

Concerns

1. Residents who don't have the privilege of owning their own driveway won't be able to park within a reasonable walking distance of their homes – significantly further than they do now.
2. The increased traffic flow will disproportionately benefit commuters through the village, not residents.
3. The increased traffic flow will inevitably increase traffic speeds – increased danger to residents – particularly when crossing the road,
4. The most dangerous area in the village, the narrows outside the Ferryboat where there is no curb has not been addressed, and is highlighted as High Priority in the Village Plan,
5. We live in a quaint old Village and love it. We accept the congestion for short periods at rush hours to discourage more cars to come through the village.
6. Double Yellow Lines along the full length of the High Street seems extreme and will visually not be appealing,
7. If the traffic flow through the village is increased this will result in sat-navs directing more cars through the Village – negating the benefits, increasing danger to pedestrians and still incurring the significant dis-benefits to Villagers (cost and loss of parking and visual impact),
8. Pushes parking from the High Street into other roads – particularly Eastfield Lane.
9. Increased parking in Eastfield Lane is likely to result in parking near the Eastfield Lane narrows, effectively elongating it – making it a new bottle neck,
10. Increased parking in Eastfield Lane will reduce sightlines for pedestrians and drivers – significantly increasing danger as it's a high pedestrian traffic area for school children (the school are trying to encourage walking to school),
11. Increased parking on Manor Road,
12. Increased parking on Hardwick Road,
13. The cost to the Parish of £21,620.00

14. There is no chicane in the plan, so in one direction the drivers will get a free run through the length of the village,
15. The three spaces by the bottom narrows are proposed to be removed which currently slows the traffic and also serves as parking for local residents,
16. That TAPAG have misinterpreted the fundamental basis for the proposed traffic plan - the village survey results (with regards to the parking question). Residents when they responded that they were concerned about parking, they meant they want more/better parking, not less!
17. The proposed Residents Parking is not currently available and there is no guarantee it will be implemented in the next few years – if ever,
18. What is the Council's Plan B if it doesn't work? Spend more money? Leave it?

Suggestions

1. Don't change the existing layout apart from putting priority signs at the top and bottom narrows directing traffic out of the Village in both directions,
 - a. Existing Residents are not penalised by having their parking taken away,
 - b. Allows parking for visitors to local businesses and residents,
 - c. Cost effective,
2. Don't change the existing layout apart from change the white line to Double Yellow Lines and add a 4 x car passing bay opposite Duchess Close,
3. If implemented, the plan needs to be a Village Traffic and Parking Plan – not a High Street Plan,
4. If implemented, the plan needs to look to the future needs of the village ie electric car charging points, projected parking needs, projected traffic flows,
5. Residents Parking (but only if guaranteed in writing, enforceable and cost effective),

6. Try the above proposed layouts with cones before committing to painting any Double Yellow Lines,
7. Put up some Residents Parking signs to see if this helps deter commuters,
8. Divert the money from the Double Yellow Line into putting in a Pedestrian Crossing,
9. Consider a 20mph speed limit (if possible).

Information Requested from the Council/TAPAG

1. What is the quantifiable problem that is trying to be fixed by the plan? Can we see the project brief?
2. What is the Specification that was sent to Mode (Transport Planners who have drawn up the proposal)?
3. What is the current flow of traffic through the village (top to bottom narrows) and how will this be improved by the proposed plan?
4. What is the current average time through the village (top to bottom narrows) and by how much will this be reduced by the proposed plan?
5. Has any modelling been completed – if so can we see it?
6. What is the current average pollution level? – where/when has this been monitored? – How much will this be improved upon after the proposed plan? How do we compare to urban pollution levels?
7. What is the number of Residents Parking Spaces required along the High Street? What provision has been made for visitors, trades people and customers to local businesses? How has the Council ensured that all houses without driveways have been captured in this figure?
8. How many commuter cars are there on average in the Village each day?
9. How many spaces are currently available on the High Street? (bearing in mind the entire length is available for parking currently)?
10. What due diligence has been performed by the Council? Can we see the report please?

11. How has the Council ensured that residents without the privilege of private parking are not detrimentally affected?
12. How is the Council ensuring that the 'problem' won't get moved elsewhere?
13. How have the Council determined where the Double Yellow Lines should go? ie up the entire middle length of the High Street where it is widest?
14. What is the Council's Plan B if it doesn't work? Spend more money? Leave it?