

Appendix C – Responders original correspondence

Date received	Comments
<p>21.02.19 email Business</p>	<p>With reference to the above proposed Waiting Restrictions I am concerned this will not solve the problem and will cause worse problems 100 yards away. As the plan stands I believe it will merely move the parked cars further down the road where there is considerable lorry traffic, loading, unloading and waiting to be unloaded. Furthermore Network rail have a large amount of heavy equipment accessing the railway line opposite us requiring low loaders etc. Frequently there are 3 or 4 articulated lorries waiting in the vicinity which would cause chaos on the road if the parked cars were displaced to this part of the road. As I write this there are 3 network rail vans, 1 tractor, 1 40' articulated lorry and a rail laying machine on the road. If the changes go ahead I suggest the scheme be altered with some form of waiting restriction extending down the road. This would prevent the motor trader who is responsible for the existing problem from using the area to park his stock, whilst allowing normal trade to carry on for the existing businesses.</p> <p>Regards</p>
<p>22.02.19 email business owner</p>	<p>I understand your plan to move vehicles away from the end of the road because the parked vehicles are causing disruption &amp; could potentially cause accidents. However, I do believe in placing restrictions where you have placed them on your plan, will merely move the problem further down the road. The road is already congested with large vehicles turning further down the road &amp; Network Rail is also leaving vehicles on the road when working in the area. Most of the cars parked on the road are, I believe, from a motor trader round the corner &amp; there was no real issue until they started parking there. If you need to restrict parking on the road I would be happier if there was some form of maximum waiting time during the day for the entire length of the road.</p> <p>Yours sincerely,</p>
<p>25.02.19 email Commuter</p>	<p><i>I commute from Chesterfield to Sheffield to where I work on a daily basis. I work in the S4 area of Sheffield and my work does not have space on their grounds for staff parking. I've never known an area like S4, there seems to be no-where to park. Lucky one of my work colleagues said we could park on Downgate Drive, which is very useful for us. Sadly today I have noticed the attached sign saying that a parking restriction has been applied for. This would really affect me with my daily parking and would push me to park in areas further away from my work and where I wouldn't feel safe walking back to and from my car. Downgate Drive is a nice wide road that even when vehicles are parked at the road side doesn't restrict any HGV or other large vehicles accessing the business on the estate. I do not understand what and who would advantage from this parking restriction been put in place? Also I worry for my own safety walking further from my</i></p>

	<p><i>work place to my car if I have to park further away. If the parking restriction was put in place what extra security measures would be put in place for the safety of me and my vehicle if I had to park elsewhere?</i></p>
<p>21.02.19 Letter Business</p>	<p><i>We were surprised to read your letter of 19<sup>th</sup> February, regarding the proposal to put yellow lines into most of Downgate Drive. There are no other areas for parking and the plan proposed only leaves parking spaces away from the pavements, which creates a safety hazard for our staff.</i></p> <p><i>We know of no obstruction issues whatsoever, and we have suffered business interruption issues caused by parking on Downgate Drive.</i></p> <p><i>In order to minimise this parking we are currently re-arranging our own parking space to provide additional parking and also we are encouraging staff to cycle to work, with a cycle to work scheme and installation of a new shower and bike shed. Potentially more of our staff might cycle to work but for the fact that the disgraceful state of Carlisle Street East means that many cyclists are fearful to cycle in. The use of double yellow lines on Downgate Drive will create a significant challenge to our employees who currently park on the road, leaving them possibly to park further down the road in areas with no pavement or otherwise some distance away and possibly in streets where people live.</i></p> <p><i>I would like to ask please,</i></p> <p><i>Other units on Downgate Drive will have no yellow lines directly outside where there are no pavements. Why are we the only site that will have yellow lines completely across our frontage?</i></p> <p><i>Downgate drive is wide and has no significant access issues, why do we need yellow lines.</i></p> <p><i>If access needs to be improved why are not the yellow lines being applied to just one side of the entrance to Downgate Drive? What is the point of banning parking on the entire length of the entrance area on both sides?</i></p> <p><i>Currently there are no cars parked on the side of the road with no pavement. In your scheme you only apply yellow lines where there is pavement, so there will be the same number of cars parked in the same spot, just on one side of the road where there is no pavement. What is the reasoning behind this please?</i></p> <p><i>Why are no other industrial units off Carlisle Street East that we know of having double yellow lines, why us alone?</i></p> <p><i>Our firm is totally opposed to this plan and we cannot understand any benefit. Rather we see this as entirely negative with a potential situation of our staff parking in nearby streets.</i></p>
