

## SUMMARY OF RESPONSES TO EXPERIMENTAL ORDER

RESPONDENT	COMMENT	RESPONSE
1, 6, 8, 10, 17, 18, 19, 22, 25, 40, 44, 51, 52	a) Concerned that all the traffic that used to drive along Parchment Street now has to drive further round main one-way system. Therefore generating more pollution and using more fuel, thus costing more as well as the extra time taken.	(i) The decision to introduce the experimental order was taken by Cabinet in light of the available data and on the understanding that further traffic and air quality surveys would be undertaken. These details are being reported to Cabinet in this Report for a further decision taking into account the environmental impact of the experiment and the views of the residents, businesses and general public and road users.
2, 7	b) As a) above, but would like to see the upper section of the High Street reversed back to the way it used to be as this would make North to South through the town centre much easier.	(ii) As (i) above. If the upper section of the High Street were to be reversed it would provide a good link for North-South traffic. However, the County Council would need to be involved due to the status of the road. Bus route implications would need to be addressed.
3	c) As a) above, but also additional problems caused by lorries loading in St Georges Street.	(iii) As (i) above. Loading in St Georges Street is already restricted during peak hours and suitably enforced. More restrictions could be introduced, however, alternative delivery methods would need to be addressed.
4, 9, 16, 32, 49	d) Benefit of the few in Parchment Street but inconveniences the majority who used to use the road as a legitimate route who are now forced to go round the main one-way system.	(iv) As (i) above. The additional mileage for most motorists visiting the town centre is minimal in relation to their overall journeys.
5	e) Lack of noise and especially delivery lorries early in morning has greatly increased quality of life.	(v) No comment required.
11, 54, 55	f) As a) above, but suggests reversing the one-way traffic flow in St Peter Street as an alternative to Parchment Street.	(vi) As (i) above. The reversal of traffic flow in St Peter Street is not possible due to the severely restricted visibility at the exit on to St Georges Street.
12, 28, 33, 37, 38, 39	g) Parchment Street now a much safer environment for pedestrians and cyclists. Noticeable improvement in air quality and reduction in noise.	(vii) No comment required.
13	h) Used to use Middle Brook Street but now encounters congestion due to extended route on main one-way system.	(viii) As (i) above. The additional mileage for most motorists visiting the town centre is minimal in relation to their overall journeys.
14, 20, 56	i) As a) above, but also additional problems caused by vehicles queuing in Friarsgate waiting to enter the Brooks and/or Middle Brook Street car parks.	(ix) As (i) above. The problems caused by the conversion of some town centre car parks to 'pay on foot' are being addressed with the introduction of variable message signs to inform motorists of available parking spaces in the town which should reduce the queues for car parks if they are full.
15, 21, 53	j) As a) above, but also concerned with poor visibility exiting Parchment Street in to North Walls.	(x) As (i) above. The problem of visibility exiting Parchment Street in to North Walls has been addressed. Should the experiment be made permanent further measures at this junction will be installed.
23, 26, 43, 46, 48	k) Traffic now using Parchment Street is greatly reduced. Lorries no longer mounting the footway regularly and therefore safer for all road users. Also less congestion in St Georges Street.	(xi) No comment required.
24	l) Reduction in volume of traffic using Middle Brook Street has resulted in the street being a much nicer place to live.	(xii) No comment required.
27, 34	m) Loss of business for traders in Parchment Street plus difficulties for delivery drivers and service vehicles.	(xiii) The downturn in trade for the businesses in parchment Street was not anticipated. This is something that must be considered when making a decision. Additional signing in the High street advising potential shoppers of the businesses in the 'side streets' are being planned.
29, 30, 45	n) As a) above, but also disadvantages businesses in Parchment Street.	(xiv) As (i) and (xiv) above.
31, 35	o) Parchment Street now a much more pleasant place to work/shop.	(xv) No comment required.
36	p) Petition raised by traders, submitted by Bell Fine Art, Parchment Street, objecting to the experiment.	(xvi) As (xiv) above.
41	q) Reversal of flow has made crossing Parchment Street near St Georges Street less easy.	(xvii) As with any traffic management scheme that introduces changes, road users will have to get accustomed to the changes. The change in traffic flow is considered beneficial to the majority of pedestrians using Parchment Street due to the greatly reduced volume of traffic.
42	r) Petition raised by residents in Parchment Street in favour of experiment.	(xviii) No comment required.
47	s) As a) above, but also disadvantages Leisure	(xiv) As (i) above.
50	t) As a) above. Also several comments on original Cabinet Report and decision. Interpretation of statistics. Misleading recommendation and advice by officers. Extensive consultation not carried out.	(xx) As (i) above. The details reported to Cabinet, the information provided and the officers' recommendations are considered to be fully satisfactory. Consultation has been carried out at every stage of the process in accordance with and exceeding the statutory requirements.