

Consultation Summary

Middlemore Parking

October 2014

Summary

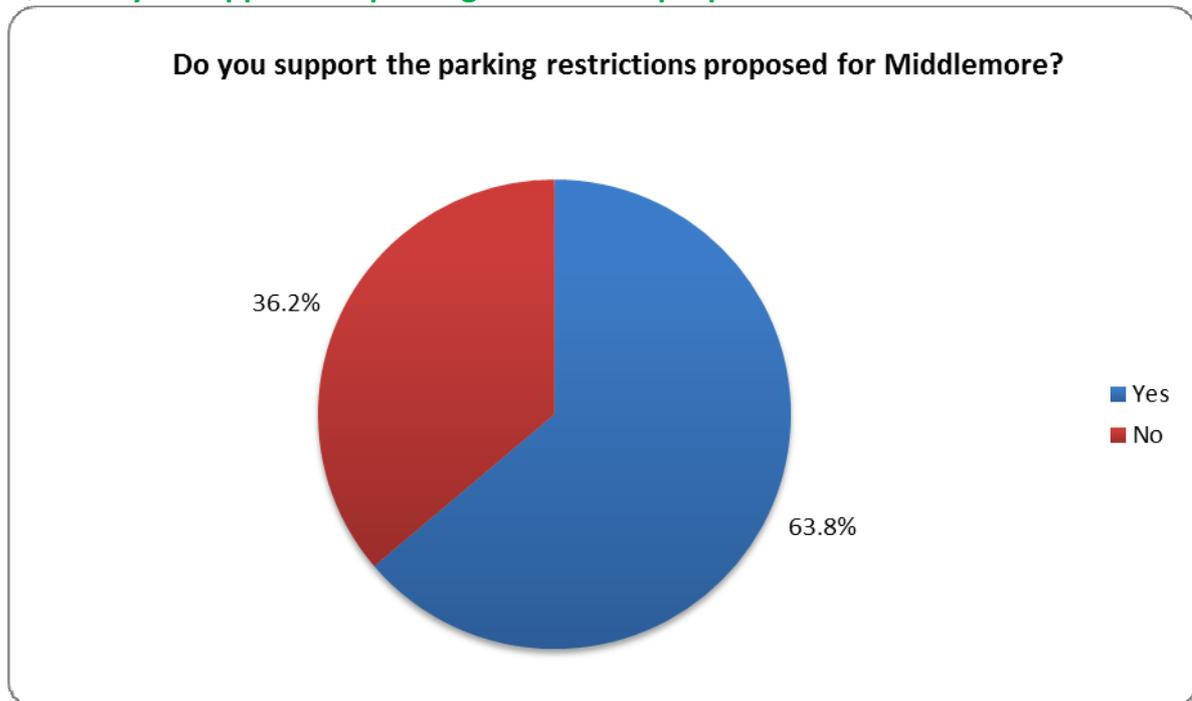
Daventry District Council (DDC) has received a number of complaints from Middlemore residents regarding inconsiderate and potentially dangerous parking.

After considering the issues raised plans were drawn up by DDC following discussions with Northamptonshire County Council and the Middlemore Residents Association about how best to tackle the parking issues on the estate.

Parking restrictions were proposed at bends, junctions and crossing points on main roads and thoroughfares including along Hidcote Way, Farnborough Drive and Claydon Road. The aim was to improve safe access and visibility for pedestrians, buses and emergency services.

A letter drop was made to 700 residents along the affected roads. 156 responses were received giving a return rate of 22%.

Q1 – Do you support the parking restrictions proposed for Middlemore?



Q2 – Do you have any other comments about the parking proposals for Middlemore?

We feel the areas in Farnborough Drive and Hidcote Road will turn more into a race track with no parked vehicles on the road to slow them down. You also need to address the issue of part pavement parking as this is likely to increase with yellow line restrictions. Also it seems this issue is mostly to assist the bus services as they have problems passing each other on the estate. Is it not possible that thought could be given to staggering the timing of the bus service so that they do not have to pass each other on the Middlemore Estate at all? Thereby it might be possible to restrict your yellow lines to roundabouts and bends rather than the majority of the estate.

We agree with the proposals on Middlemore because vehicles parked each side of Farnborough Drive, makes it hard to get through. We live in Charlecotte Way and cars park half on pavement and half off, so my wife has to go on the road taking our dog for a walk. We are concerned that emergency services won't get through.

I agree that the parking is really bad now but my main concern is once the restrictions are in place - where will those cars park? The problem was that not enough thought was given to the amount of parking provided in the first place. If you have 4/5 bed houses, there will be adult/children with cars. We all know that children are leaving home later in life due to economics, so this should have been taken into account at the time. The provision for parking is also such that parking is often not near the property you live in and consequently human nature brings you to park outside your house on the road. The roads are also too narrow and the verge on Claydon Road could be widened for the buses to pass through. Also how will the restrictions be policed? I am sorry I don't have the magic answers but the traffic is definitely getting worse but without provision of a further parking area for houses, I fail to see how the

restrictions will help.

I can't understand why the 106 money isn't spent on the parking spaces needed, the money should be spent on the estate not elsewhere, according to the Daventry express the monies that should have been spent on the school which was going to be used for the one on Monksmoor which now is not going to be built there is now going on the new site opposite Middlemore, this money should now be used on the estate as it appears that the council cannot make their minds up which estate the school should be sited on, if one at all!! parking requirements are a priority now that more houses have been built especially now that site 10 has been built and now the buses run both ways when they should have only been one way, what a mess the council should sort sooner rather than later.

Can you please review the parking restriction on the Claydon Road heading to Brampton Grange Drive? There is hardly any space to pass and cars often need to reverse long distance to give each other way to pass

I do not support this for the simple reason that you are not proposing any alternative parking facilities.

Although, I agree that there is a parking issue on Middlemore, I am concerned about the impact the proposals will have on unrestricted parking areas. As a resident of Coughton Close, I have noticed that Farnborough Drive residents already park on the Farnborough Drive/Coughton Close junction and misuse the allocated visitor parking of Coughton Close.

The issue with parking is of a direct result of poor planning and the plans should never have been passed. The roads are too narrow and winding for buses as a result smaller mini bus type of vehicle should be used instead. I have never seen a full bus at any point on the estate. Garages are too small to put a vehicle in, again another aspect of poor planning. There is inadequate parking so where are people supposed to park? I don't have an issue with access around the estate, you have to accept it is housing, not a motorway or main highway. Yes it is busy overnight but by restricting people's access is not the answer. Redesign some of the roads widths and verge areas to create more parking. I think that by restricting parking is not the answer, having vehicles parked on the highway slows the speed people drive at down and makes the estate a safer place. People want to park by their house, we all have to get children into cars safely and carry items into our homes, we cannot do this if we have to park miles away from our doors and block somebody else's access. Will provide a 24 hour park and ride when you provide somewhere else to park??

I have viewed on line your proposals on parking restrictions for which I am in agreement with my only concern is that while it will speed up the access for Emergency Services and free flow of other traffic and a better visibility of small children and pedestrians by removing the offending vehicles it will INCREASE the SPEED of vehicles through the estate which at times now is far too fast for conditions and therefore would request a 20 mph speed limit on every day traffic through the estate. My other concern is parking on The North East Side of CLAYDON ROAD between HIDCOTE WAY and BRAMPTON GRANGE DRIVE entrance in to the MIDDLEMORE HEIGHTS ESTATE this is caused by vehicles parked on the right hand side in front of the Flats towards the end of CLAYDON ROAD and Double Parking in

Front of the Houses on the right at the end of CLAYDON ROAD and also an overflow of Vehicles Parking Both Sides of BRAMPTON GRANGE DRIVE at its junction with CLAYDON ROAD if any vehicles are leaving the Estate from BRAMPTON GRANGE DRIVE via CLAYDON ROAD and a vehicle is traveling Down CLAYDON ROAD Towards BRAMPTON GRANGE DRIVE then you have a STAND OFF Especially when a second or third Vehicle backs up behind the first Vehicle Attempting to leave BRAMPTON GRANGE DRIVE as the House on the Right Corner blocks the View to Vehicles traveling down CLAYDON ROAD towards BRAMPTON GRANGE DRIVE as to What is Attempting to leave the Estate and Vice Versa it then turns in to a SHUNTING OPERATION to get passed one another this is again caused by persons to Inconsiderate to park in their Allocated parking places I would request that this area is also looked in to with the view of restricted parking

I have recently moved to the Bellway site on Brampton Grange Drive. There is no mention of restrictions on that part of the site. However, the parking where Claydon Road meets Brampton Grange Drive is possibly the most dangerous on the whole estate (and yet has been overlooked). On a blind bend, where the road appears to stop, cars park along one side making it impossible to pass traffic turning in and out of these roads. The cars I believe belonging to the original homes (persimmon possibly) not Bellway homes. The only time you have some chance of not meeting head on is in the dark when you can see headlights. There will undoubtedly be an accident there, especially once all the houses are occupied. Also the parking along Hidcote Way, especially around the pub is shocking. People park wherever they want, including the visibility splays. Whoever thought it was sensible to give houses enough space to park 1.5 cars, when most homes have 2+ cars, and no visitor parking frankly should find themselves out of a job! Thank you for your time. I hope something is actioned.

The council should have taken into account the problem, when the planning application went in for their houses which are built on site 10, they only allowed 1.5 parking which they could have overturned, as at the same time Bellway had submitted their planning application and this was lifted. The bus route should be one way as this was the original plan, the roads are not wide enough to take two cars passing let alone two buses. The parking issues will only get worse when more houses are built on the land which is still vacant!!! The speed at which the buses travel along Hidcote Way is alarming epically on the bends it's an accident waiting to happen!!! Some form of traffic calming is needed, like they have installed in crick. Whilst double yellows are a good idea, it will only make things worse, how is it going to be enforced, and where is the revenue going to go? One thing is for sure it will not be invested back into the Middlemore estate.

Unfortunately the original scheme fails to take into account families with two cars. The town planning/ scheme planning failed to meet the demands for the purpose of putting a bus route through the development. The current bus route is too tight to navigate due to the lack of parking and underestimation of current resident parking requirements. The development has been shoe horned for house builder to maximise profits, additionally the council planning/Town planning depts have failed in recognising this.

The council cannot remove parking without providing alternatives. The estate clearly

has been planned on an incorrect ratio of cars per home. People will park in other residents areas and this will cause disharmony. This is not a solution to the current problem.

I am concerned that the restrictions will make things worse, The main problems on Hidcote Way are inconsiderate people not using their allocated driveway at all, and parking all 3 of their cars in the layby outside of their house, because they think they own the layby! Other owners of allocated drive ways at the back of their houses are not using them and parking on the road or in laybys - can this be addressed?

Also, Hidcote way (across from a junction near the play park) has become a car park for commercial vehicles that cannot be stored in the work place. We permanently have a car recovery vehicle (lorry) owned and sign written as 'Dunchurch Motors' this lives in this road, across from a junction and the owner of the garage turns up in a car when he needs the lorry, takes the lorry out for a while, then brings it back, parks it up on Hidcote Way and drives off again - surely this is not allowed?

It seems if we tightened up on who can park and where, perhaps we wouldn't need the restrictions proposed? Although in principle they are a good idea, I can just see more and more people trying to fit cars into the limited laybys that we currently have. Could we have another layby cut into Hidcote Way on the new TDECL side of the road as the plans did show? There is even the shape cut out with grass in it, this would help if this was cut out?

The problem is I think a lot of these houses have one or two allocated spaces, but the families may have up to four cars, with grown up children living at home, people lower down Hidcote Way need to use the car park provided but don't, there are far too many cars parked on busy roads, the bus struggles to get through Hidcote Way sometimes, the lorry doesn't help! I'm just concerned as to where everyone will park if the restrictions come into play!

Thank you for acting at last on Middlemore residents' serious and two-year-long complaints re: dangerous parking, visibility and obstructions at the junction of Packwood Close and Hidcote Way with this survey.

Here are the desired restrictions that many of us who live in Packwood Close have discussed and require to be installed on the junction of Packwood Close and Hidcote Way ASAP - by 30 November, please, to remove the many dangerous obstructions, cars parked and visibility blockages on this junction.

Requirement #1)

Double yellow lines, please:-

It is vital for these to be painted on all sides of the roundabout at the Hidcote Way - Packwood Close junction, as people park on the corners of this roundabout regularly - hugely dangerous!

Also to be painted into Packwood Close on both sides of the road, and all the way around the bends:-

A) past Packwood Close #s 1 and 2 to their shared drive

B) Double yellows to be painted outside Packwood close #s7 and 8 – it is impossible to see what is driving along Packwood Close's longer, eastern section towards roundabout

C) Double yellows to be painted from Hidcote-Packwood roundabout past Packwood

Close #29 and all the way round the bend to the left, i.e. into in front of Packwood Close #28.

Conclusion re: double yellow lines on Packwood Close-Hidcote Way junction and roundabout:-

As many cars and even large vans are often parked in Packwood Close near the roundabout where the two parts of Packwood merge; and this makes driving into or out of Packwood Close via this Hidcote Way roundabout dangerous, hard to see what is coming and worrying every time, with many head-on near-misses.

Requirement #2)

It is vital NOT to restrict parking in any way on Hidcote Way where it runs btw. The Middlemore pub and the 'Vale' field.

As this stretch of road is the ONLY place - not only practical, but also legal - where visitors and residents of Packwood Close, esp. #s1 - 8, can park apart from their drives. Remember that these Packwood Close houses #1-8 only have 1 or 2 spaces to park in their drives.

So, it is unacceptable, impractical and dangerous to remove this sole place to park for the visitors and the 3rd or further cars relating to Packwood Close #s1-8.

We note (from your PDFs) that you propose possibly introducing parking restrictions on this stretch of Hidcote Way btw. The pub and 'Vale' field.

If you did this, you would make the above-mentioned, many, serious parking dangers and obstructions on Hidcote Way-Packwood Close roundabout and junction even worse.

As residents and visitors of Packwood Close #s1-8, when their drives are full with 2 cars, will be forced to continue to park illegally and dangerously on the roundabout and junction, outside those houses; or to park illegally on this Hidcote Way stretch - even though currently it is very wide, good visibility and poses no danger to drivers or walkers when cars are park here.

Furthermore, natural traffic calming and increased safety for walkers are created on this stretch of Hidcote Way btw. The pub and the 'Vale' field, when cars are parked here, as this parking requires drivers and walkers to drive and walk more slowly and with much more attention than if no cars were parked here.

Conclusion of our response:-

Thank you for your survey and acting at last on our worries and hopes for safer parking and walking around Hidcote Way-Packwood Close.

We trust you will introduce the parking restrictions as we require to make this area safer for drivers and walkers, as I have set out herein after much discussion btw. The residents of Packwood Close.

We also trust that you will NOT restrict parking on the Hidcote Way stretch btw. The pub and 'Vale' field for the safety and practical reasons above.

I believe the cause of the parking issues on Middlemore are the lack of parking facilities. There are lots of green grassed kerbs which could be removed to allow parking, to remove it from off street. People don't just have 1 car households anymore, it is not feasible to do so for a lot of people, and therefore parking needs to be allowed somewhere. Rather than trying to cram in houses so that more revenue is

provided, actually try and fit the residents needs around this and provide parking spaces over green areas.

When the buildings were built, it should have been taken into consideration that most families have at least 2 cars, why build so many homes in such a small area and not accommodate for this?

Whilst I understand the reasons for the yellow Lines I cannot understand why only one side of the bends on Hidcote Way are being marked this will only mean parking will happen on the opposite side of the road, why is Claydon Road not being lined ?? Also Hidcote Way has become a problem because of the site 10 development this was highlighted on more than one occasion at meetings with DDC, considering the original plans and depending which one is used nothing has been kept to. The roads are not wide enough for two buses to pass at the same time, it was only going to be one way around the main spine road. Also the gates on the parking areas on the Persimmon site have not be installed therefore, anyone can park on your parking, this is happening to us on numerous occasions, we park a car in the garage and drive, however the car in the garage is blocked in due to inconsiderate people, whom think it is ok to park in front of the garage thus blocking the car in the garage making us unable to go to work. We own the land and garage area, and should be able to park whenever we want, with this attitude we just park in the layby to the front of the property, then we have people from site 10 Complaining because we have our cars parked out the front of our property, which I would point out is on our side of the road and works on a first come first serve basis!!! we are in a no win situation all because DDC didn't allow adequate parking allowance on site 10, didn't keep to the original plan of the bus route going one way and not checking that the planning requirements were meet on our site, eg gates shown on planning application which have not been installed. If this had been carried out then only the people who had keys to the gates would be parking not every tom dick and harry.

The outside bend of Hidcote way close to numbers 48-40 is not currently proposed as a restricted parking zone. I would suggest that it is as people who currently park on the inside of the bend will just park on the outside of the bend instead. This will result in it still causing a risk to drivers. Those that live close to this bend, including residents of stone acre close, and residents of numbers 19 to 43 hidcote way. The grassy area on the bend will be churned up, and residents in no.s 48-40 will have vehicles on their doorstep, unlike any other residents of most of hidcote way.

there is a first bend to the left when driving past the Bellway show home where I have nearly had over 5 head on collisions due to residents parking here. If this is not resolved a serious accident will occur very soon

How will restrictions be enforced? How will this be financed? Will restrictions be reviewed to ensure they are addressing problem identified. Will restrictions simply pass problem on elsewhere. Has any consideration been given to a one system in Middlemore along Farnborough Drive Hidcote way. Removing two way traffic in these areas may reduce conflict between parked cars and traffic.

My address does not seem to be in any of your zones marked on the map but I would like to say that trying to get into my designated parking space is constantly hinder by the fact that one vehicle is park on the communal driveway all of the time

I have asked around the residents but no one seems to know who the car belongs to or where they live

I have even left a very polite note on the windscreen asking if they could possibly move it forward a little to enable me to get in & out with ease but nothing

I hope to hear from you soon to let me know what can be done to trace the owner of this car

I would comment that I would like to see parking on pavements at junctions and on roundabouts stopped and enforced.

The other major factors are speeding there needs to be a 20 mph sign that lights up just before the shop as you drive into the estate past the first roundabout and more 20 mph signs throughout the estate.

Yes - in zone 4 on Farnborough drive one side of the road should be yellow lines all along - when cars are parked both sides, it would be impossible for a larger vehicle (fire engine for example) to get through - a lot of the people on Farnborough drive have their own parking behind their homes but never use it, too lazy!

There are also "communal/visitor parking "lay-bys" that people claim as their own - for example in HANBURY close.

Zone 3 - The area that is being considered for restrictions outside of 107 Farnborough Road could be altered for the better. As it stands that green gate at that locality is shut and it would serve the estate better if it remained indefinitely to be blocked off (potentially with pavement) so as to cut out a potential rat run/racing strip. This would not only force vehicles to drive down Middleton Road and reduce their speed but these restrictions could be removed to allow parking at that locally as effectively it would be altered into a deadend both ways.

Zone 4 - The restrictions would need to continue past 42 Middleton Road uphill on both sides until the shared driveway on the left hand side for 42, otherwise this area will suffer from displacement from the original plans and still block the junction/visibility for drivers.

In zone one the area at the end of claydon road going towards Brampton grange drive is also extremely dangerous with cars and vehicles parked with no view onto claydon road or enough room to turn into either road

Not enough parking spaces very baldly designed estate not enough thought gone into planning, more concerned with seeing how many houses you can squeeze on to the estate!!!!. Profit first as usual. Need to open up more space for parking. At the end of my road the houses to continue down each side of the road but the road stops well before the end of the house causing congestion as everyone is parking there and on the corners.

Zone 1 - The corner of Claydon Road/Brampton Grange Drive. There are often cars parked down either side of Claydon Road, and cars parked on the corner of the junction on Brampton Grange Drive. When leaving Middlemore Heights you have to exit the junction on the wrong side of the road, onto the wrong side of Claydon Road. If a car is coming down towards the new development, this always causes a problem at the junction entrance.

Not the answer. The problem is lack of parking so restricting it will simply make it worse by pushing more cars onto the side roads which aren't designed for on street parking. Solution is to create more parking facilities.

I agree that parking restrictions are needed but unless more parking spaces are made available elsewhere this will only make the problems worse. Developers should be obliged to provide additional parking spaces using some of the, as yet, undeveloped land around the Middlemore site. If not I see lots more bad parking and arguments between neighbours. How anyone can have approved the current development without adequate parking is beyond me. Most modern households have 2 or 3 cars not just a penny farthing and a donkey!!!

As there are 4 people in the house and we all require vehicles to ensure to work to ensure that we are productive and not a drain on society.

As we moved here just over 18 months ago, parking out the front of the house for 2 vehicles was one of the main criteria for moving here.

There needs to be additional parking provided to residents before any restrictions are put in place.

The Council should never have agreed to squeeze so many houses onto an estate and expect people not to be able to park outside their own houses!! Perhaps putting a bus route through the estate is more of the problem when you only see a few people on them!! It's a housing estate!!!!

I have spoken to yourself regards parking. I do not support this idea. I live in hidcote way and parking outside my property would force busses into the centre of the road and with parking bays opposite it then becomes very tight to squeeze through. You propose to put double yellow lines to restrict parking on bend but said to me if you followed the Highway Code rules then further restrictions of 10 metres either side of the double yellows would mean less parking. Unfortunately I feel that the council are not above the law and the Highway Code and no matter what this law should stand. If the bay's around the area were extended and letters telling residents to park considerately in bays then more cars would be able to park. I have a video which I've take supporting my reasons should you wish to see it

I do think that some areas are still going to cause problems in areas not marked such as the access road to Cropedy Walk parking as more people will park there and also areas into other parking bays. I feel that some areas need more parking bays for visitors like parking bays on the same lines as houses.

We live on the corner of Knole Way and Hidcote Way. We experience very fast flowing traffic on a daily basis...both cars and particularly buses. We have lodged a complaint with the Council regarding this. However, our concern with yellow lines would be that traffic would go even faster. At the moment they are inhibited to some degree by the parked cars and so without these it would be a race track. The irony is we shouldn't have to rely on parked cars to slow buses and cars. This route was never designed or planned for a bus route and even without the cars 2 buses cannot pass in certain places. This in effect would still block emergency vehicles. Finally, whilst living her for 4 years several ambulances have been called to the street including ourselves and there has never been a problem with access. There is a much wider problem here

that the council need to address and that is the buses being routed along a road which was never designed and is not suitable to take them. Double yellow lines will only make a current bad situation much worse and much more dangerous with a very serious accident likely to happen.

Parked cars slow down speeders

Yellow lines will devalue houses

Buses speed in Hidcote Way and most are empty or up to six passengers Who is subsidising this under used service?

I had parking problems with my neighbour but solved problem amicably by talking!

Where do visitors park? Most houses built with 1.5 parking spaces. Planners take note

Are all other estates to be inundated with yellow lines?

In principle I support the need to have parking restrictions to allow easier access through the estate and to prevent parking at drop kerb locations. However there is limited parking currently available on the stretch of Farnborough Drive between the upper and lower sections of the Vale and as such any parking restrictions will force drivers to park their vehicles in Coughton Close which suffers from having a blind bend which will only get more dangerous with greater numbers of parked cars. Is there not a possibility to remove the bollards from one side of the Vale and widen the road slightly to create additional parking whilst still maintaining adequate access through the estate?

I don't think you are going far enough. All of the people who park on the main roads in the estate have allocated parking, they are just too lazy to use it and then walk a few steps back to their houses. If you look at the allocated parking spaces round the back of houses, a large proportion of them are empty, while the owners' cars are parked on the road causing hazards! This is compounded when there is snow on the ground, because there are so many cars parked on the roads, there is very little room for error if a car goes into a skid or slides. I thought that the deeds for the houses on the estate stipulated that people must use their allocated parking and not park on the roads, can this please be enforced.

More parking needs to be provided for the residents and visitors. I do not understand why this has never been seen as a necessity.

Make more parking available. Parking has got worse since affordable housing was built but where was the extra parking

I think that the restrictive covenants that were put in place when phase 1 of the estate was built should be imposed. If the restrictions on parking commercial vehicles were enforced this would greatly reduce the parking problems. Also cars which are parked on or partly on pavements should have a fixed penalty notice applied. It is not illegal to park on a footpath but it is illegal to drive on one. The car must have been driven onto the path to be there.

There are areas, such as the crossing area by the shop (Farnborough Drive) that need to have a 'chicane' central to slow down traffic and give pedestrians right of way before the traffic which doesn't stop and there have been many near misses.

Attention also needs to be paid to hedgerows/ vegetation and Site 10 meadow being trimmed back as they block clear vision along the roads for drivers travelling in both

directions

Your proposed solution to these 'parking problems' does not address the real issue that the residents of Middlemore face, that being the lack of parking for the size of the estate itself. Despite housing developments continuing to be built in Daventry, job opportunities are not necessarily being created to represent the increase in population. The consequence of this, is that residents of the Middlemore development, along with other recent additions to the Daventry housing estates, are having to travel greater distances to work. Therefore, more cars are going to be on these estates. If suitable parking allocation had been considered by the Council when the relevant planning permission was approved, then any issues over parking would not have arisen. Your suggestion of the 'solution' merely moves the parking problem, rather than negating it; a short term solution for a long term problem. Please could you confirm what your proposal is for the visitors who are attending residents of the Middlemore Estate? How do you propose to address the insufficiencies of available parking to residents which has led to these 'parking issues'? Are there further plans for car parks? How many cars are currently registered at Middlemore addresses and what is the ratio of cars/spaces? All of these questions MUST be addressed before commencing parking restrictions, otherwise you are simply compromising the residents without solving the major issue.

One of my major concerns is that the residents are being compromised for the sake of the Council's relationship with the local bus companies. The original plans for the development show a one way bus route around the estate. This was recently changed in light of the excess parking (due to the lack of adequate parking allocation on Farnborough Drive) and now has become a two way route, passing outside the front of my house. If this had been planned in the early stages of the development of the Middlemore Estate, surely the roads would have had to be widened in order for two buses to be able to pass adequately? This is currently not the case. How many of the complaints which provoked your response to 'safety issues' were addressed by residents of the estate, and how much weight was given to the concerns of the bus companies? Please could you include a list of concerns raised by both the bus company and local homeowners, or include information on where to obtain these. Also, how many of the local residents who have complained over safety issues (rather than parking issues - an entirely different issue which you are not addressing) are directly impacted by these parking restrictions?

There are areas within the development which are currently unused (wasted space) and not maintained which could potentially solve the real issues of parking on the Middlemore Estate. Namely, the blocked paved area on Middleton Road; the Council owned land at the front of the Hidcote Way properties (including my own) and the site which is yet to be built upon. What are your plans for these spaces? Have you considered using these spaces more effectively to solve the issues of parking on the estate? There is a dropped curb at the front of my house, could I buy the land off you to park my car on? If not, can you explain your rationale as this is a solution that will not compromise safety and will take another car off the road?

The site directly opposite our property was originally planned to be a school.

However, this has instead been used to add additional housing to the Middlemore

Estate, presumably at a financial gain to the Council. This has meant an increase in the number of cars on the estate. Why was this not foreseen? Why was this issue not addressed during the planning process, especially given the apparent 'issues' over parking even before these houses were built?

According to your Middlemore Parking Zone 1 PDF, the road outside my house will be unavailable for parking. Admittedly, when we bought the house in 2012, we were aware that our four-bedroom house only had one allocated parking space, but this was a compromise that we made, based on the fact that there was available parking outside the front of our house on the road. If this option for parking is removed, I am seriously concerned that it will affect the marketability of my property. If your proposal had already been in place when we were buying our house, I doubt we would have bought it due to the parking restrictions which would impact upon visitors as well as us as homeowners. It would have certainly been reflected in any offers we made on the property. Will you be compensating us for this loss of value? If so, please could you make me aware of the process you will be using to calculate this. If not, please could you explain your rationale.

I have good reason to be concerned about this proposal, as I feel it will affect me and my family more than the other residents of Cropedy Walk, due to the potential loss of value in my property because of the fact it has four bedrooms and one allocated parking space. My house is the only house that directly accesses Hidcote Way, and the parking restricted zone. The other properties on Cropedy Walk are smaller houses or maisonettes, many of which are rental properties or are currently owned by the Housing Association, with direct access to the parking facilities at the rear of the properties. Please could you confirm that if the proposed plans are approved, you will be completing the erection of a parking gate on the car park area to improve the safety and security of my vehicles as per the agreed plans at the time of adoption by the Council. We are still waiting for these.

So far this year, on at least 3 occasions, we have had to complain to the Council about the lack of maintenance of communal and Council owned areas. We are still awaiting the landscaping that was planned for the land which meets our boundary line. If you are compromising financially on completing outstanding work required directly in front of our property, and you are unable to financially support the effective maintenance of Council owned land on the development, how can you justify the financial implications of this proposal?

The potential cause of stress has a big impact on my family's health too. I have a medical condition that is heightened with stress, and the possible impacts of this proposal could have a direct effect on my health and ability to work. There is already a tendency for some residents of Cropedy Walk to misuse the allocated parking spaces in the car park at the rear of the properties. On a number of occasions, when there has been restricted availability of parking at the front of the properties, my driveway has been blocked and I have been unable to move my vehicle due to the above parking issues. As well as this, in extreme cases, other residents have used my driveway without permission as there has been insufficient parking available on the estate. This issue will only become more frequent if your proposal is adopted and this will have a direct influence on both my family's lifestyle and health due to the added

stress and potential hostility between neighbours. This is an unreasonable situation, and again, leads me to question whether your proposal addresses the main issue of parking on the Middlemore development or it simply sidelines this. How will you address this? Will the parking restrictions you suggest be further implemented to protect my personal driveway and the access point to it from Middleton Road? Ultimately, I am concerned that my opinion on this topic may not be heard or addressed. Please can you reply to my concerns in writing and also contact me to arrange a meeting with myself and other concerned residents to reassure us of your plans to address the issues highlighted above. I would also like to speak publicly on the issue during the next Environment, Development and Transport Scrutiny Committee at NCC. Please could you inform me of the date of this next meeting.

Living on Middleton road, means driving all the way through Farnborough drive from the main road. It is an absolute nightmare daily trying to dodge parked cars with enough room on the road now for only 1 moving car which results in a lot of near misses, reversing back up the road to allow others through and even road rage. Please get this sorted.

Often when walking around the estate on the pavement in some area with a pushchair it is very difficult due to inconsiderate parking, either on the road or pavement. I strongly support the proposals and hope they will make things better for all.

The situation needs to be improved. I'm sick of nearly having a head on everyday as people are impatient and speeding around inconsiderately parked cars, or being forced on to the wrong side of the road on bends

There is a lot of space around the pub which could be converted to parking bays, allowing additional parking in this area with designated crossing areas which can be defined by the footpath between a section of the parking bays as well as zebra crossing of similar placed to allow safe crossing points.

The site 10 build has greatly increased the parking requirements in this area and that whole section needs to be re-thought out to provide additional parking.

It's funny how you can drop your policy plans when a school needs to be built but stick to your policy plans on limiting parking to 1.5 cars when it is plainly obvious that there needs to be more parking places provided than the 1.5 so called limit.

DDC could improve the parking to make residents lives easier - after all that's is what the council is for - working FOR residents - not against Putting yellow lines in wont make cars just disappear - they have to park somewhere!

And now you have got me started - worth mentioning the parking that WILL become issues at site 8e and site 7 - why don't you plan proper parking bays there now ready before it becomes an issue???

P.S I live nowhere near this area, but do use the footpath from the park to the pub and have lots of ideas on how you can design the road to make additional parking areas and improve crossing points at the same time.

Problems occur as houses are being built with insufficient parking - this should be looked at. Where can more parking be created. Otherwise the problems will only move to the smaller roads. Map the available parking and its usage and see where the gaps are.

Where are the people actually going to park? It is clear that the design of the estate

has not taken into account that houses will have more than 1 car and that people do get visitors. I am all for making it safer, but on road parking needs to be improved drastically throughout all 4 zones, which would mean the safety issue would largely go away. Additionally, the parking issue is made worse by the unfinished road surfaces in zone 1, like myself most people swerve to miss the pot holes of the raised drain covers to protect our tyres and the underside of our vehicles. This is a poorly thought out proposal by someone who clearly does not understand the issues at Middlemore.

There are far too few parking spaces or layby type places. Claydon Road where I live is peppered with tonnes of grass spots yet these could be replaced with parking/layby spaces.

Painting lines is easy for the council. Where are all these cars going to park? What is required is more (NOT less) parking which could be provided if more bays were built in the existing verges.

From the information provided those involved in drawing up the proposal clearly see there is wide scale problem with parking, with the threat of further restrictions which indicate this is probably not the best proposal to the solution. There is no alternative proposal to alleviate the issue which you have described as 'inconsiderate and potentially dangerous parking'. It would seem clear that providing further communal parking would be a better option. Along a large stretch of Hidcote Way there is a footpath that does not lead directly to any properties or places, could this not be converted to communal parking and other such areas be altered too? The proposal stipulates 'no waiting' either, how can deliveries be made to properties as in some areas there is nowhere to park within close proximity of properties? If a household has 2 cars, above the 1.5 allowance you quote, where would visitors to properties park?

When the development was opened most households would have had 2+ cars, why is this different to any other areas? This issue is surely in part due to WNDC not ensuring the developers made adequate provision at the time the development was being built?

Parking Restrictions are an absolute must for Middlemore, inconsiderate & dangerous parking has become the "norm" on this estate and it is only a matter of time before a serious accident occurs, especially now that buses are a frequent sight around the estate. My only concern would be that the restrictions are ignored and are not monitored by the police & therefore become a pointless painting on the road.

How will you enforce the no parking zones?

Parking permits put into force. I would gladly pay to be able to park outside my house

Whilst I understand that you should not park on bends as per Highway code, I cannot understand why only some parts of Claydon Road are not being included in the restrictions this is more narrow with a bend on a camber surely this should be included also there is no restrictions on the top bend of Hidcote way onside there is the other there is not, people will only park on the other side (as they do now) on the grass. Why can you not make more car parking available all this is going to do is push the problem around the road and not solve the problem which DDC created by not allowing adequate parking per house in the first instance. Also Middleton Road has

not had any restrictions this should also be included as we are unable to gain access to our garage and parking due to the entrance being blocked by the double parking of cars. This seems to be a quick fix to a problem which has not been solved, and the residents whom have complained don't seem to have the restrictions in front of their properties yet others have????

Restrictions are needed as it is difficult to find a place to cross the road away from parked cars. I would not like to see the verges used as has been suggested on social media as this would increase surface water issues, reduce green space for nature and make the estate resemble something from Porridge even more than it currently does.

Can you confirm whether a review will be held going forward for the yet uncompleted portion of Middlemore heights in the future?

We need more yellow lines on the residential areas for example snowhill drive on the bends as cars block access

The car per house ratio at middlemore does not reflect the government statistics, and too many households are rental units with 3 to 4 car owners. Add this to car-ports which have been converted to 'sheds' to provide storage, and this then reflects on the excessive parking on the main thorough fair. We think the double yellows are a good idea, as we often have to reverse 50+ meters to avoid collisions etc. It would be a good idea to look at some additional parking bays adjacent to the first Vale, and change the parking at the top of the second Vale. I raised these issues with the council some seven years ago, and would be happy to help with your plans.

The parking restrictions that are proposed will just push the problem around the estate. There is not enough parking off road for the number of cars that each house has - who has 1.5 cars? Residents still need to park their cars somewhere and if they are unable to park outside their house because of parking restrictions it will just get pushed to somewhere else and then there will be problems in that area on the estate. More thought should have gone into planning the parking on the estate initially. There was always going to be buses going through the estate and so this should have been planned in conjunction with the housing plans. The gate at the bottom of Farnborough Drive needs to be opened so that emergency vehicles can get through that way. I have seen an ambulance stuck at this gate on more than one occasion. Putting the proposed parking restrictions in place will not solve anything - if anything they will make it worse. Speed limits should be in place.

We have lived on Claydon Road for over 4 years and we are still waiting for the road to be finished. It is a disgrace and is getting worse as the buses go up and down it at speed.

They don't go far enough. As a resident of Chartwell Close I can only summarise that no-one from the council has been to Chartwell Close where cars are parked on both sides of road opposite each other, on the bend between Buscot Way & Chartwell Close and in front of driveways blocking cars in and making it extremely difficult (especially in evenings) to get in and out of the street

Parking restriction should be extended into Buscot Way. When we turn off the roundabout and left into Buscot Way, there are cars parked on the left hand side

which cause a blind spot to traffic coming up Buscot Way. This obstruction is a hazard to road safety. The parking restrictions should continue into Buscot way for approx 30 meters to ensure adequate observation and safety opportunities.

Understand and support the need for parking restrictions on the junctions, bends and crossing points however no off road parking on Hidcote Way would create a nightmare situation. We have a 5 bedroom house and only 1 and a half parking spaces and 4 cars in the family. There would be nowhere to park within the vicinity of our house. The parking on Hidcote Way provides a natural traffic calming and there have been no incidents of pedestrians injured or accidents due to cars parked sensibly.

I fully support the need for parking restrictions & management on Middlemore, however I think the proposals as they stand will just move the problem rather than resolving it. I live in Coughton Close and we have problems in our street and emerging onto Farnborough Drive which is becoming more & more dangerous. I feel that putting these restrictions in without any additional parking or analysis taking place as to where cars can actually park, would only lead to moving the problem into the side streets including ours. Also, the restrictions don't seem to go far enough into coughton close itself. There are usually 2 cars parked on the corner in coughton close which blocks the dropped kerbs and / or the entrance / exit to the road. Some mornings there is a queue to get out of coughton close while a minibus collects a disabled child from no.1. If there was no-one parked on the other side of the road there would be no issue.

I believe some restrictions are needed, but I am against the current proposal as it doesn't solve the issue, it just moves it more the problem to another road without restrictions. Without adding some additional parking someone, this will just add to the problem.

After considering the proposal I think that unless the council have a proposal in place i.e additional communal parking then it is only moving the problem into the side streets, I live in Coughton Close which suffers from the cars parking on Farnborough drive adjacent to the entrance of Coughton Close, and due to the cars parked on FD, the visibility is awful coming out of Coughton Close, and there has nearly been an accident on several occasions. At the moment there is already a large number of cars that park on Coughton Close, and due to the bend/curve of the road already impacts on visibility issues and has safety concerns. Stopping the cars parking on Farnborough Drive if no alternative is in place, will just mean that more cars park in Coughton Close causing more safety concerns. Please can the council advise whether an alternative for parking will be put in place. At the end of the day the people will have to park somewhere, the number of cars will not reduce.

All this will do is push parking to the side roads. I live on coughton close and already have problems getting off my drive.

I live at the end of Knole Way I wasn't aware of any issues with parking. A number of the people in Knole way have little room to park, so often park at the end of the street outside my house. This is OK by me, but your proposals will prevent them from doing so. If they are forced to park in the street, then the street will become very congested.

Also, my neighbours have an extended family (4 adults), so they also use space outside

our house. I've no idea where they will park.

On top of all of this is a serious concern over vehicle speed up Hidcote Way. The parked cars actually REDUCE the speed of vehicles - particularly the buses. Clearing Hidcote Way of cars will lead to an increase in speed.

The only restrictions needed on Hidcote Way are opposite the houses (i.e. on the South side of the road), which would prevent people parking both sides of the road. This should be common sense, but there is the occasional non-resident who parks on the opposite side to everyone else.

I think parking permits with an annual fee should be in use for residents who wish to park on the roadside. Roads should not be used as overflow parking and I feel a paid system will encourage residents to make correct use of their driveways and garages! I also feel smaller streets with less traffic should be part of this scheme as often it is difficult for the bin lorries (plus emergency services) to gain access to streets due to the volume of traffic parked recklessly.

I think further restrictions need on the corners claydon road and the new bellway estate (north end of claydon road). This is a very narrow road and people parking on the makes coming head on to cars a very common occurrence. Yellow lines will not be the only solution, the cars still need to go somewhere. Further parking bays will be need by replacing grass verge ways.

Support the application of parking restrictions in the areas shown as will help to alleviate dangerous parking on the bends. However this will only work if these restrictions are policed - will we have wardens issuing tickets on a regular basis? - if not then don't bother with the yellow lines as people will ignore. Also the reason people park like this is that we are short of parking spaces on an evening. Estate not designed properly with this in mind - many household have two cars. Can a few more of the grass verges be turned into parking bays. ie grass verge opposite top of Middleton Road on Hidcote Way?

Also, there is no reason now why Hidcote Way and Claydon Road cannot be properly surfaced - construction traffic now only uses bottom entrance off Farnborough Drive by railway line - we need this asap, and certainly before any yellow lines are painted on a 'temporary' road surface!

Will the parking restrictions be regularly enforced? If not there will be little point undertaking this scheme.

Where will these vehicles now park? there is not enough parking so if no additional parking is provided you will just be moving the problem into the unrestricted side streets which have their own parking problems, eg parking across pavements, parking on blind bends, parking on verges, people not even living on that road parking outside residents homes, etc. Will verge bollards be provided on grassed areas to prevent vehicles parking on these susceptible areas.

People should be reminded about being considerate when parking on the curb outside someone else's property. i.e. a person parking their vehicle outside their neighbour's property without permission.

We partially agree with the proposal:

We support the double yellows on Hidcote way and Farnborough drive and the double yellow lines adjacent to number 29.

We do NOT support the double yellow lines adjacent to number 1 & 2 Packwood Close.

The reason for the above is that only the double yellow lines adjacent to number 29 are necessary to improve the safety and visibility on Packwood Close. Without the car parked right on the corner next to number 29 there is no issue with parking at number 1 or number 2. To put double yellows outside number 1 and 2 would put unnecessary strain on the other areas of Packwood Close which are not planned to be double yellowed, including the cobbled area round the side of number 28 which would be counterproductive for improving safety and visibility round the left hand corner as you enter Packwood Close.

More thought needs to go into parking for residents before more houses are built

Will signs be put up telling people not to park on the grass verges and will there be more speed signs put up.

Please could you double yellow line the small dog leg that leads to the parking for the Stowe walk residents. It's on a particularly steep incline and when people park there it's very difficult to get in and out (ie charlecotte by the play area). In the winter it's impossible to get out if someone is parked on that piece of road especially in snow and ice. Also its very dangerous for cars to be parked right next to the play area, often a child runs out behind a car it's a wonder no-one has been injured.

I think there needs to be double yellows on the corners of roads such as coughlan, as you literally can't see round the corners to get out at busy times, I have had several near misses exiting this street because cars do not stop at the crossing point in Farnborough where there is a clear give way, mostly due to cars being lined along the green space where there are bollards. if necessary take some of the park to park cars on and reclaim the road.

Yes. Residents and visitors should be discouraged from parking across the driveways of other residents. Stoneacre Close is also a constant problem from people visiting houses in Hidcote Way

The first roundabout on the estate first exit off often blocked by double parking really dangerous in the winter time single traffic only

The large restrictions proposed on the beginnings of Farnborough Drive and Hidcote Way whilst probably sound from an accessibility perspective do logically raise the issue of where all the current vehicles that park all along the newly restricted areas are likely to end up (they won't simply disappear) and will the problem be transferred to already congested side roads. In which case for residents living on or off these side roads should limited restrictions be placed around junctions there in recognition of the transferred problem the proposals will create.

Our concern is you're not addressing the problem putting yellow lines and restriction sign up and fining local residents does not solve the parking issue.

99 per cent of the houses have 2 car family's and you have allowed the builders planning permission to build houses providing parking for either one and a half car or on the access roads no parking area.

Far too many restrictions!! Some people that are disabled may not have access to their frontage if these planned restrictions go ahead. The DDC should have thought

about this before they granted planning permission in the first place. Also residents or their visitors will then be forced to park in un-restricted roads creating more congestion.

After studying the PDF map I have noticed that although there are areas on bends identified as having yellow lines the opposite side does not, therefore, this is not going to elevate the problem just move it to the other side of the road. Whilst I agree that no one should park on bends, I cannot understand why parts are being lined and others are not. Claydon Road is on a slow bend with a camber and the only part with lines is going to be over the footpath entrances?? this part is both narrow and dangerous when cars are parked. Why has nothing being done along Middleton Road, We cannot gain access to our parking (which situated the back of the property) due to double parking that's why we park to the front . House values will be devalued and there is going to be neighbours whom have already fallen out this will be made worse, the harmony of the community will be lost. No other estate in Daventry has yellow lines, the action is being taken as a knee jerk reaction by the council because of the bad planning of the estate

This is not a reasonable solution to the residents who are directly affected by these approved plans. De-valuing properties, not enough reasonable parking facilities, potential falling out with neighbours, no access for visitors, no double yellow lines on any other housing estate in Daventry, reducing the marketability of properties, covering up for previous planning inadequacies at the cost of residents, previous plans have not been adhered to and this is a quick fix for a long term problem, current wasted space on development that are not reasonably utilised or maintained.

The bend by the local pub can be very scary sometimes when you can't see round the bend because of parked cars

I agree that something has to be done, but I am also concerned about where the residents are going to park their cars once the restrictions are in place...they have to park them somewhere and does it mean they will just fill up the quieter cul-de-sacs instead of the main roads?

There have been several occasions where cars have double parked opposite the flats 33-45 Middleton road whereby cars are unable to get out for several hours and emergency services would not have been able to access many residents houses and it is fortunate there were no fires or people in need of an ambulance. I propose parking on one side of the road to prevent anything more serious happening

Where are we supposed to park? For multi-car households it is a nightmare round there. There is not enough space in the communal parking area for us all to park. It will just force us into the side roads, thus messing up parking for those residents and causing further problems for emergency vehicles. Parking requirements were not considered a priority by the developers/planners when the estate was designed in the first place. Instead of building more houses, maybe there should be a parking facility instead for the existing tenants?

The proposal includes yellow lines in front of all the houses along Hidcote Way for example number in front of 6 to 12 in Zone 2 which basically results in some houses having zero available parking at all. Where else is it proposed that we park instead?

There is simply not enough space for parking elsewhere and currently parking causes no issues with congestion. It would be simpler to mark out parking spaces so that they overlap the pavement so cars are half on the curb to increase the available width of the road as the pavement is wide enough in its current state. Either way at this point in the road the issues raised don't seem to apply anyway as the curve in the road is so slight it doesn't affect visibility and such regardless.

People are only parking on the main road as they have nowhere else to park due to having multiple cars (and clashing work schedules so they can't use the garage and space round the back of the houses on Hidcote Way as they would be blocking each other in). Don't introduce restrictions until alternative parking is arranged.

Straight away before a serious accident happens

The problem is there's not enough parking on the estate. This proposal solves nothing. The estate needs more parking per household no council officials threaten and bullying residents who have nowhere else to park their cars. The 1.5 cars per household was a bad estimate and most households have no, too small gardens for an extended driveway. They have to use roads.

Regretfully, Middlemore wasn't well thought on terms of parking spaces! Or perhaps profit margins were more important, yet I know people that rather pay for an older house than live in Middlemore - parking issues at all levels as we all know!! I am aware that the main roads are indeed the more problematic, but sometimes I can hardly park /or come out of my own drive!!! It doesn't help when you have self-employed neighbours that have 2 vans + 3 cars... which they are not close neighbours but still they park on your door step!! To come out of Althorpe close to Claydon road is a battle - no visibility whatsoever the same at Hidcote Way plus the buses... Well not a safe scenario really !!

I hope something can be done to improve the parking issues, is a real shame!

The Packwood close restrictions on 1 and 2 may be difficult as they are both large family homes with parking for only 1 car on their drives.

Why hasn't Hidcote Way road & pavements been completely finished yet? The raised ironworks have been there for 4 years

When they park on the foot paths we cannot get our pram past and have to risk our child's safety by walking on the roads and lifting the prams up and down the kerbs. People park on the paths as some of the roads are very narrow so when people park on them on bends it is very difficult to drive past even in small cars. One wonders if the people who designed and approved such narrow roads has actually driven, and if the people who designed the estate thought about where people were going to park.

About time

Whilst we know it is unacceptable to park on corners when you have only allowed one parking space for the HA and 1.5 on private where else are you meant to park. The Hidcote bend at the top has only been indicated that lines will be on one side the other side which is grass will be parked on as it is at the moment. Why has Claydon only had certain areas yellow lined, when the bus route is it seems yet again Hidcote is taking the brunt of the restrictions.

There is also a real problem on the lower part of Claydon road where you have only

suggested partial parking restrictions on the bends, the bus on its route often experiences here, however the parking residents would just change to the opposing side, they do however have parking bays to the rear of their houses.

Where do you suggest the cars park? I have a 5 bedroom house with only one parking space on the drive which is long enough to support two cars, but due to lack of visibility the deeds state only one car is allowed on the drive. There are currently two cars to this property, the second is parked out the front in a safe manner. The house has the potential to sustain 5 plus cars. If parking is an issue why allow the developers to build properties so close together without providing enough parking space. Where will visitors park? Again if parking is such an issue why has the bus route been extended? The street has very little foot traffic and no school. Surely the best option is to restrict the bus route as its the buses that cause the most danger! Lack of white lines down the roads also make some of the corners dangerous as people drive over the middle of the road. I don't feel the double yellow lines need to come into the street as far as planned. You are just punishing the residents for something that is out of their control.

I live in Farnborough drive. There is not enough parking as it is without adding additional restrictions. I have no issues and drive through every day.

We support this scheme and hope it will be extended to our street, thank you for the opportunity to express our views.

As residents in Chartwell Close we are regularly subjected to inconsiderate and dangerous parking at the bottom of our street on the corner of Buscot Park Way and Chartwell Close.

This is for 2 reasons. Certain residents of The Weir are simply too lazy to park their vehicles on their driveways which are less than 25 metres away from their homes instead leaving their vehicles parked on the corner on a drop kerb sticking out into the road in a position where room is needed to swing into Chartwell Close.

Secondly and most frustratingly for us Numbers 1, 2 and 3 Chartwell Close are now rented by the room and therefore instead of just 2 cars per household there are now up to 4 per house. An excessive amount for a close with just 9 houses!

These residents park on the other side of the road to The Weir residents mentioned above and therefore cars are parked on both sides of the junction leaving little room for an average car, never mind an emergency vehicle to get through. This worries us as it could potentially risk lives.

Would it be possible to check if these landlords have even requested multiple occupancy and if so why was this granted when there was just 1.5 parking spaces allocated per household?

Thank you so much for giving us the opportunity to voice our concerns, any help you can provide would be greatly appreciated. A Chartwell Close resident.

Many cars are parked on the corner/top of Buscot Park Way, opposite the designated parking bay. This makes it impossible for 2 way traffic on a blind bend and hill to pass. Many times, I have had to reverse back down the hill and into Ickworth Close to allow vehicles to enter from the roundabout, or had to abruptly stop when exiting the roundabout. There is absolutely no visibility and it's extremely dangerous in bad weather.

<p>Parking in the areas where restrictions are not in place will now be used which will then cause further problems, most if not all houses on the middlemore estate have parking and this should be used.</p>
<p>These proposals are outrageous and should be rejected. We need a complete review of traffic on the estate. Buses should not be running through Middlemore.</p>
<p>Would be better if more restrictions were along Farnborough drive to stop people blocking access/allocated parking when using the shop and visiting e.g. so they use the lay-bys and shop parking provided.</p>
<p>I personally do not think the parking restrictions go far enough. Although this is a step in the right direction these restrictions will force traffic and cars to park even more unfairly and dangerously elsewhere. A full on parking limit on all areas of Middlemore would be better with a limited number of "pay for" permits.</p>
<p>Would have liked to see further down Farnborough drive forcing people to use the shop car park and layby rather than the path and blocking drive ways and access</p>
<p>Restricted Parking or stopping needs to be extended from the junction of Claydon Road and Hidcote Way. Claydon Way towards the road junction with Brampton Grange Drive has become impossible with inconsiderate and selfish parking from residents with the former Taylor Wimpey development. Allocated bays for these residents are not used and stand empty as residents are too lazy to walk from parking to front doors of their own homes. There is no way Emergency Services such as the Fire Department could gain access to Middlemore Heights via this route should this behaviour continue.</p>
<p>I feel the estate whilst lovely has not been designed with two/three car families in mind, so I do understand why people park where they do. But we need to ensure the safety of other road users are met and that the emergency services can get through. I would like the council to ensure that only areas that really need double yellows line to have them put in place or residence will have to park on other peoples streets causing further issues.</p>
<p>I actually do support the proposals in general but certainly where we live it is penalising the wrong people. We have 4 cars in the family so we make an effort to use our double garage for 2 of them and our drive for the other 2. Very rarely do we park on the road and if we do it is usually for a short time while we are shuffling cars. The proposal means we cannot park outside the front of our house but we don't normally do so. Our neighbours routinely park all 3 of their large cars on the road outside their house, sometimes making access to the rear of our house (where our parking is) difficult to access. They have also moved the gates to their rear parking meaning that they can't (and don't) use it. Their cars parked on the road together with the people opposite make it quite dangerous driving round that corner.</p>
<p>I would like to see the roads in the area completed before parking restrictions are put in place. I believe the road condition is more dangerous than the parking</p>
<p>Parking proposals to stop cars parking on the road are ridiculous when large houses have been built without adequate parking facilities.</p>
<p>The proposed routes are mainly bus routes and do not cover a lot of the other streets</p>

including buscot parkway, which can be much worse than the main roads at times. Additionally they do not cover where vehicles are parked on pavements. Furthermore a large number of residents keep commercial vehicles on the road which should also be prohibited.

Residents will have nowhere else to park

These proposals are long overdue.

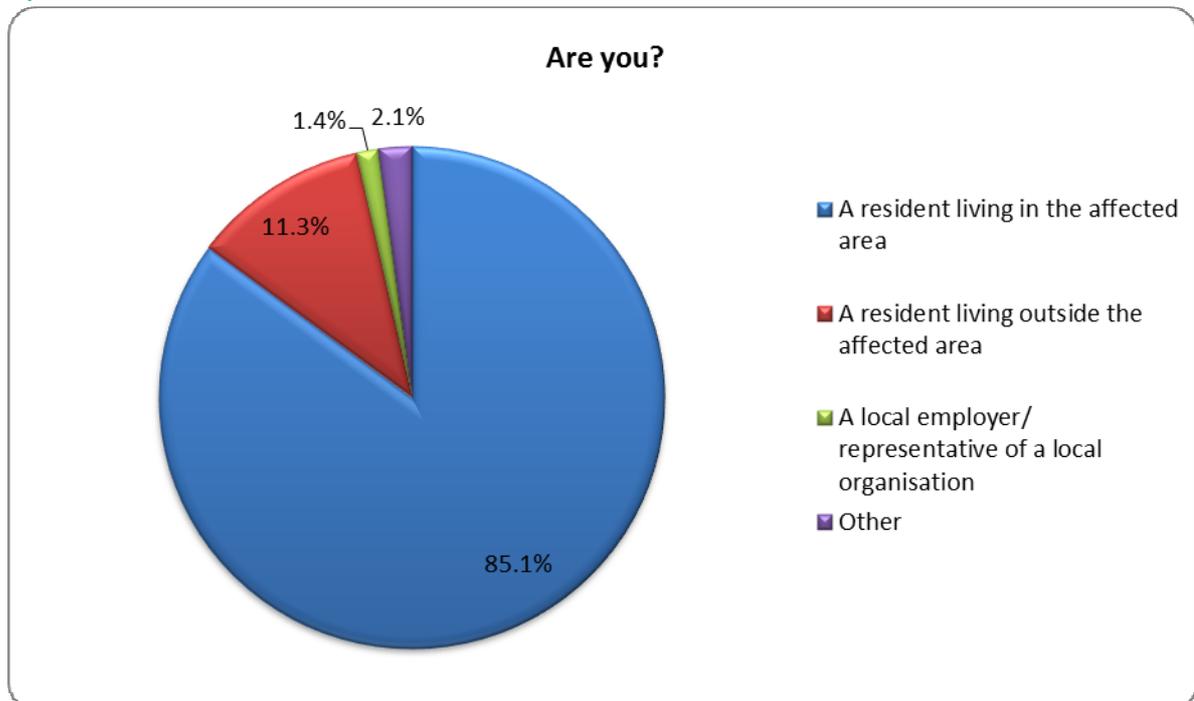
in ZONE ONE 27 Claydon Road at a junction with entrance to Bellway estate parking tight when commercial parking takes place concerned safety of children

It is needed. People park at the crossings where you push the pram across the road. The T junction of Hidcote Way and Claydon Road could do with a small roundabout as no one knows who is to give way.

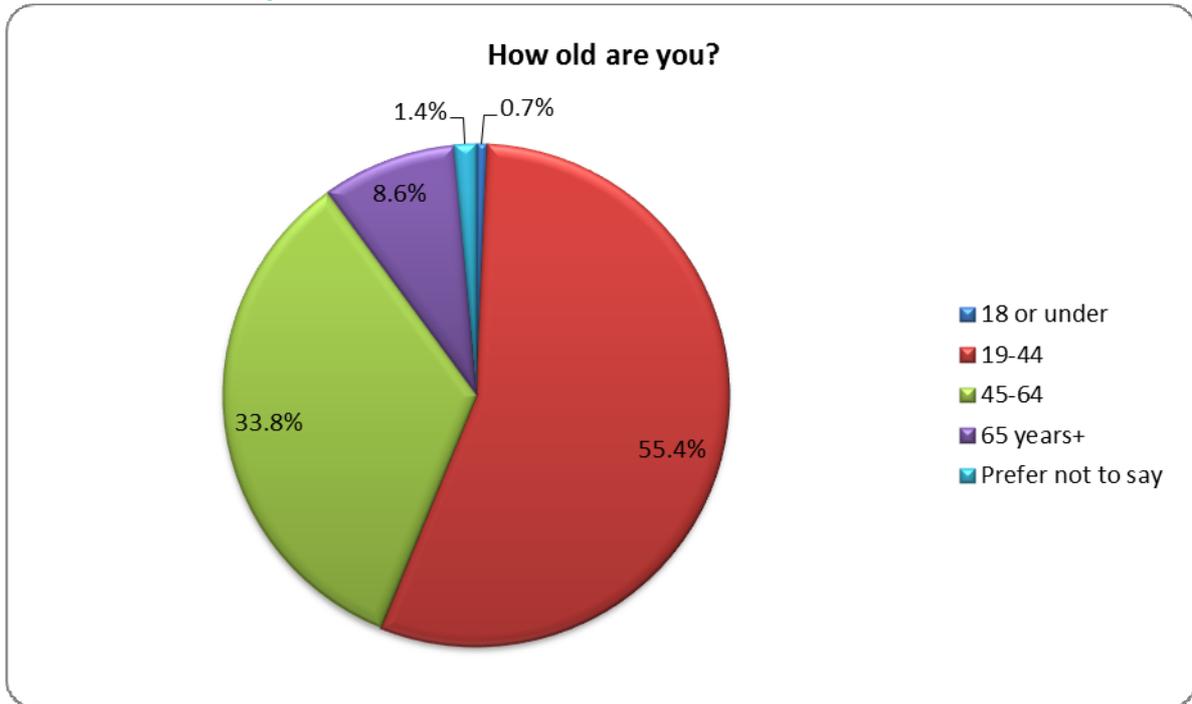
I think more strict parking regulations need to be enforced regarding number of cars per household. I live on Althorp Close and outside there is allocated parking of 4 spaces for the 4 houses but some of the residents have at least 2 cars and takes up all the spaces for themselves

The fundamental issue is that there is insufficient allocated parking per household and even if that was extended how can this be managed when some households have up to 4 cars?

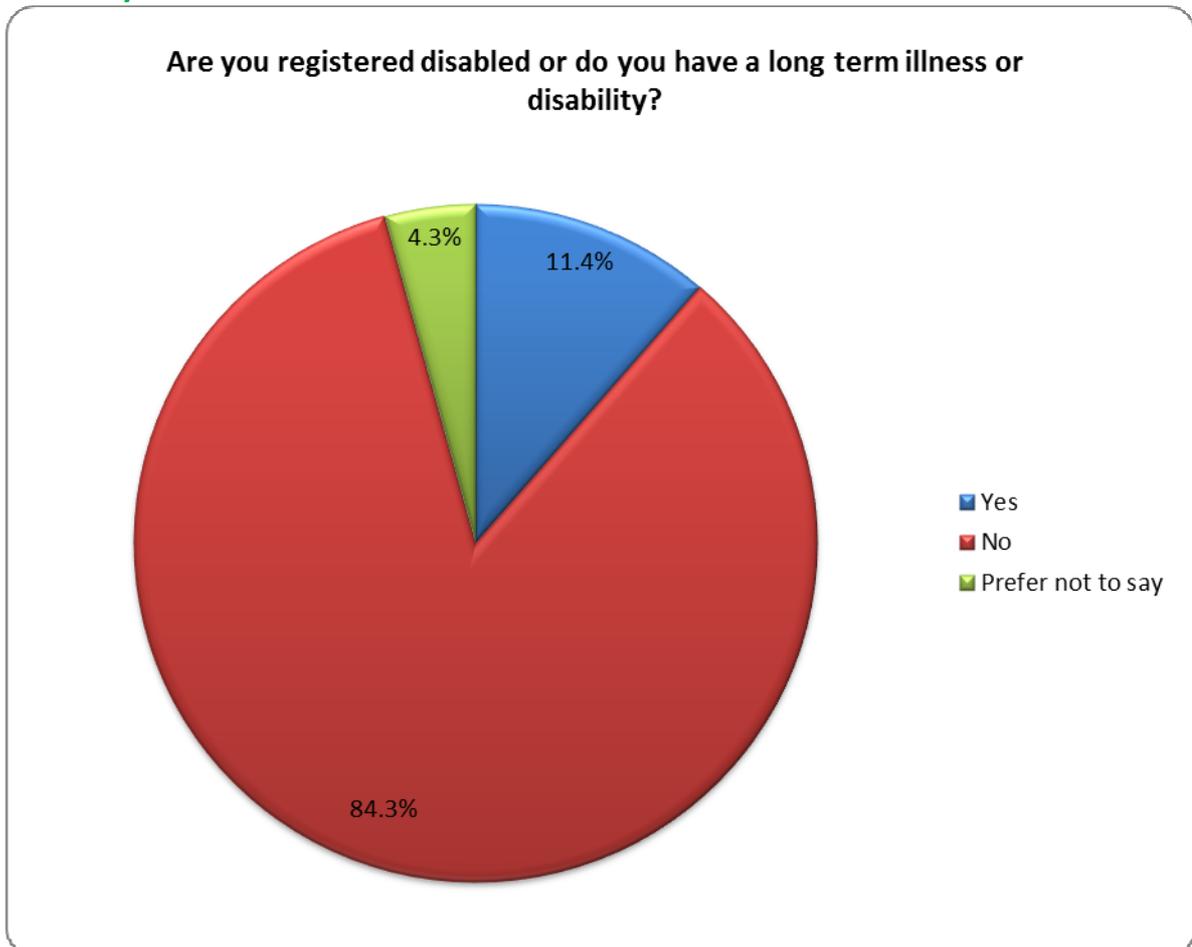
Q3 – Are You?



Q4 – How old are you?



Q5 – Are you registered disabled or do you have a long term illness or disability?



Q5a – Additional Comments

Emergency Services getting through.
I will be able to cross the road with mobility scooter, as at the moment cars are parking at all dropped kerb crossing's.
The area will be a lot safer for people and cars. It will also stop looking quite so much like a huge car park.
With the stress of this situation it will make a medical problem worse
Partner has to park their car beside the wall of another residents property as we have 1 car space.
Going through the process of obtaining a badge
I feel that some areas make it difficult for me to get around and worry that I will be affected even more as I have by the bars that have been put up on the walkway from Hidcote Way to Middleton Road.
I have a medical condition that is heightened with stress, and the possible impacts of this proposal could have a direct effect on my health and ability to work. There is already a tendency for some residents of Cropedy Walk to misuse the allocated parking spaces in the car park at the rear of the properties. On a number of occasions, when there has been restricted availability of parking at the front of the properties, my driveway has been blocked and I have been unable to move my vehicle due to the above parking issues. As well as this, in extreme cases, other residents have used my driveway without permission as there has been insufficient parking available on the estate. This issue will only become more frequent if your proposal is adopted and this will have a direct influence on both my family's lifestyle and health due to the added stress and potential hostility between neighbours.
If I have a guest visit there will be nowhere to park, my neighbours who have multiple cars will have nowhere to park. Parking restrictions will be ignored unless they are physical barriers. POORLY PLANNED PROPOSAL
Medical condition will be made worse by the stress caused by the fall out with neighbours about parking which is going to happen
We would have not enough parking facilities for our property for the residents of our house or any visitors.
Yes my son is. He has a mobility bus for school every day. If traffic moves to side roads this will make access for him worse.
While not registered disabled, my wife suffers with mobility restrictions during winter and would suffer increased pain and inconvenience if unable to park outside the house. Several members of her family are registered disabled with more advanced conditions, they would also be inconvenienced and possibly unable to visit without parking availability outside the house.
Will make life so much better for access, especially if the dog leg at Charlecotte is double lined. this is the piece of road adjacent to the play area leading to garage/parking. The incline is far too steep to allow cars to park there.
Depends what the final proposal are. I am hoping that you will make these offenders see sense and not park across the already narrow road and blocking a drive way.
We already have a parking issue and already have car from the restricted areas

parking in our close your proposal will just move the car parking problem to another area of the estate which is already at capacity . On several occasions we have not been able to access our close and had to door knock to have cars moved. Before you put up signs and mark the roads you need to clarify available parking on middlemore and how much more parking areas are needed

Will make an existing medical condition worse

Added stress may worsen medical condition.

Asthmatic. Long walks can easily trigger asthma attacks for me.

More traffic in other areas.

I don't drive and have a baby so it is difficult pushing the pram across a road when the official crossing is blocked and if a vehicle is in the way blocking the view of the road for a safe crossing.

What Happens Next?

The results of this survey have been be forwarded to Northamptonshire County Council Highways for their consideration as they have responsibility for highway decisions.