

Consultation Response Summary

Objection/Comments	Comments from Assistant Director (Highways Transport and Planning)
<p>Resident of Crawley Road</p> <p>As they have a disabled child they need more space around the car to get the child in and out meaning they can only park 1 car on the drive and the other car across the street in the location of the proposed double yellow lines.</p> <p>They cannot park in front of their house or driveway due to the location of a bus stop</p> <p>Advises that the only cars that park on this side are in the evening and weekends, it's rarely during rush hour as they have already left for work.</p> <p>Advises that the road is wide up the top and it barely affects traffic compared to the bottom of Crawley road which is a lot narrower and does not have parking restrictions.</p> <p>Cars can pass in both directions at the top of the road even with cars parked there compared to the rest of Crawley road.</p> <p>Parking does not affect the junction on a normal day as traffic flows through the lights regularly...recently due to all the roadworks on Crawley & hardwood road cars have queued due to the added lights but once those roadworks have finished there is barely ever any queues that are affected by the parked cars.</p> <p>There is no alternative suitable parking on Crawley road for the home owners second cars or visitors. Suggests that a parking lay-by be added instead of the large grass verge</p>	<p>There is limited availability of on-street parking in Crawley Road. However, there are some nearby side roads where the small number of cars that would be displaced by the proposed waiting prohibition can be accommodated.</p> <p>The bus service is frequent and the removal of the clearway markings, which do limit the availability of parking for cars, would be likely to cause congestion on this classified road. The proposed waiting prohibition arises from a community-led request to prevent parking in the left turn lane, on the approach to a signalised pedestrian crossing. This lane is not wide enough to accommodate parking, which forces traffic into the ahead lane on the approach to the crossroads junction with the B2195, where there is potential for this manoeuvre to cause short-term congestion and increased risk of collisions even outside peak hours.</p> <p>Some drivers park on the footway or grass verge to avoid blocking the left turn lane. This leads to verge damage and obstruction to pedestrians that will be prevented by the introduction of the proposed waiting prohibition.</p> <p>The conversion of the amenity area into a car park falls outside the scope of this minor TRO scheme and would need to be the subject of a Community Highways Scheme application.</p>