

### APPENDIX 3

OBJECTION NUMBER	OFFICER COMMENTS
1.	<p>The original consultation for Zone D extension was on the basis of joint residents/2 hour public parking. However, the city wide consultation on the possibility of residents <u>only</u> parking indicated that the majority of existing Zone D respondees wished to have residents <u>only</u> parking. Consequently, the extension to Zone D was advertised as a residents <u>only</u> area with a charge for permits. As Zone D extension residents had not had a chance to give their support or otherwise to the creation of a residents' only Zone, it was decided to circulate them with a letter and questionnaire. The letter gave details of what residents' only parking would entail and included details of the charge that would be imposed for both residents' and visitors' permits, whilst the questionnaire asked residents if they would wish to see this type of scheme in their roads.</p>
2.	<p>Parking bays can only be provided where vehicles can get into and out of them and park without causing an obstruction to other vehicles. Currently parking at the end of both George Street South and Meadow Road South involves blocking in other vehicles in order to maximise the use of space. It is however, not possible to condone this behaviour in a legal order. The restrictions proposed in the advertisement for the ends of these roads are single yellow lines with no parking between the hours of 8am and 6pm Monday to Saturday. However it is proposed to amend these restrictions to no parking between the hours of 8am to 6pm Monday to Friday. This would allow residents returning home on Friday evenings to park in these locations over the whole weekend.</p>
3.	<p>Residents were asked in the original questionnaire to give the number of vehicles they owned and where they were parked, although with only 45% of residents responding it was not possible to get an accurate picture. However, the number of cars that are in the street now is not a primary consideration in the introduction of a residents parking zone, as it may not be the same number as in a week, a month or next year. Calculations that provide for the correct number of spaces now would not necessarily provide adequate parking in the future. Therefore, the aim is to provide for parking wherever it is safe to do so given the safety consideration of visibility and the necessity of maintaining access for emergency vehicles.</p>
4.	<p>The removal of some existing double yellow lines in the northern section of St Paul's Road, to the north east end of the existing residential properties and in the central section of St Paul's Road, and their replacement with parking bays could provide additional parking spaces and ameliorate the reduction in parking caused by the introduction of parking restrictions around the junctions. However this would involve the revocation of existing Traffic Orders which would require advertisement.</p>