

RESPONDENT	Address or Organisation	CONSULTEE COMMENTS	OFFICER COMMENTS
David Nunns	St Paul's PCC (Church)	Increase the time non-permit holders can park in the proposed Residents and Community bays from 60 minutes to 90 minutes to allow church attendance .	Officers support this suggested change in the Community bay, but not in the Residents bay which has a smaller capacity. It is recommended that the non-permit holder parking duration should be extended to 90 minutes in the Community bay.
		Reduce restriction in Residents and Community bays to Mon-Sat 8am-6pm.	Officers consider that the lack of a Sunday restriction and an 8am to 6pm only restriction would allow too much non-permit parking to take place.
Aidan Snee	Autopoint Garage	Businesses including guest houses will face problems regarding parking in the immediate vicinity. Delivery vehicles will have to unload illegally on other parts of the road causing high level of risk to operatives and other road users. What assessment of this risk has been carried out?	Businesses would be able to apply for visitor passes to allow temporary parking. Loading and unloading is allowable on double yellow lines provided that an obstruction is not being caused by that operation.
		Scheme would remove an area of road where vehicle speeds are restricted. Traffic will arrive at the Watson St junction at a higher speed, thus adding to the danger presented by the poor visibility at that junction.	Officers don't agree with this assessment. The southern side parking spaces would be moved up the hill closer to the area Mr Snee refers to. In addition, we would be adding a cycle lane and buffer zone and moving the centre line. The combined effect of these measures would be to decrease the width available to the traffic lanes. This would tend to reduce vehicle speeds locally and have the opposite effect to the one Mr Snee anticipates.
		Suggests we use nearby, less busy streets as a cycling highway into the city centre.	The primary aim of this scheme is to link up the current provision of cycling facilities on Holgate Road. In doing so, we would also link up the side streets leading to the railway station and the city centre. The route to the bridge over the railway at the end of Willton Rise has steps making it much less convenient and slower for cyclists and because it is not overlooked, there may be problems over security. Hence we are providing an on-road alternative route to these destinations.
		Suggests we widen Holgate Bridge Gardens to permit extra resident parking instead of on Holgate Road.	This would be a very costly alternative, especially since the operational railway is in close proximity.