug up because of electric, gas or water for over a week ~~where~~ will the people park, we had this problem last month which caused problems.
  - If people were not given <sup>permission</sup> to sell their gardens for people to build houses in, they would still have off road parking instead they have now having to park on the road.
  - Where would workmen park if people are having repairs done on their houses.
  - If there was not any hedges grown in the way of ~~drive~~ ways people may be able to see more clearly to get out on main road, in our deeds we are not allowed to have a hedge because of above reason, ~~has~~.
  - Drivers use London Road as a short cut to get to Papworth instead of using Cambridge Road.
  - There is always traffic on this road day and night none stop. We have lorries, work vans all going to the new building site which they should be using Cambridge Road.
  - Recommendations
    - Shut the huntingdon bridge
    - make it a 20mph speed limit
    - Speed bumps.
    - Get people to cut hedges down so people can see more clearly
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As a District Councillor for Godmanchester I am fully in support of this proposal.

This stretch of road is extremely difficult to navigate. With cars parked on the LHS as you leave Godmanchester, the majority of the time the road is basically single file. As the road is on a curve it is impossible to see if the road is clear before you enter this stretch. Drivers rely on other drivers being considerate and pulling in or giving way. This proposal will leave more opportunities to pull aside to let traffic come in the other direction. It also allows safer access to and from the driveways that enter this stretch. Although some residents are against the proposal others are for, but have remained quiet as the issue has caused dispute.

During GMC neighbourhood plan consultation this stretch of road was identified as “ a significant issue requiring improvement” by many local residents using this stretch regularly. These were not the residents living in the stretch under consideration.

I think this is a fair and sensible compromise for residents as only a little on-street parking is lost but safety improved for all motorists using this stretch of London Road .

HDC Cllr Sarah Wilson

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