



## Joint Transportation Board

Notice of a Special Meeting, to be held in the Council Chamber, Civic Centre, Tannery Lane, Ashford, Kent TN23 1PL on Tuesday 19<sup>th</sup> February 2013 at 7.00pm

---

The Members of this Board are:-

Mr M A Wickham (Chairman)  
Cllr. Burgess (Vice-Chairman)  
Cllrs. Mrs Bell, Mrs Blanford (ex officio), Claughton, Davey, Feacey\*, Heyes, Robey, Yeo  
\*Chairman of the Transport Forum  
Mr M J Angell, Mr P M Hill, Mr R E King, Mr S J G Koowaree, Mrs E Tweed,  
Mr J N Wedgbury  
Mr K Ashby – KALC Ashford Area Committee

**NB: Under the Council's Public Participation Scheme, members of the public can submit a petition, ask a question or speak concerning any item contained on this Agenda (Procedure Rule 9 refers)**

## Agenda

Page  
Nos.

1. **Apologies/Substitutes** – To receive Notification of Substitutes in accordance with Procedure Rule 1.2(iii)
2. **Declarations of Interest (see “Advice to Members” overleaf)**
  - (a) Disclosable Pecuniary Interests (DPI) under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.  
  
A Member who declares a DPI in relation to any item will need to leave the Council Chamber for the whole of that item, and will not be able to speak or take part (unless a relevant Dispensation has been granted).
  - (b) Other Significant Interests (OSI) under the Kent Code of Conduct as adopted by the Council on 19 July 2012, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.  
  
A Member who declares an OSI in relation to any item will need to leave the Council Chamber before the debate and vote on that item (unless a relevant Dispensation has been granted). However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) Voluntary Announcements of Other Interests not required to be disclosed under (a) and (b), i.e. announcements made for transparency reasons alone, such as:
- Membership of outside bodies that have made representations on agenda items, or
  - Where a Member knows a person involved, but does not have a close association with that person, or
  - Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: an effect on the financial position of a Member, relative, close associate, employer, etc; OR an application made by a Member, relative, close associate, employer, etc, would both probably constitute an OSI].

**Advice to Members on Declarations of Interest:**

- (a) Government Guidance on DPI is available in DCLG's Guide for Councillors, at <http://www.communities.gov.uk/documents/localgovernment/pdf/2193362.pdf>
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found with the papers for that Meeting.
- (c) If any Councillor has any doubt about the existence or nature of any DPI or OSI which he/she may have in any item on this agenda, he/she should seek advice from the Head of Legal and Democratic Services and Monitoring Officer or from other Solicitors in Legal and Democratic Services as early as possible, and in advance of the Meeting.

3. To receive any Petitions

**Part I – For Decision**

4. Aldington Primary School – Highway Safety Scheme
5. Downs View Infant & Kennington Junior Schools – Highway Safety Scheme
6. Willesborough Infant & Junior Schools – Highway Safety Scheme
7. Pluckley Station – Highway Safety Scheme Extension
8. Willesborough Lees – Highway Safety Scheme

**Part II – For Information**

---

Queries concerning this agenda? Please contact Danny Sheppard:  
Telephone: 01233 330349 Email: [danny.sheppard@ashford.gov.uk](mailto:danny.sheppard@ashford.gov.uk)  
Agendas, Reports and Minutes are available on: [www.ashford.gov.uk/committees](http://www.ashford.gov.uk/committees)



**Agenda Item No:** 4  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 19<sup>th</sup> February 2013  
**Report Title:** Aldington Primary School Highway Safety Scheme  
**Report Author:** Ray Wilkinson



**Summary:** Following concerns expressed by the County Member, a Highway Safety Scheme was proposed in the vicinity of Aldington Primary School to tackle the dangerous and obstructive parking practices taking place at the beginning and end of the school day.

This report lays out the results of the formal statutory consultation conducted on the proposals between 3<sup>rd</sup> & 25<sup>th</sup> January 2013 for the consideration of the Board.

**Key Decision:** YES

**Affected Wards:** Saxon Shore Ward

**Recommendations:** **The Board be asked to:-**

**Consider the representations received and approve the scheme for implementation.**

**Financial Implications:** Funded from KCC Highway Member Fund

**Background Papers:** 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13<sup>th</sup> March 2013, JTB minutes 13<sup>th</sup> March 2013

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Aldington Primary School Highway Safety Scheme**

### **Purpose of the Report**

1. Following concerns expressed by the County Member, a Highway Safety Scheme was proposed in the vicinity of Aldington Primary School to tackle the dangerous and obstructive parking practices taking place at the beginning and end of the school day.
2. This report lays out the results of the formal statutory consultation conducted on the proposals between 3<sup>rd</sup> & 25<sup>th</sup> January 2013 for the consideration of the Board.

### **Issue to be Decided**

3. The Board is asked to consider the representations received and decide on whether to approve the scheme for implementation, request the consultation be recommenced on an amended scheme or decline the scheme.

### **Background**

4. Parking congestion at the beginning and end of the school day is a growing problem in the vicinity of schools throughout the Borough.
5. Although Aldington Primary School has arrangements in place allowing parents to utilise the village hall car park at the beginning and end of the school day, many parents still choose to park on-street in Roman Road adjacent to the school. This parking has created an issue for pupils and parents crossing the road outside the school by obstructing sight lines around the crossing point. In addition the school vehicular accesses and the shared vehicular access serving 1-12 Goldwell Houses opposite often experience obstruction issues due to inconsiderate parking.
6. In order to address these issues and to improve accessibility a Member Highway Funded Scheme was proposed.
  - The introduction of dropped kerbs serving the crossing point improving access for those with limited mobility, pushchairs / prams etc.
  - The introduction of a hard surfaced footway traversing the verge on the northern side of the crossing point, again to improve accessibility.
  - The introduction of advisory white access markings to protect the Aldington Primary School vehicular accesses, the shared access serving 1-12 Goldwell Houses and the northern kerb line of the crossing point.
  - The revision of the existing 'school keep clear' marking on the southern side of the carriageway outside the school to bring it in line with legislative requirements and make it enforceable, thereby protecting sight lines for those using the crossing point.

## **The Scheme**

7. The safety scheme dealt with by this report consists solely of the revision of the 'school keep clear' marking referred to above. This is the only element of the overall scheme requiring a traffic order and therefore subject to a statutory public consultation.

## **The Consultation**

8. The formal statutory consultation took place between Thursday 3<sup>rd</sup> & Friday 25<sup>th</sup> January 2013. A notice of intention was published in the local newspapers and copies of the notice were displayed on site. Full details of the scheme were placed on deposit at Ashford Gateway Plus and Sessions House, Maidstone and were made available in electronic format on ABC's website.
9. In addition all residents in the vicinity of the scheme, a total of 38 properties, received a letter explaining the proposals and where to obtain further information along with a copy of the plan.

## **The Results**

10. A single representation was received in response to the consultation (this can be read in full in Appendix 2). The representation acknowledged that the introduction of a safety scheme represented a positive step but went on to request a number of additional changes to Roman Road.
11. The majority of these restrictions fall outside the remit of this consultation (i.e. do not relate to the proposed restriction) and include the hard paving of the verge on the northern side of the carriageway and the introduction of additional footway lighting. These requests have been passed on to the KCC Highway Member Fund team and Aldington Parish Council for consideration.
12. The representation also requested the introduction of 'residents only' parking. Such restrictions however would represent a poor use of the parking resource and such bays would be liable to remain empty for much of the day regardless of demand from other user groups. In addition all residents in the vicinity of Aldington Primary School have vehicular access to their rear gardens and therefore the opportunity to create an off-street parking facility if necessary (many of these properties already have such a facility in situ)..

## **Conclusion**

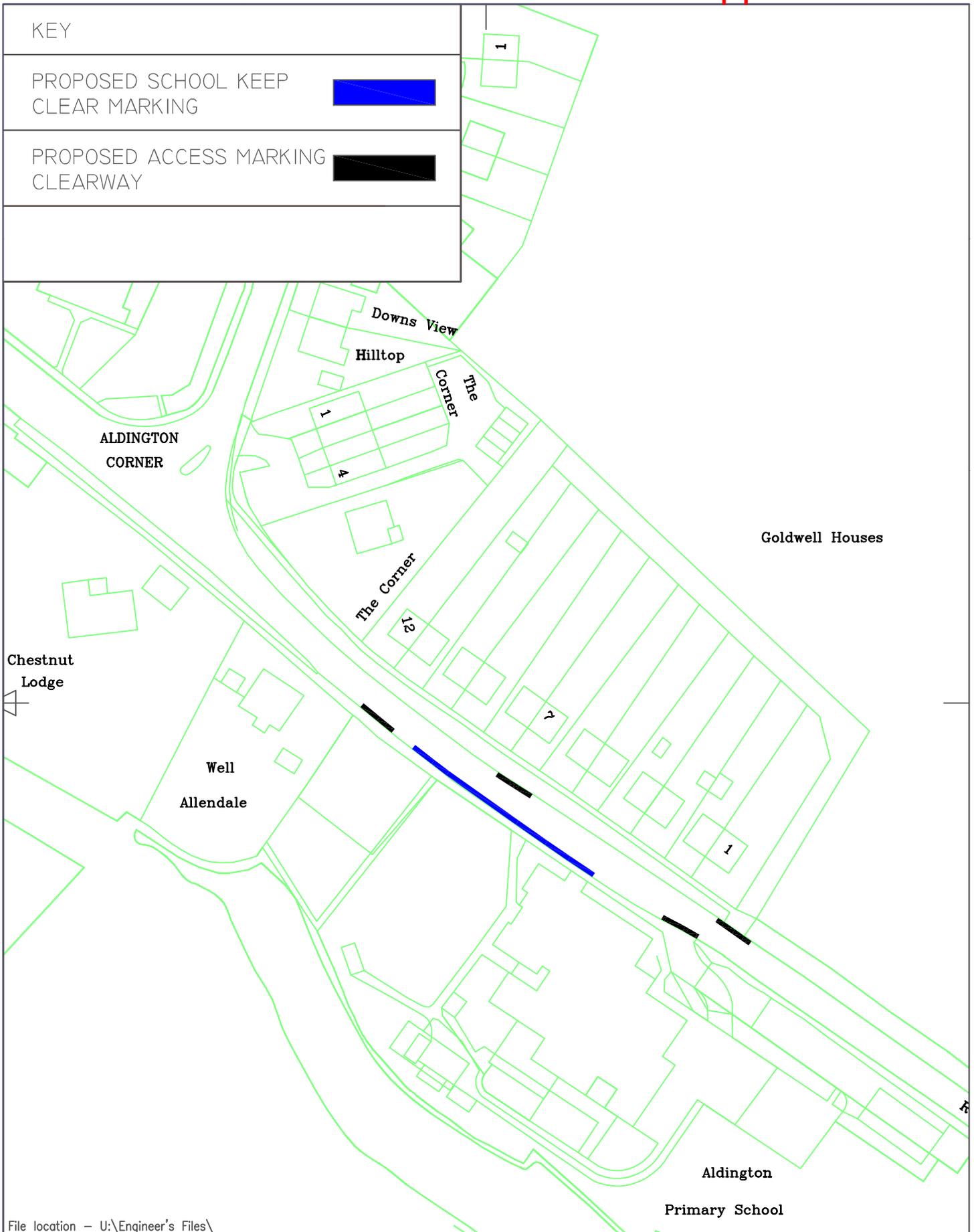
13. The proposed introduction of the enforceable 'school keep clear' marking will serve to improve sight lines around the newly improved crossing point facility. The points raised in the representation received do not constitute an objection to the scheme, simply requesting additional facilities / restrictions to the proposed scheme.

## **Portfolio Holder's Views**

14. The primary purpose of parking schemes around schools must be to protect the children attending that school. This is a simple safety scheme for the school plus protection for the accesses to the school and for the residents of 1-12 Goldwell Houses. It is generally approved by the neighbours and I recommend it to the JTB.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** [ray.wilkinson@ashford.gov.uk](mailto:ray.wilkinson@ashford.gov.uk)



File location - U:\Engineer's Files\

**ASHFORD**  
**BOROUGH COUNCIL**  
 ENVIRONMENTAL SERVICES

Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL  
 tel : 01233 331111 fax : 01233 645654

PROJECT MEMBER HIGHWAY FUND 2012/13

DRAWING TITLE PROPOSED SCHOOL KEEP CLEAR MARKING AND ACCESS MARKINGS, ROMAN ROAD, ALDINGTON

DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.
RJW	FILE No.	15/10/12	1/1000	MHF 3/12	-

## Representations Received

Ref.	Representation	Officer's comments
Am25/Ald/01	<p>Whilst it is positive that the dangerous parking situation is recognised, I would like the following two points to be considered.</p> <ol style="list-style-type: none"> <li>1. Parking permits to be issued to local residents in the vicinity of the primary school and this area to become permit parking only This would encourage safe parking in the village hall, something that has always been recommended by the school.</li> <li>2. The dangerous grass verge is addressed; the verge is steep in places and very slippery due to wet mud where cars parking at the school mount the verge when parking. It is impossible at times for the elderly or infirm to exit a vehicle and safely access the path especially as only part of the verge has street lighting. It is disappointing that only one safety aspect has been considered at this stage. Additional footways additional dropped kerbs should be added.</li> </ol>	<p>The primary function of the highway network is the facilitation of movement along its length. It is however recognised that on-street parking represents a valuable resource. The highway is a public resource, maintained at public expense. Therefore it is important to ensure that those locations suitable for parking are optimally managed to the benefit of all.</p> <p>A 'residents only' scheme provides a poor use of this resource, parking spaces are liable to remain empty (particularly during the working day) when resident demand is low despite high general demand for parking in the area. Furthermore those properties in the vicinity of Aldington Primary School all have access to private off-street parking facilities. In addition to this, such a scheme is likely to pose an inconvenience to residents' visitors and trades people working in the area.</p> <p>In relation to the verge, as discussed in the report a hard paved footway link has been constructed as part of the scheme at the designated crossing point to negate the need for pedestrians crossing the road to walk across the verge itself. The wholesale conversion of the verge to a hard paved surface however falls outside the remit of this consultation (which deals only with the introduction of parking and waiting restrictions) as does the introduction of additional footway lighting (presumably only an issue outside of the school day). This request has been forwarded to KCC H&amp;T Member Highway Fund team for consideration however such works would constitute a very considerable expense and may prove difficult to justify.</p>

**Agenda Item No:** 5  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 19<sup>th</sup> February 2013  
**Report Title:** Downs View Infant & Kennington Junior Schools Highway Safety Scheme  
**Report Author:** Ray Wilkinson



**Summary:** Following concerns expressed by the County and Borough Members, a Highway Safety Scheme was proposed in the vicinity of Downs View Infant & Kennington Junior Schools to tackle the dangerous and obstructive parking practices taking place at the beginning and end of the school day.

This report lays out the results of the formal statutory consultation conducted on the proposals between 3<sup>rd</sup> & 25<sup>th</sup> January 2013 for the consideration of the Board.

**Key Decision:** YES

**Affected Wards:** Kennington

**Recommendations:** **The Board be asked to:-**

- 1. Consider the representations received and approve the scheme for implementation subject to;**
  - a) Reducing the length of the section of 'no waiting at any time' restriction extending south along Church Road from its junction with Ball Lane in line with the point at which the carriageway attains a width of 4.8 metres**
- 2. Determine that, subject to post-implementation review of the scheme, a separate consultation be held on the introduction of a length of 'no waiting at any time' restriction on both sides of the carriageway along the section of Church Road between its junctions with Studio Close and Ulley Road / The Street where the road width is less than 4.8 metres.**

**Financial Implications:** Funded from KCC Highway Member Fund

**Background Papers:** 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13<sup>th</sup> March 2013, JTB minutes 13<sup>th</sup> March 2013

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Downs View Infant & Kennington Junior Schools Highway Safety Scheme**

### **Purpose of the Report**

1. Following concerns expressed by the County and Borough Members, a Highway Safety Scheme was proposed in the vicinity of Downs View Infant & Kennington Junior Schools to tackle the dangerous and obstructive parking practices taking place at the beginning and end of the school day.
2. This report lays out the results of the formal statutory consultation conducted on the proposals between 3<sup>rd</sup> & 25<sup>th</sup> January 2013 for the consideration of the Board.

### **Issue to be Decided**

3. The Board is asked to consider the representations received and decide on whether to approve the scheme for implementation, approve the scheme for implementation in part, request the consultation be recommenced on an amended scheme or decline the scheme.

### **Background**

4. Parking congestion at the beginning and end of the school day is a growing problem in the vicinity of schools throughout the Borough.
5. The presence of the two schools in close proximity to one another, neither with off-street parking facilities for parents at the beginning and end of the school day, has resulted for a high demand for on-street parking during these peak periods. This high demand has resulted in dangerous / obstructive parking practices such as parking on junctions, where the road is too narrow etc.
6. Concerns have been expressed by the Borough and County Members for the area and funding was subsequently put forward by the County Member from their Member Highway Fund. The scheme was therefore included in the 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to the Board on 13<sup>th</sup> March 2012 and approved to take forward as No. 8 priority.

### **The Scheme**

7. The safety scheme is designed to address the currently dangerous and obstructive parking practices which take place at the beginning and end of the school day. The scheme consists of 'no waiting at any time' restrictions in the following locations in the vicinity of the schools;
  - Within 10 metres of junctions
  - Where the road is too narrow to accommodate parking on one side

- Where the road is too narrow to accommodate parking on both sides (and where this practice takes place)
  - Where passing places are necessary
8. On-street parking is of course a valuable resource for all user groups - parents, residents, church attendees, sports club attendees etc. This scheme is intended to provide a minimum of restrictions required to address current dangerous / obstructive parking practices, thereby ensuring that as much on-street parking as possible is retained. Should the scheme be approved for implementation however a post-implementation review will be conducted in order to assess the success of the scheme and identify and developing parking issues for further investigation.

## **The Consultation**

9. The formal statutory consultation took place between Thursday 3<sup>rd</sup> & Friday 25<sup>th</sup> January 2013. A notice of intention was published in the local newspapers and copies of the notice were placed at intervals throughout the scheme area. Full details of the scheme were placed on deposit at Ashford Gateway Plus and Sessions House, Maidstone and were made available in electronic format on ABC's website.
10. In addition all residents in the vicinity of the scheme, a total of 142 properties, received a letter explaining the proposals and where to obtain further information along with a copy of the plan.

## **The Results**

11. A total of 14 individual representations were received. In addition to the representations a petition with 46 signatories organised by the Treasurer of St Mary's Church was also received during the consultation.

### **Representations**

12. Full details of all representations received can be found in Appendix 2 of this report along with Officers comments on the issues raised.
13. Of the representations received 5 expressed their support for the scheme, 2 stated they supported the scheme in part and 2 stated that they objected to the scheme. 8 representees agreed that it was necessary for something to be done to address the parking problem at the beginning and end of the school day.
14. A total of 6 representations expressed concern that the introduction of the proposed restriction would either cause or exacerbate parking problems outside the restricted locations. 4 of these representations specifically alluded to Church Road south-west of its junction with Ulley Road / The Street, 1 referred to Ball Lane and 1 simply referred to nearby locations generally.
15. The proposed scheme is intended as a 'light touch' approach – prohibiting parking only in those locations within 10 metres of a junction, where the road is too narrow to accommodate parking on one side, where the road is too

narrow to accommodate parking on both sides (and such parking takes place) and where passing places are necessary.

16. Those locations left unrestricted do not meet the above criteria and are therefore not considered unsafe for parking (although it is appreciated that such parking may represent a nuisance). In those instances where residents are concerned that their driveways are liable to be obstructed by inconsiderate parking, they may apply to KCC Highways & Transportation for an advisory 'white access marking'.
17. 4 of the representations made reference to concerns that the restrictions would not be enforced and would therefore not prove effective. ABC's Civil Enforcement Officers (CEOs) operate on an intelligence led basis, varying the frequency and timing of patrols to reflect variation over time in the severity of parking issues. Obviously the intention is to encourage motorists to obey the restrictions, making the issue of Penalty Charge Notices (PCNs) and the presence of CEOs unnecessary. In respect to the introduction of a new scheme it is custom and practice to commence a high frequency of patrols while the scheme 'beds in' to ensure that motorists develop new parking habits. As motorists become accustomed to the new restrictions and the fact that they are actively enforced, the level of contraventions tends to drop allowing the frequency of patrols to be reduced. Patrols are however intensified should problems re-emerge at a later date.
18. 5 of the representations requested that the one way system currently operational along a section of Ball Lane between its junctions with Ulley Road and Church Road be extended. The requests varied in respect to which roads it was felt a one way system should be introduced on. One request was for a one way system along Upper Vicarage Road, Ball Lane and Church Road while a second suggested Ball Lane, Ulley Road and Church Road. A third suggested Ulley Road, Ball Lane, Church Road, Ulley Road and Upper Vicarage Road. The remaining two simply suggested short sections in Church Road – one between Ball Lane and Ulley Road / The Street and the other between Ulley Road / The Street and Studio Close.
19. Obviously any form of one way system falls outside the remit of this consultation, however these requests have been forwarded on to KCC Highways & Transportation for their consideration.
20. 4 representations requested that the proposed restrictions in Church Road be reduced. 3 of these representations concerned the section of Church Road between St Mary's Church and Ball Lane junction and cited concerns over the impact on church attendees. The final representation concerned the length of Church Road between its junction with Ulley Road / The Street and Ball Lane due to concerns over where parents would park when picking up and dropping off pupils at the schools.
21. Both sections of restriction (i.e. extending from the junction with Ball Lane and the junction with Ulley Road / The Street) are proposed because the carriageway at these points measures less than 4.8 metres. This is considered to be below the minimum width reasonably required to accommodate parking on one side of the road while enabling single file traffic to pass. This minimum width is based on a parking width requirement of 2.0

metres and a minimum running lane of 2.8 metres. However following completion of the consultation process a further site visit was conducted during which it was noted that the verge along this section of Church Road had recently been re-profiled. The road width was therefore re-measured at 10 metre intervals along its length. While the extent of the section of carriageway below 4.8 metres in width extending north from Ulley Road / The Street remained unaltered, it was found that the length extending south from Ball Lane had been slightly reduced. As a result there is an opportunity to reduce the length of restriction extending south along Church Road from its junction with Ball Lane by approximately 10 metres, accommodating 2 vehicles.

22. 3 of the representations received requested that the proposed restrictions be extended further south-west along Church Road from its junction with Ulley Road / The Street. These representations cited a mix of general safety concerns, obstruction issues around residents' driveways and concerns over the vibration caused by cars parking on the integrity of nearby listed properties.
23. The section of Church Road where the proposed restrictions terminate is above the 4.8 metre minimum width requirement for parking. However during a site survey conducted in response to these requests, a section of Church Road approximately 50 metres in length was identified as being of less than 4.8 metres in width. This section of carriageway is remote from the proposed junction protection and the intervening road space is therefore suitable for parking. There may however be the opportunity to carry out a separate consultation on the introduction of restrictions along this section of road should funding be available.
24. A number of other comments were made / issues raised (although occurring either singly or in no more than 2 of the representations) which are discussed in full in Appendix 2 of this report.

#### Petition

25. The petition received was submitted by the Treasurer of St Mary's Church and contains a total of 46 signatories. The petition reads:

*"We, the undersigned, object to the parking restrictions proposed by Ashford Borough Council around Kennington Junior School on the grounds that they unnecessarily penalise attendees at weddings, funerals and other church services at St Mary's Church. We do not believe that it is necessary to enforce permanent restrictions in the area to solve a problem which only occurs for a couple of hours a day on five days a week. We therefore suggest that restrictions should be time limited to an hour at the start of the school day and a further hour at the end. We also believe that the proposals would be further improved by restricting parking on one side of the one-way section of Ball Lane."*

26. As discussed in paragraph 21 of this report, this section of restriction is proposed because of the extreme narrowness of the carriageway, although in view of recent re-profiling of the verge there may be an opportunity to reduce the length of the proposed restriction by approximately 10.0 metres. Parking

where the road is below 4.8 metres in width however is liable to cause an obstruction to other road users regardless of the time of day, or whether the motorist is picking up / dropping off pupils at the school or attending a church service. The introduction of a single yellow line restriction would effectively condone parking outside the hours of operation in a location which is unsuitable for parking at any time.

27. In respect of the suggested introduction of a restriction along one side of the one-way section of Ball Lane, this section of carriageway (with the exception of the built out area) meets the 6.8 metre width requirement to allow parking on both sides. It is the belief of officers that the build out feature offers a sufficiently obvious indicator to motorists that the location is unsuitable for parking to discourage any attempts to do so.

## **Conclusion**

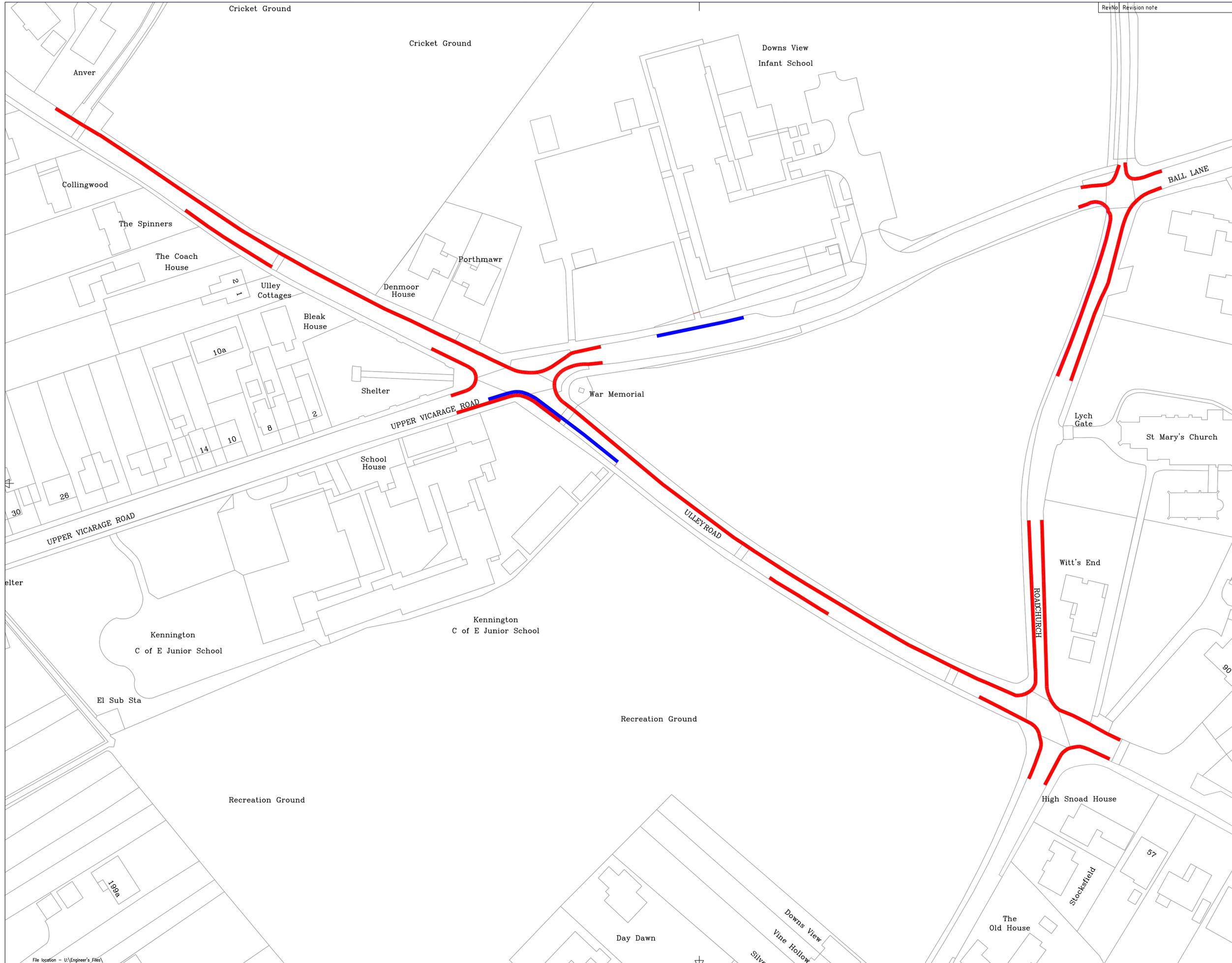
28. In conclusion, of the 142 properties which received letters detailing the scheme only 14 responded directly to the consultation. Of these representations, 5 expressed their support, 2 their support in part and only 2 registered an objection. The petition received in relation to the parking requirements of St Mary's Church must of course be dealt with separately due to it's different nature. Although as discussed above there may be an opportunity to reduce slightly the lengths of restriction in Church Road following the re-edging of the verge and the effective widening of the carriageway.
29. Although it is recognised that the scheme does not represent a panacea to all parking concerns in the area, it is the view of officers that this does provide the most even handed approach to the problems concerned.

## **Portfolio Holder's Views**

30. Not available at the time of publication.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** ray.wilkinson@ashford.gov.uk



RevNo	Revision note	Date	Signature	Checked

NOTES  
 POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY	
PROPOSED NO WAITING AT ANY TIME	
EXISTING NO WAITING AT ANY TIME	
PROPOSED SCHOOL KEEP CLEAR	

**ASHFORD BOROUGH COUNCIL**  
 HEAD OF ENVIRONMENTAL SERVICES  
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL  
 Tel : 01233 331111 fax : 01233 645654

PROJECT KENNINGTON SCHOOLS HIGHWAY SAFETY SCHEME	
DRG.TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/500	PAPER SIZE A1
DRAWN RJW	DATE DEC 2012
DRG.No KENNING SCH 00	REV. -

Appendix 2

Ref.	Representation	Officers' comments
Am25/Kenn/01	<p>Thank you for your letter of the 2<sup>nd</sup> last addressed to Owner/Occupier, the contents of which I note.</p> <p>If there are funds to place double yellow lines along the other side of Ulley Road, inter alia, could they be stretched to take in the properties of householders along the top of Church Road who are constantly harassed by the thoughtless school parking, as it seems that as a consequence of anything you may do, can only exacerbate the parking here.</p> <p>To clarify the situation here, I enclose a copy of my last letter to Mr Steve Darling together with appropriate prints to which at present there seems to be no adequate solution. A white line will not deter.</p> <p>There are two observations I would like to make. One school parker said to me "I've left you room to get out". When I replied that there was no space to turn the car, she walked away saying "This is a public highway, there are no yellow lines and I will park where I want to".</p> <p>The second. A large vehicle persistently allowed no way could my car be turned if I could get out. I did not know who it was so I left a carefully worded note on the windscreen asking if they would very kindly park further back for the reason above, and finishing the note with "Thank you". The next morning when I returned from the dentist there was a lot of dog dirt by the front door. It is perfectly disgusting event to write this.</p> <p>Any suggestion you may be able to make would be greatly appreciated as I have no idea how to counter this behaviour.</p> <p><i>(Enclosure – letter to Steve Darling, KCC Highways &amp; Transportation dated 20<sup>th</sup> Nov 2012)</i></p> <p><i>Thank you for your letter of the 6<sup>th</sup> last which reached me on the 14<sup>th</sup>, the contents of which I note, and which I do appreciate.</i></p> <p><i>There seems to have been another misunderstanding. I have never expressed any concern regarding HGVs. On the one or two occasions they have pulled up vibrating outside the cottage – I have had a quiet word and they have been very understanding and moved away.</i></p>	<p>The legislation governing the making of traffic regulation orders sets out the circumstance under which no waiting restrictions may be applied. Waiting restrictions cannot be used simply to discourage nuisance parking outside specified properties or protect private vehicular accesses.</p> <p>The proposed restrictions are intended to discourage unsafe parking practices not to prevent parents and guardians dropping off or picking up their charges.</p> <p>Should the scheme be implemented it will be subject to a post implementation review in order to assess the success of the scheme and identify any potential or emerging issues.</p> <p>Any additional restrictions beyond those currently proposed would require a further public consultation. There may however be the opportunity to do so, should it prove necessary, because a section of Church Road south of its junction with Ulley Road / The Street approximately 50 metres of length is below the 4.8 metre minimum carriageway width to accommodate parking. This section of carriageway was not included</p>

	<p><i>I will be as brief as possible and explain the true position.  This Grade II listed cottage is 700 years old and has no foundations. It is the only property in the immediate vicinity near the road. I have been looking after lovingly and keeping the building standing for the last 45 years. Since the two schools just across the common have been enlarged the traffic and parking vibration twice a day has become almost unbearable. The grass verge in front has been worn away, the chestnut fence knocked down twice and which had to be replaced - supplemented (after repeated thumping) by bushes.  I enclose prints of photos which will illustrate the problems. The light from the front window to the sitting room (low ceiling) is obliterated by these large vehicles – the drive is constantly blocked. On the odd occasion when I have simply has to exit the drive and have asked the drivers not to park, I have become acquainted with a new and not very choice vocabulary.  Initially, all I requested was that there “ Road Engineer could come and talk to me to see if anything could be done to help, as my energy, enthusiasm and my resources are now practically non-existent.  It is pointless calling the Community Police, as by the time they would be able to get here, the second session of traffic would be hovering to replace the first.  You may appreciate an ironic situation.  When we had to put a fence between the cottage and the then orchard, the Council stipulated that the fence had to be stepped down to the road to allow sight of traffic coming up the hill. Now very acute hearing is necessary!!!  I trust this hasn't bored you completely, but I am really weary doing repairs time and again to try to keep the building as befits it.</i></p>	<p>in the current proposals because it is remote from the junction protection and was therefore considered beyond the scheme extent.</p>
Am25/Kenn/02	<p>I am writing to confirm my views about the proposed introduction of a safety scheme in the vicinity of Downs View Infant and Kennington Junior Schools. I fully <u>support</u> and <u>endorse</u> every proposal – where a formalisation of ‘School keep clear’ markings and double yellow lines can only help to preserve life and minimise the chaotic scenes outside these schools, where at some point of these proposals are <u>not</u> introduced, a child could be injured, maimed, or even sustain severe injuries or suffer a fatal accident.  Parents ignore all the usual restrictions at the moment in an effort to “drop” off</p>	<p>The requests for a pelican crossing at the top of Upper Vicarage Road and the introduction of a one way system in Upper Vicarage Road falls outside the remit of the scheme which is concerned solely with the introduction of parking controls. However the requests will be forwarded to Kent County Council Highways and Transportation.</p>

	<p>a child / children at the door / gate of the schools.  There are no clear pedestrian crossings so children, parents, even with prams 'dash across' nearby roads having parked on kerbs, drives and junctions. It will only be a matter of time before there is injury / death to a child / student of one of these schools. The proposals are, in my view, and I admit I will be a lone voice, in a minority, but nevertheless would like my views carefully considered, not sufficient.</p> <p>I would like to see a pelican crossing, at the top of Upper Vicarage Road, double yellow lines all down Upper Vicarage Road, residents parking permits only in this road (even with an annual charge) and a one way system, in Upper Vicarage Road and Church Road, so traffic flows UP one road and DOWN the other.</p> <p>Upper Vicarage Road is also extremely busy and dangerous with major traffic violations on most days by selfish parents who take no notice of the school entrance or residents' driveways.</p> <p>The proposals will certainly help to improve the safety of those trying to walk to school, but will only make a significant difference if they are properly <u>monitored</u> and drivers who disregard road markings and park illegally receive clear <u>penalties</u>, not a vague 'caution'.</p> <p>This proposal is clearly a start, and all those affected, should support the proposal as ultimately the life of a child is currently at risk, if nothing changes, Please therefore, can you take my comments into consideration as I <u>fully</u> endorse and support all the proposals of the safety scheme in the vicinity of Downs View and Kennington Junior Schools.</p>	<p>The introduction of a 'residents only' parking restriction in Upper Vicarage Road would represent a poor use of the parking resource and such bays would be liable to remain empty for much of the day regardless of demand from other user groups.</p> <p>The proposed restrictions are intended to discourage unsafe parking practices not to prevent parents and guardians dropping off or picking up their charges.</p> <p>Should the scheme be implemented it will be subject to a post implementation review in order to assess the success of the scheme and identify any potential or emerging issues.</p> <p>Any additional restrictions beyond those currently proposed would require a further public consultation.</p>
Am25/Kenn/03	<p>The proposed introduction of double yellow lines in the vicinity of Downs View School is an excellent idea. However, I live at ***** Ball Lane, Kennington and between 8:40am-9:05am and 2:40pm-3:10pm it is very difficult for me to exit my driveway and I feel that after the introduction of the double yellow lines this situation will become impossible. Cars park opposite my driveway and either side of it as well – as marked on the map (and sometimes on my actual drive as well!!!). The result of this is that you cannot turn out of the drive as there is not enough turning circle. As my house is the first one in Ball Lane</p>	<p>There are no grounds for introducing an "at any time" prohibition of waiting restriction to protect a private access.</p> <p>Extending the double yellow line further than absolutely necessary to protect the junction would needlessly reduce the amount of kerbside parking.</p>

	<p>would it be possible to extend the yellow lines a little further towards my driveway? It would be much appreciated.</p>	
Am25/Kenn/04	<p>As a long time resident of Ball Lane, I am often confronted by severe congestion, thoughtless 'parking' (or more apt 'abandonment') of cars by persons either delivering or collecting their children from the two schools in Ball Lane / Ulley Road and Upper Vicarage Road. The route through to Ulley Road and Church Road often becomes impassable for a period at these times, which also increases the danger to the children and their parents, walking to and from their cars.</p> <p>I would welcome the proposed parking restrictions, provided that they are <u>implemented as 'part time' restrictions enforceable only at the times when children are arriving or leaving their schools and on weekdays only</u>. Even at these times, I would expect to see considerable increases in parking further down Ball Lane, The Street and surrounding areas, which for reasonably short periods can be tolerated.</p> <p>However, should as indicated, the proposal be for 'no waiting at any time', I strongly object to this for the following reasons:</p> <ol style="list-style-type: none"> <li>(1) The safety concerns only really exist at limited periods i.e. approx 8.30-9.30am &amp; 2.30-3.30pm on weekdays.</li> <li>(2) The church needs to have access for funerals, weddings and other regular services (which are mostly at weekends) and sufficient parking nearby is essential for visitors, many of which are elderly and cannot walk very far. This means more cars parking further down Ball Lane, The Street etc, causing unnecessary inconvenience for locals.</li> <li>(3) On some weekends, particularly in summertime, there are often events at the recreation ground in Ulley Road and at the Hockey Club / Cricket Club in Ball Lane, restrictions at these times would cause unnecessary inconvenience and congestion in an already busy area, if cars are not allowed to parking in the current locations.</li> <li>(4) How would the restrictions be implemented? Will there be a traffic warden patrolling the area at regular intervals? I wish to mention this point as there has existed a one way system past Downs View School</li> </ol>	<p>Indiscriminate Parking in Ball Lane, Church Road, The Street, Ulley Road and Upper Vicarage Road is unfortunately not restricted to the beginning and end of the school day. People attending services, ceremony, functions and meetings in St Mary's Church, St Mary's Hall, Downs View Infant School, Kennington Junior School and Kennington Cricket Club also park in these roads and cause similar problems.</p> <p>Waiting restrictions are only being installed in those locations where parked vehicles would cause a danger or obstruction to other road users such as in the immediate vicinity of junctions, where the road is too narrow (less than 4.8m wide) and where vehicles would have to reverse an unacceptable distance (more than 60 meters).</p> <p>The restrictions will be monitored and enforced by the Council's Civil Enforcement Officers.</p> <p>The introduction of a one way system and provision of a car park falls outside the remit of the scheme which is concerned solely with the introduction of parking controls. However the request will be forward to Kent County Council Highways and Transportation</p>

	<p>for a long period now and it seems that it is never policed, drivers ignore the one way signs on a daily basis and we in Ball Lane are regularly faced with meeting vehicles flouting the law at the junction of Ball Lane / Church Road.</p> <p>Finally, the ideal solution to the parking problems would be to be able to convert the triangle at the top of Ball Lane into a car park for the use of the schools and the church.</p>	
Am25/Kenn/05	<p>My comment on the above proposed safety scheme is that it is likely to increase congestion and poor parking, which already exists, in Church Road at school times. The traffic restrictions will result in cars being displaced in Ulley Road/The Street and increase erratic and inconsiderate parking in Church Road as this will be the nearest road with no traffic restrictions.</p> <p>At the moment we already suffer from cars being parked outside our house in Church Road in term time with access sometimes being obstructed and severely reduced. The double yellow lines on the junction, which I support, will I think exacerbate this problem. To this end I suggest that there should be parking restrictions also in Church Road during school hours. I have a grass verge outside my house which is part of my property which cars continually drive over and park on, all causing damage. In addition, cars use our driveway as a turning point and this may get worse.</p> <p>Part of the problem is that there is no designated safe pedestrian and cycling route to both schools. The footway near our property is very narrow and there is no footway on Church Road leading to Ball Lane so pedestrians and cyclists are very vulnerable.</p>	<p>Providing “working day” waiting restrictions in the section of Church Road south of its junction with Ulley Road / The Street as suggested by the respondent would displace those vehicles that already park in this section of Church Road and concentrate the nuisance parking elsewhere.</p> <p>Both schools appear to be accessible on foot using footways. The only obvious exemptions are those properties accessed from the section of Ball Lane northeast of its junction with Church Road and the section of Church Road between its junctions with Ball Lane and Ulley Road / The Street.</p>
Am25/Kenn/06	<p>In reference to the proposals to introduce a safety scheme in the vicinity of Downs View Infant and Kennington junior schools: I do not agree with double yellow lines between the Church and Ball Lane: Parking should be allowed on one side (preferably the church side) to meet weddings, funeral and church requirements.</p> <p>On the other hand, I further consider that the current proposal does not go far</p>	<p>The Council cannot condone parking where the carriageway width is less than 4.8 metre wide (this is the minimum width on a relatively straight section of road and should be increased in proportion to the curvature of the road).</p>

	<p>enough: the proposed parking restrictions around the junction with Ulley Farm should stretch down Ball lane to the junction of Osier Fields. Similarly, if there is either little intention or no budget set aside to 'police' this scheme, then it is pointless,</p>	<p>Extending the proposed “at any time” waiting restrictions in Ball Lane from the end of the proposed corner protection on the north-eastern side of its junction with Church Road to and presumably including its junction with Osier Field, as suggested by the respondent, will displace those vehicles that already park in this section of Ball Lane and concentrate the nuisance parking elsewhere.</p> <p>Extending the double yellow line further than absolutely necessary to protect the junction would needlessly reduce the amount of kerbside parking.</p> <p>Responsibility for the enforcement of the proposed restrictions rests with Ashford Borough Council.</p>
Am25/Kenn/07	<p>I have just reviewed the plan for the parking changes around Downs View Infant School, and while I am pleased something is finally going to be done about the dangerous parking on corners and on ‘school keep clear’ markings, I feel the scope of some of the changes have gone too far and will create more problems than they will solve. The problem with traffic flow around these roads has always been the inconsiderate few who park on corners, and the lack of passing area on Ulley Road. The changes in these areas are a good thing. However I object to the loss of parking on most of Church Road, as coupled with the loss of parking on Ulley Road, will mean there are not enough spaces for people, like myself, who have no option but to drive to the school to drop off and pick up in order to get to and from work. At present I am able to work in the town until 2.30pm and still get to the school in order to park and collect my two children from school at 3.00pm. However with the loss of parking on most</p>	<p>The Council cannot condone parking where the carriageway width is less than 4.8 metre wide (this is the minimum width on a relatively straight section of road and should be increased in proportion to the curvature of the road).</p>

	<p>of Church Road, there will be nowhere to park by the time I, and others, get to the school and will lead to a large increase in traffic circling Ulley Road, Church Road, Ball Lane waiting for others to leave. I don't see the reason for the loss of so much of Church Road , as I have seen numerous large lorries, coaches etc be able to drive past parked cars down there, the only problem arises with people parked on corners, which you are addressing anyway. I know this e-mail will probably make no difference to the decision, which is a shame, as once again as a working parent I am going to be penalised for working, as I will have to reduce my hours to get to the school in time, where as the parents who are unemployed/choose not to work, will not be affected as they will just park up even earlier to avoid having to walk anywhere.</p>	
Am25/Kenn/08	<p>We welcome the proposal for the parking restrictions in the vicinity of Downs View Infant and Kennington Junior Schools, we have often been concerned that if emergency vehicles had a need to access Ball Lane during the "school run" it would be difficult and may result in help for the residents being greatly delayed.</p> <p>We do however understand of the need for parents to collect children from school and fear that the proposed restrictions will only result in the vehicles being forced to park further down Ball Lane, resulting in the problem being only being moved !!</p> <p>We also feel that further parking restrictions down Ball Lane would not be very desirable.</p>	<p>The proposed restriction will ensure that emergency vehicles are not delayed.</p> <p>Indiscriminate Parking in Ball Lane, Church Road, The Street, Ulley Road and Upper Vicarage Road is unfortunately not restricted to the beginning and end of the school day. People attending services, ceremony, functions and meetings in St Mary's Church, St Mary's Hall, Downs View Infant School, Kennington Junior School and Kennington Cricket Club also park in these roads and cause similar problems.</p>
Am25/Kenn/09	<p>I am writing in response to the above parking proposals in Kennington. I write as a resident living on the junction of Church Road and the Street. I have also worked at Kennington CE Junior School for over twenty years. I am in agreement with double yellow lines at all the junctions and along the length of Ulley Rd on the cricket pitch side and up to the Church. I am strongly against the double yellow lines on the length of Church Rd adjacent to the Church. I think lines would be appropriate on the old allotment side as no one parks there anyway. However people that park alongside the Church (funerals,</p>	<p>The Council cannot condone parking where the carriageway width is less than 4.8 metre wide (this is the minimum width on a relatively straight section of road and should be increased in proportion to the curvature of the road).</p> <p>Indiscriminate Parking in Ball Lane, Church</p>

	<p>weddings, Sunday services etc) don't cause a problem and would have no where to park.</p> <p>Another concern is the lack of double lines proposed for Upper Vicarage Road, (school side). If you are taking away parking spaces, people will just park elsewhere, they won't stop bringing cars as not all parents live in Kennington. This was proved when you took away parking spaces in Ball Lane outside Downs View when you made it partly one way.</p> <p><b>None of the restrictions will work if they are not enforced on a regular basis.</b></p> <p>The only way to alleviate these problems would be to compulsory purchase a strip of land round the boundary of the old allotments.</p>	<p>Road, The Street, Ulley Road and Upper Vicarage Road is unfortunately not restricted to the beginning and end of the school day. People attending services, ceremony, functions and meetings in St Mary's Church, St Mary's Hall, Downs View Infant School, Kennington Junior School and Kennington Cricket Club also park in these roads and cause similar problems.</p> <p>The introduction of "no waiting at any time" restrictions will not only act as a visual reminder to motorists but will also enable enforcement by ABC Civic Enforcement Officers (who can only enforce restrictions which are indicated with the appropriate road markings and signs and in most cases backed by a traffic order.</p> <p>Should the scheme be implemented it will be subject to a post implementation review in order to assess the success of the scheme and identify any potential or emerging issues.</p> <p>Any additional restrictions beyond those currently proposed would require a further public consultation.</p>
Am25/Kenn/10	<p>I am in receipt of your recent proposed "safety" scheme ....as with any parking scheme it has its "downside".....the parking proposal will I feel sure only push the parking problem to another location ie into Church Road where I live. Parking in our road is already at full</p>	<p>The Council is mindful of the consequences of restricting where people park their vehicles and have therefore only proposed restrictions where parking represents a</p>

	<p>capacity. Thoughtless drivers often park blocking my driveway and that together with the volume of traffic at school times will make life even more difficult for those affected. My suggestion is that our road becomes a 'One Way System from Studio Close up towards The Street, therefore allowing cars to park and pass in the same direction. An on site meeting from you or one of your colleagues at the relevant school times, will give you an insight into the problems which are already exist even before your proposals!</p>	<p>danger or obstruction to other road users. Although it is anticipated that some displacement may take place into neighbouring roads these locations are considered to poses less of a danger to other road users. In addition should the scheme be approved a post implementation review would be carried out to assess the success of the scheme and identify any potential emerging issues.</p> <p>The introduction of a one way system falls outside the remit of the scheme which is concerned solely with the introduction of parking controls. However the request will be forward to Kent County Council Highways and Transportation.</p>
Am25/Kenn/11	<p>The above order 2007 re double yellow lines being introduced on the corners of the streets around Kennington Junior School, Downsview School and St Mary's Church. Whilst I agree something needs to be done because at the school run times the roads are grid locked and the way people park there cars I wonder how they ever past the driving theory test. I feel that putting yellow lines would only make the problem a wider issue because the mums would park further away ie: The Street, Tritton Fields, Ulley Road, Faversham Rd, Lower Queens Rd, Church Rd and Ball Lane.</p> <p>At present there is a one way system by Downs View School would it not be possible to make the whole triangle a one way system so that traffic can flow all the way round and the cars will still be able to park on one side of the road as well?</p> <p>Or the other option is for the waste piece of ground to be compulsory purchased and it be used for parking and a green space which would solve all the problems?</p>	<p>It is hoped that the restrictions will displace parking to more suitable locations.</p> <p>The introduction of a one way system and the provision of a car park falls outside the remit of the scheme which is concerned solely with the introduction of parking controls. However the request will be forward to Kent County Council Highways and Transportation.</p> <p>Indiscriminate Parking in Ball Lane, Church Road, The Street, Ulley Road and Upper Vicarage Road is unfortunately not restricted to the beginning and end of the school day.</p>

	<p>I know at St. Mary's it has been suggested that no parking signs between 8.30-9.30 and 14.30-15.30 Monday to Friday but if there is a funeral or function on during those times it could make parking a problem.</p>	<p>People attending services, ceremony, functions and meetings in St Mary's Church, St Mary's Hall, Downs View Infant School, Kennington Junior School and Kennington Cricket Club also park in these roads and cause similar problems.</p>
Am25/Kenn/12	<p>With reference to the proposed Kennington safety Scheme please see the following comments and objections:  It should firstly be remembered that the safety issues which this proposal is trying to address should only arise for a period of less than an hour every School day afternoon when parents pick up their children from School and should not be too restrictive outside of these time. If there isn't already a safe dropping off and go plan for the morning in place then it should be the Schools responsibility to establish one.</p> <p>Questions should also be asked as to how this situation arose in the first place with the Downs View School allowed to expand when the only pedestrian pavement to pavement crossing point is effectively at a crossroads.</p> <p>The Safety Scheme proposals like the previous introduction of the speed humps in Ulley Road and The Street (which tackled a non- existent speeding problem at School drop off and pick up time, you're lucky if you can move let alone speed) will not of themselves make much difference to the current situation. It is already illegal to park in the junction areas where the double yellow lines are proposed, the problem is a lack of enforcement which won't change.</p> <p>As regards the other double yellows we agree that there is a need to establish passing points in Ulley Road as currently those who park or wait in this area seem to lack common sense which results in the road being blocked. However this is no different to the situation which can and does arise in the lower half of Church Road and Upper Vicarage Road.</p>	<p>Indiscriminate Parking in Ball Lane, Church Road, The Street, Ulley Road and Upper Vicarage Road is unfortunately not restricted to the beginning and end of the school day. People attending services, ceremony, functions and meetings in St Mary's Church, St Mary's Hall, Downs View Infant School, Kennington Junior School and Kennington Cricket Club also park in these roads and cause similar problems.</p> <p>The Highway Code stipulate that parking may not take place on a junction, the introduction of "no waiting at any time" restrictions will not only act as a visual reminder to motorists but will also enable enforcement by ABC Civic Enforcement Officers (who can only enforce restrictions which are indicated with the appropriate road markings and signs and in most cases backed by a traffic order).</p> <p>The position of the pedestrian crossing in Ball Lane, introduction of traffic calming in The Street / Ulley Road, provision of a footway in Church Road between its</p>

	<p>The issue in the stretch of Church Road between Ulley Road and Ball Lane will not be eased by parking restrictions the issue here is a lack of a pavement. Some joined up thinking is needed between Ashford BC and Kent CC to establish a pavement along this stretch, which may involve some kind of compromise agreement with the owner of the adjoining land, and then it should be possible to establish a proper safe crossing point between the two halves of Church Road. No doubt this is outside the remit of these proposals but it is not outside the remit of the County councillor who made the original request.</p> <p>Finally has any thought been given to the possible effects of the proposals on the surrounding Roads? To tackling the peak traffic flow by introducing a time defined one way system or a one way traffic scheme for the top of Church Road?. Or is this just a case of being seen to be doing something?</p>	<p>junctions with Ball Lane and Ulley Road / The Street and the introduction of a one way system in the top of Church Road falls outside the remit of the scheme which is concerned solely with the introduction of parking controls. However the request will be forward to Kent County Council Highways and Transportation</p> <p>Should the scheme be implemented it will be subject to a post implementation review in order to assess the success of the scheme and identify any potential emerging issues.</p> <p>Any additional restrictions beyond those currently proposed would require a further public consultation.</p>
Am25/Kenn/13	I would like to register my support and approval for the no parking zones proposed in the vicinity of The Street, Church Road and Ball Lane, under Amendment 25.	No comments
Am25/Kenn/14	<p>I write on behalf of members of the Congregation of St Mary's Church Kennington. Many of our members are concerned at the blanket restrictions proposed and that in order to solve a problem that occurs for no more than two hours a day on five days a week, other user are to be penalised for 24 hours a day. During weddings and funerals the limited parking available is fully utilised ad any reduction would create significant problems. We also note that the proposal fails to address the parking on both sides of the road over the whole length of the one-way section of Ball Lane during the problem times, which makes it almost impossible for emergency services attend Downs View School</p> <p>We are in favour of doing something about the traffic chaos that occurs both</p>	<p>Indiscriminate Parking in Church Road between its junctions with Ball Lane and Ulley Road / The Street is unfortunately not restricted to the beginning and end of the school day. People attending services, ceremony, functions and meetings in St Mary's Church or St Mary's Hall also park in this section of Church Road and cause similar problems.</p> <p>The Council cannot condone parking where</p>

	<p>before and after school each day and believe that the proposal to place yellow lines at the various junctions around the schools is sound as is the proposal to extend the lines along Church Road to "Witts End", but we believe that parking should be allowed on one side of the road in Church Road, from Witts end to the Ball Lane Junction and along the one-way system in Ball Lane. Most importantly, in order to ensure that elderly and handicapped persons do not have to walk great distances whilst visiting either the church or the schools parking restrictions should be limited to when the problem occurs. Namely, 08.30-0930 and 1430-1530 on Monday to Friday.</p> <p>I have a list of names addresses and signatures supporting the comments above which I can send you if required</p>	<p>the carriageway width is less than 4.8 metre wide (this is the minimum width on a relatively straight section of road and should be increased in proportion to the curvature of the road).</p> <p>Motorist will still be allowed to park their vehicles directly outside St Mary's Church where the width of the carriageway exceeds 4.8 metres.</p> <p>The width of Ball Lane between its junctions with Ulley Road and Church Road is sufficient to allow parking on both sides of the road.</p>
Am25/Kenn/15	<p>We very much welcome the proposal introduced under the above reference, however, the proposed restrictions will increase demands for short-term parking within a section of Church Road that already poses a high risk to residents and pedestrians caused by a combination of a narrow road, a bend in the road and a steep drop / rise.</p> <p>With the proposal pushing additional traffic into the surrounding areas and reducing current parking spaces, motorists' stress levels will increase, making accidents more likely in those areas closest to the school with an already heightened traffic accident risk profile.</p> <p>We would therefore propose the introduction of double yellow lines from High Snoad House on the corner of Church Road and Ulley Road / The Street on both sides of Church Road to the houses names Salterton and Collinswood. The extended proposal would ensure that the aforementioned increased risks are mitigated as Church Road offers a good sight ahead and a pedestrian walk on both sides of the road from Salterton and Collinswood onwards.</p> <p>We would welcome carefully consideration of our proposal as it would be unforgiveable if an accident was needed to change the minds of those with</p>	<p>The proposed scheme includes the minimum restrictions necessary to manage potentially dangerous and obstructive parking in order to minimise the loss of on-street parking.</p> <p>Should the scheme be implemented it will be subject to a post implementation review in order to assess the success of the scheme and identify any potential emerging issues.</p> <p>Any additional restrictions beyond those currently proposed would require a further public consultation.</p>

	responsibility on the subject.	
Am25/Kenn/16	<p>Parking restrictions are fine. But to address the traffic flow issues I think that a one way system should be introduced (<i>attached plan indicates one way system: south-east on Ulley Road between Cricket Ground access an Upper Vicarage Road / Ball Lane junction; east on Ball Lane between Upper Vicarage Road / Ball Lane and Church Road junctions; south on Church Road between Ball Lane and Ulley Road / The Street junctions; north-east on Ulley Road between Church Road and Upper Vicarage Road / Ball Lane junctions; west on Upper Vicarage Road between Ulley Road and Faversham Road junctions</i>).</p> <p>Then there will be parking on the left hand side of the road, the same side as the schools and the church, whilst double yellow lines can be painted on the right hand side of the road. This will not restrict the number of parking spaces available AND will allow the free flow of traffic.</p> <p>With the opening of the restaurant in Ulley Road, The Kennington, there are also now parking / traffic issues there, particularly when the cricket pavilion also has function. Hence the one-way system could be extended as shown.</p>	<p>The Council cannot condone parking where the carriageway width is less than 4.8 metre wide (this is the minimum width on a relatively straight section of road and should be increased in proportion to the curvature of the road).</p> <p>The introduction of a one way system falls outside the remit of the scheme which is concerned solely with the introduction of parking controls. However the request will be forward to Kent County Council Highways and Transportation.</p>

**Agenda Item No:** 6  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 19<sup>th</sup> February 2013



**Report Title:** Willesborough Infant & Junior Schools Highway Safety Scheme  
**Report Author:** Ray Wilkinson

**Summary:** Following concerns from the Ward and County Members regarding indiscriminate and dangerous parking practices at the beginning and end of the school day, a safety scheme was put forward to discourage parking in those locations where it would cause a danger or obstruction to other road users.

This report outlines the results of the formal statutory consultation on the proposed scheme for the consideration of the Board.

**Key Decision:** YES

**Affected Wards:** Willesborough

**Recommendations:** **The Board be asked to:-**

**Consider the representations received and approve the scheme for implementation.**

**Financial Implications:** Funded from KCC Highway Member Fund

**Background Papers:** 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13<sup>th</sup> March 2012, JTB minutes 13<sup>th</sup> March 2012

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Willesborough Infant & Junior Schools Highway Safety Scheme**

### **Purpose of the Report**

1. Following concerns from the Ward and County Members regarding indiscriminate and dangerous parking practices at the beginning and end of the school day, a safety scheme was put forward to discourage parking in those locations where it would cause a danger or obstruction to other road users.
2. This report outlines the results of the formal statutory consultation on the proposed scheme for the consideration of the Board.

### **Issue to be Decided**

3. The Board is asked to consider the representations received and decide on whether to approve the scheme for implementation, approve the scheme in part, request the consultation be recommenced on an amended scheme or decline the scheme.

### **Background**

4. Concerns over the safety implications of indiscriminate parking taking place in the vicinity of the Willesborough Infant and Junior Schools at the beginning and end of the day were raised by both the Ward and County Members.
5. Although parking and waiting restrictions are in place on Church Road (where one of the school entrances are located), there are currently no similar restrictions around the other school entrance located on Highfield Road or in the nearby residential roads where parents tend to park.
6. The County Member therefore took the decision to submit an application for the formulation of a safety scheme in these roads funded from his Highway Member Fund.
7. This scheme request was therefore included in the report to the Board on 13<sup>th</sup> March 2012 titled 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' where it was ranked at priority No. 7.

### **The Scheme**

8. This safety scheme consists of 'no waiting at any time' restrictions around junctions, bends, and where passing places are necessary in those roads within easy walking distance of the Willesborough Infant & Junior Schools.

### **The Consultation**

9. The formal statutory consultation took place between Thursday 3<sup>rd</sup> & Friday 25<sup>th</sup> January 2013. A notice of intention was published in the local newspapers and copies of the notice were displayed throughout the scheme area. Full details of the scheme were placed on deposit at Ashford Gateway Plus and Sessions House, Maidstone and were made available in electronic format on ABC's website.
10. In addition all residents in the vicinity of the scheme, a total of 386 properties, received a letter explaining the proposals and where to obtain further information along with a copy of the plan.

## **The Results**

11. A total of 31 representations were received in response to the consultation. Of these, 9 indicated their support for the scheme, 4 stated they supported the scheme in part and 4 wished to object to the scheme. In addition a further 4 representees agreed that a scheme was necessary to tackle the current parking issues.
12. Of those concerns voiced in the representations, the most common (8 representations) was that the proposals would have a detrimental impact on residents. These representations were generally concerned either that restrictions were proposed in a location where the resident or their visitors currently park (6 representations stated that they did not want restrictions outside their home) or that restrictions were proposed where their neighbours currently parked and that the displacement would disrupt current parking practices.
13. Although it is recognised that in some locations the proposed 'no waiting at any time' restrictions will affect current resident parking practices, these restrictions are only proposed in those locations where parking should not take place. With the exception of the passing place proposed in Highfield Road fronting nos. 12-16 & 13-15 (in the vicinity of which no concerns over the impact on residents were raised) all locations where restrictions are proposed are specifically referred to in Rule 243 of the Highway Code as locations where parking should not take place. As such parking should not be taking place in these locations regardless of the current absence of restrictions.
14. Four of the representations received expressed concerns that the proposals would be liable to increase parking pressure in those locations left unrestricted and as a result increase the incidence of residents' driveways in unrestricted locations being obstructed at the beginning and end of the school day.
15. The proposed scheme consists of safety restrictions only and is therefore intended to address parking in locations where it would cause either a danger or obstruction on the highway network. The legislation governing where and how parking and waiting restrictions does not allow for the use of waiting restrictions to protect private accesses onto the public highway. Furthermore the introduction of such a restriction would be liable to impact on residents

themselves, many of whom park across their own driveways either to accommodate their own vehicles or those of their visitors.

16. Should a resident be unable to exit their driveway onto the highway as the result of an inconsiderately parked vehicle however, the Police are empowered to take enforcement action against the vehicle concerned. In addition residents may apply to Kent County Council for an advisory white access marking (dog bone) across their access. Such a marking is not enforceable and therefore allows the resident to park across their driveway but it does act as a visual reminder to motorists that they should not park.
17. Four of the representations expressed concern over whether the restrictions would be enforced, stating that without active enforcement they were liable to be ignored by motorists.
18. ABC's Civil Enforcement Officers carry out their patrols on an intelligence led basis. The frequency and timing of patrols is varied in response to officer observations and complaints from the public to tackle issues in a given location when they emerge. It is custom and practice at the introduction of a new scheme to provide a high frequency of patrols. This ensures that the new restrictions are obeyed and motorists alter their parking habits accordingly. The frequency of contraventions generally drops fairly rapidly following introduction as motorists become habituated to the new parking habits. This enables the frequency of patrols to be subsequently reduced. Should the regularity of contraventions increase however at a later date, patrol frequency will again be raised to tackle the issue.
19. In respect to specific changes to the proposed restrictions (with the exception of general statements simply expressing a wish not to have restrictions directly outside their home discussed above), a total of 8 requests for the addition of further restrictions were received along with 6 requests for the reduction of restrictions. A further 3 requests were received for alterations to the proposed restrictions (movement of restrictions from one location to another). There were however no strong patterns within the requests (i.e. no requests were commonly expressed in more than 2 representations).
20. All specific requests were however considered individually. In respect to the requests for additional restrictions, the proposed scheme is intended simply to prevent parking in those locations where parking would cause a danger or obstruction while ensuring as much parking remains available as possible. If the scheme is approved a post-implementation review will be conducted to assess the success of the scheme and identify any emerging issues.
21. In respect of those requests to reduce the lengths of proposed restriction, as discussed earlier these restrictions are only proposed in those locations where the Highway Code states that parking should not take place.

## **Conclusion**

22. A total of 31 representations were received from the 386 properties consulted. Of these however the majority responses indicate support for the proposals with a total of 9 in full support, a further 4 in support of the scheme in part and

only 4 registering their objection to the scheme. As such it is recommended that the scheme be approved for implementation.

### **Portfolio Holder's Views**

23. Not available at the time of publication.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** ray.wilkinson@ashford.gov.uk



RevNo	Revision note
1	Issue for comment

Date	Signature	Checked

NOTES  
 POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME	
PROPOSED SCHOOL KEEP CLEAR	

**ASHFORD BOROUGH COUNCIL**  
 HEAD OF ENVIRONMENTAL SERVICES  
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL  
 tel: 01233 331111 fax: 01233 645654

PROJECT WILLESBOROUGH SCHOOLS HIGHWAY SAFETY SCHEME	
DRG.TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/1000	PAPER SIZE A1
DATE DEC 2012	REV.
DRG.No WILLES SCH 00	

Appendix 2

Ref.	Representation
Am25/Willes/01	<p>Will increase parking in spots with no yellow lines - more chance of driveways being blocked limiting access!!!                      Yellow lines needed; dangerous spot between Wickenden Crescent and Ripley Road (blind spot). Increased parking in this area.                      Why not 20mph signs as in Albermarle Road, Romney Road, Hunter Road (and in Canterbury)?</p>
Am25/Willes/02	<p>Having received your notification of yellow lines in Highfield Road, Willesborough, which I have no objection to, in fact I welcome this. I do wonder though why you have done nothing about the road which the school entrance is no or the beginning of Highfield Road by the shops. The road by the school entrance is the most congested by parking of cars both sides and it is a job to get a normal size car through let alone a fire engine or ambulance. Why aren't yellow lines being put on one side of this or better still restricted parking between 8:30-9:30 in the morning and 2:30-3:30 in the afternoon. Do these parents not realise they are putting their children's lives at risk if they needed a fire engine or ambulance. Also I think it would be a good idea to have a 20mph limit in Highfield Road or maybe a sign that flashes if you are over the speed limit which a lot of schools have near them. This does make people think about the speed they are going. I have had two cats run over at school time by people speeding and should be thankful it wasn't a child although it was distressing at the time. You are putting yellow lines well into the estate on other roads where nobody parks anyway. How about a traffic warden patrolling this area by the school. I have lived in Highfield Road for 34 years and never seen one.</p>
Am25/Willes/03	<p>I live in Collard Road opposite the junction with Evans Road.                      I object to double yellow lines outside our house.                      It has been thirty odd years with highfield and school and in my belief there have not been any parking issues. My son goes to Willesborough Infants School, and in walking I can see first hand the problems with bad parking in Highfield Road; therefore I can not object to more traffic calming measures there.                      I have observed as a School Walker that no one parks in Collard Road as it appears to be simply too far for parents to walk, especially in the wind and rain. So I cannot see the benefit of yellow lines in Collard Road, only wasted Council budget.</p>
Am25/Willes/04	<p>I have read the notice on a lamp post in Highfield Road. If this scheme successfully completes the planning process, when will the double yellow lines be added to the applicable roads?                      As a resident in Highfield Road, I look forward to the yellow lines. Hopefully, they will reduce the volume of inconsiderate parking that has been problem for some time. On occasions, parking, particularly at junctions, has been potentially dangerous.                      It is to be hoped that drivers of vehicles will comply with the yellow line requirements.</p>
Am25/Willes/05	<p>I am the household owner at * Highfield Road Willesborough.                      I have looked at the proposals and support these proposals but I do have a concern that during school drop offs and pick up times that people will be parking across our driveways due to the lack of parking spaces that will now be available following the implementation of this scheme. This would block our car on our drive which could cause considerable</p>

	<p>aggravation and in an emergency, become potentially a serious issue. Is this something that could be addressed within the proposals; perhaps paint white lines across our driveways thus, preventing people from blocking our vehicles on our drive.</p> <p>I should be grateful for your response on my suggestion.</p>
Am25/Willes/06	<p>Thank you for your letter regarding the additional parking restrictions in the Highfield area. I am writing this message in full support of the proposed parking restrictions. Inconsiderate parking has long been a safety hazard in this area, particularly around the Highfield Road/Ripley Road junction (which will be resolved by the new restrictions). Access for larger vehicles such as public transport, delivery and emergency services is also a serious problem. This will be improved to some extent by the new restrictions. I do feel that the parking restrictions could be extended further on Highfield Road to improve access for these services. Residents of Highfield Road (which includes myself) have sufficient off road parking.</p>
Am25/Willes/07	<p>I read with interest your proposals relating to the above heading and agree that it is about time that something is tried to alleviate the traffic congestion in and around this area.</p> <p>I have lived in Knott Crescent for 30 years and have witnessed some horrendous, inconsiderate parking not only by those on "the school run" but many residents of the area.</p> <p>My one concern with your proposals are that they might improve the situation centred upon Highfield Road but it will force more cars to be parked in and off of Luckhurst Road, which includes Knott Crescent.</p> <p>At present we have school traffic parking in Knott Crescent and the proposed restriction will create even more congestion as the residents will no longer be able to park by their properties.</p> <p>I would therefore be in favour of more restriction, if only during the school morning and evening hours.</p> <p>Finally, will there be any policing of the parking that will take place on the yellow lines?</p> <p>The existing yellow lines at the beginning of Highfield Road nearly always has someone parking on them when they visit the local cafe and take away food shops in Church Road.</p>
Am25/Willes/08	<p>In response to your letter of 2nd January (ref Am25/Willes), here are my comments.</p> <ol style="list-style-type: none"> <li>1. Are the proposed double yellow lines the same as the lines already in place at the junction and lower part of Highfield Road that are regularly and frequently ignored by motorists?</li> <li>2. What is the reasoning behind the proposal to implement NO WAITING AT ANY TIME restriction to the detriment of residents and visitors? Surely you must know the problems only occur on Monday to Friday precisely between 0815 and 0915 and again between 1445 and 1530 ie the times when the road is gridlocked with school traffic. There is no need for a general restriction 7 days a week.</li> </ol>
Am25/Willes/09	<p>Thank-you for your recent letter reference <b>Am25/Willes</b> dated 2<sup>nd</sup> January 2013.</p> <p>I am <b>in favour</b> of this proposal for a number of reasons, namely:-</p> <ul style="list-style-type: none"> <li>• The traffic situation between 08:35 - 09:00; and 14:40 and 15:25hrs has become intolerable, drivers delivering or collecting children from the schools appear to have no regard for other road users, pedestrians nor residents of the Highfield area whom live there.</li> </ul>

	<ul style="list-style-type: none"> <li>I have witnessed or more than one occasion people parking all around the hammer-head feeding properties 106-118 Highfield Road; (this includes double parking, blocking the driveways of the properties between 106-118 so we cannot get into or out of our properties, straddle parking on the footpath and forcing children &amp; parents to leave the footpath and walk on the road, and even parking on the grassed area in front of 120-112 Highfield Road which has not only completely ruined the grass but causes a risk to the statutory services within the footpath).</li> </ul> <p>Having lived on Highfield for nearly 20 years; (in three locations, because we love the area so much). I took steps myself on this issue in 2005; and wrote to Ashford Borough Council about the no waiting / double yellow line scenario, and was told it wasn't possible.</p> <p>Without a positive intervention along the lines of that proposed on the reverse of your letter; there is a real risk of some young persons being killed or seriously injured, damage to vehicles or private property, and a general worsening in quality of life for those living in the area.</p> <p>I hope that the proposal becomes a reality in the not too distant future; the policing / enforcement of this however I don't see as being easy, without uniformed support from ABC parking services or PCSO's.</p>
Am25/Willes/10	<p>Re- am25/willed</p> <p>Just dropping an email to show my full support for the proposed double yellow lines in the Highfield road area. It is fantastic news, living right on the junction we daily struggle accessing our property and have seen many near miss crashes. Currently there is a massive blind spot that means not only you can't see, but when pulling out of Ripley road you have to drive blind and on the wrong side of the road! It is very dangerous and the lines cannot happen soon enough in my opinion. This is dangerous all day and night, not just at school periods.</p>
Am25/Willes/11	<p>Regarding the Proposed Introduction of Safety Scheme in the Vicinity of Willesborough Infant and Junior Schools, as the co-owner/occupier of * Highfield Road, I read with interest your above referenced letter.</p> <p>There has been for some time an obvious problem with the traffic caused by the dropping off of children in Highfield Road, and more so the collection of children after school. While I am pleased that the problem is being acknowledged, my innate pessimism leads me to believe that this scheme, as presently proposed, will only cause the problem to be concentrated in the areas where parking will not be restricted. I am particularly concerned that drivers will be forced to park across our, and our neighbour's, driveways at peak times.</p> <p>The traffic levels at peak times are already very high, and while I appreciate your main concern must be to try and keep a clear path for traffic, in particular emergency vehicles, you must realise that the drivers conveying children from and the school believe that they have a clear <b>right</b> to park adjacent to the school, and that any attempt to restrict this is taken as a threat to the children.</p> <p>I believe that the scheme, as presently proposed, needs very careful analysis.</p> <p>If the scheme, as currently proposed, goes ahead, I have to warn you that on the first occasion that I cannot get off my drive because it is blocked by someone who has "nowhere else to park" I <u>will</u> phone you to say "I told you so!".</p> <p>I also have to wonder if there is going to be a budget for enforcing all these new "No Waiting at Any Time" restrictions,</p>

	<p>which appear to cover areas currently used by people to keep their cars and vans overnight. They are not going to like this at all.</p>
Am25/Willes/12	<p>Thank you for your letter dated 2nd of January regarding the yellow lines on Highfield Estate. Assuming it is a consultation and comments will be taken into account, can I suggest the following please:  Re double yellow lines outside 71 to 77 Highfield Road, as these lines are for the school, could we have an alternative to double yellow lines, for example zig zags or similar and signs like they have in Church Road telling people when NOT to park? We live in this road 24/7 and I don't see why we should be restricted <b>all</b> of the time even when school is closed, i.e. evenings, weekends and school holidays (and even during the day between 9 and 3). Living/parking here is difficult enough at school times, please don't make it difficult outside of school times.  I hope you will consider an alternative for the sake of the residents and their visitors.</p>
Am25/Willes/13	<p>Hello, My name is * I live on the estate know as the Highfield estate.  In regards to the proposed yellow lines on the above roads, this I feel will create problems for the people who live on said estate.  I think speed restriction signs would be a better because the residents they affect will have nowhere to park and will park in places which will affect other residents.</p>
Am25/Willes/14	<p>We have been looking at the drawings of the double yellow lines, we live opposite the Ripley Road turning and I have to say we are in favour of these markings, the only thing I would say is that they are not long enough they should be at least another two metres long as people will still park both side of the road causing congestion and poor visibility</p>
Am25/Willes/15	<p>Your ref AM25/Willes  I note with interest the proposed changes for safety reasons which concern the introduction of double yellow lines. If I read the attached schedule to your letter dated 2<sup>nd</sup> Jan 2013 correctly, there is no alteration to be made to Church Road school entrance. The Church Road entrance has not had a lolly pop lady since the last one was almost injured by a motorist while assisting children to cross the road, shortly after this she left as lollypop lady. There is no help for the children and parents who need to cross the stretch of Road. There is also a bus stop almost opposite the school entrance in Church road which again is dangerous as children get of the bus and cross the road. Cars can be stretched back down to the bottom of church road at both School in and School out times with Vehicles parking right in front of the school gates.  There is an accident waiting to happen, If you are doing changes to the road one side of the school you should take the opportunity to make changes immediately outside of the other school entrance. If there were double yellows either side of the Road say for 40 foot either side of the school entrance on both sides of the Road. The homes on either side of that Road already have drive ways and so do not need that bit of parking.</p>
Am25/Willes/16	<p>With reference to our telephone conversation this morning when I visited the Ashford Gateway Plus to view a hard copy format of the plan for the proposed double yellow lines for Lower Highfield Road in particular. I found that the yellow lines went across two driveways and only one house front on either side of the road and as no one parks across the driveways which are staggered (not opposite one another), this would not give the space for traffic to pull in and give</p>

	<p>way to oncoming traffic.</p> <p>It would make more sense for the restrictions to go across the fronts of 15 &amp; 17 Highfield Road and 14 &amp; 16 Highfield Road this would give the extra space for traffic to pull in and give way, in particular for larger vehicles to pass more easily without damaging car wing mirrors.</p> <p>In addition to the school parking times the road has become extremely busy at all times of the day, this can cause problems for people getting in and out of their driveways due to impaired vision. This has caused some near misses due to the inconsiderate parking of large vehicles on both sides of the road, in particular the pathways on the one side of the road without the grass verge.</p>
Am25/Willes/17	<p>Hi I would like to say that this is a very good idea and should have been in a lot earlier I think it should be extended down to Lacton Way /Collard rd to prevent a build up by the bus stop where the people that use the service would have to walk in the road</p>
Am25/Willes/18	<p>Much as we have been hoping for some helpful approach to obstructive parking near the Willesborough schools, we feel the measures proposed in letter Am25/Willes only need to be applied during the times of eight until nine-thirty in the morning and two thirty until four in the afternoon from Monday to Friday. These are the times that parents taking children to or from the schools cause problems. At other times generally there are no significant safety issues caused by parking in the area. Imposing parking restrictions for these limited times would mean that residents or their visitors, who needed to stop on Highfield Road at other times would still be able to do so without causing any hazards for the schoolchildren. We live in Highfield Road and still sometimes need to be able to park out on the road. Most of the time this would not cause any kind of safety difficulties especially as the school does not operate at weekends or in the evenings. Overall we consider the scheme as proposed will disadvantage the residents significantly. We hope you will consider these views and modify your proposals accordingly,</p>
Am25/Willes/19	<p>I am writing to register my objection to the proposed yellow lines outside my home, * Collard road. The notice attached to the lamp post, gives road safety for the children attending Infant &amp; Junior schools in Highfield road as the reason for the lines.</p> <p>I have lived in this house since it was built in 1979 and there has never been a problem with anyone, causing obstruction or parking outside during the times that children go into and come out of school.</p> <p>The inconvenience caused to residents who do not have the luxury of off street parking for more than one vehicle will be considerable, and in my opinion the placing of yellow lines will cause more of a road safety issue caused by vehicles searching the area for parking spaces nearby.</p> <p>For these reasons I strongly urge you to reconsider the placing of these unnecessary yellow lines.</p>
Am25/Willes/20	<p>Whilst we totally agree with a safety scheme for Willesborough Infants &amp; Junior Schools, we do not believe that the both sides restricted (double yellow lines) at 12-16 Highfield Rd will work, it will only create another bottle neck during the school start and finishing times, should you (Ashford Borough Council) be totally for the safety of the school, then we would suggest that double yellow lines be used all around the inside (school) section of the roads around the school, (Church &amp; Highfield Rd) this would only add slightly to the parking restrictions that your proposed scheme would bring.</p>

	We await your reply with interest.
Am25/Willes/21	<p>I have just been informed of the plans for double yellow line markings around Willesborough via the flyers that have been allocated on lamp posts around our estate. I have looked at the plans online and notice that I will be losing the 3 parking spaces adjacent to the side of my house opposite Shepherd Drive.</p> <p>Currently there are 4 adults living at number * (myself, my wife and 2 adult children). I have a garage at the back of the property with driveway parking for 1 car only. The other 2/3 cars will now have to be parked elsewhere on the estate encroaching on neighbour's parking areas.</p> <p>On further scrutinising of the plans I notice that the road outside my property appears to be the most affected yet the road adjacent to Evans Road/Collard Road which is equally on a very bad bend has not be penalised in the way we.</p> <p>I foresee not only neighbour disputes regarding parking in the future but there is one area along our road ie outside 45/47 Collard Road and adjacent to 17 Shepherd Drive where cars will now be parked on both sides of the road making it more difficult to pass safely and possibly resulting in an accident hotspot. At present the parking outside 45/47 Collard Road is only used for deliveries or visitors as is the space adjacent to 17 Shepherd Drive but with the planned changes both sides of the road will be used for residential parking, including our 3 cars if there is space.</p> <p>Whilst I understand the reason for double yellow lines adjacent to my house due to the fact that it is opposite a junction, the junction is mainly used for the residents of Shepherd Drive as it is a cul-de-sac who know the road well and we have been parking opposite the junction for 26 years. Once the yellow lines are painted around the Shepherd Drive entrance there will be no parking on the entrance/exit to Shepherd Drive therefore no cars parking opposite each other.</p> <p>I feel that I am the innocent victim and I am sure many residents feel the same way I do in that we are being penalised for living on an estate with a school and the reason these measures are being taken is due to people who do not live on the estate but use it a couple of times a day to deliver their children to school and collect them at the end of the day.</p> <p>I am sure that there have been a number of meetings to discuss where the double yellow lines are to be placed and all other options to resolve the present school time parking problems. As I stated before, I am an innocent victim in all this and therefore would like to apply for compensation from the project fund in the form of the council granting me planning permission and dropping the curb to the front of my property free of charge. I am personally prepared to pay to have the front of my property block paved with permeable blocks to allow natural drainage which is very costly and only necessary because of the loss of our current parking spaces.</p>
Am25/Willes/22	<p>Many thanks for sparing your time this morning, to discuss with me the proposed introduction of the road safety scheme, in our area.</p> <p>The introduction of this will be most welcome. As discussed the main features being:</p> <p>The excess parking experienced at school times, together with commercial vans and trucks, some of which use the pavement to park.</p> <p>The latter problem appears to have increased greatly since the opening of the Pie and Mash cafe, in the Church Road parade.</p> <p>My wife is a Blue badge holder, and is on occasions unable to access our drive, due to the inconsiderant parking of these</p>

	<p>vehicles. It is also impossible to leave the drive safely, as they block the view of oncoming traffic, when parked this way. Another problem is that when they are partially on the pavement. passing them on foot is not easy. So may I congratulate you on these proposals, and look forward to them being implemented.</p>
Am25/Willes/23	<p>I am responding to your letter regarding the introduction of yellow lines in the Willesborough school area. We have lived at the above address on the corner of Highfield Road and Julien Place since 1978. Our front door opens into Highfield and front of house into Julien. We have space for one car on our driveway in Highfield Rd and although we are aware from your plan that there will be parking space near to our drive we do not at present park on the main road as we have had a car damaged by school traffic. It is preferable that we are able to continue parking in Julien Place at the front of the house especially when we have family and friends visiting. We are asking if you would consider making the lines into Julien Place a little shorter to allow one parking spot at the front of our house. In our view this would still allow any traffic leaving Julien Place a clear view of traffic up and down Highfield Rd without causing any danger or obstruction. Julien Place is a cul de sac and is not busy. We do appreciate from personal experience that the parking of school traffic is now completely out of hand and that something needs to be done but hopefully this can be achieved without too much inconvenience to residents.</p>
Am25/Willes/24	<p>I have been a resident at * Luckhurst road Willesborough for the past ten years and along with my neighbours have never had a problem with cars being parked in this road during either morning or afternoon school run times. Our house is not on the bend of this road and as far as we can see the bend is not to be double yellow lined. There has never been an accident in this stretch of road connected to school drivers that i or my neighbours are aware of. The proposal to double yellow line in front of our house will in our opinion cause more of a traffic problem as there will be the same amount of cars trying to park in a much shorter space ,we are a three car family and wont be able to park out side of our own house, with no space for resident visitors to park either. While we agree that children's safety must come first the school is not in this road and parents who park in this road have been doing so with out incident for a great number of years. please take this e mail as our registered protest to this scheme continuing.</p>
Am25/Willes/25	<p>Thank you for your recent communication re the above. Could it be considered to have double yellow lines on the bend opposite No.10 &amp; 11 Ealham Close because of the narrow neck which leads to the square, restricting ambulances, fire services and dustcarts as part of the Safety Scheme in the area.</p>
Am25/Willes/26	<p>Many thanks for your letter including the details of the new proposed Safety Scheme in the area of our school. We are absolutely delighted that this is happening, we have endeavoured, with support from the local CSU, PCSO, Councillors and residents, to have something like this for a number of years. Having said that we would like to make a few observations. Whilst the improvements are in the vicinity of our school, we are a little disappointed that the majority seem to be in the lower end of the estate. Certainly as far as the school is concerned, longer lines on Highfield would be more beneficial. In fact, a few years ago application was made and approved to have the zigzag lines extended and on both sides of the</p>

	<p>road. This never actually happened but would have inconvenienced residents less. It is however, good news that the zigzags are now to be enforceable.</p> <p>We have always expressed concern that there is limited access for emergency vehicles at the two ends of the school day and would have welcomed more consideration for this in the plans.</p> <p>That said, any improvements are welcomed. Thank you again for the opportunity to comment.</p>
Am25/Willes/27	<p>I would like to submit an objection to the double yellow lines outside my property, i understand the problem with parking during school times, but i cant see why these lines are needed outside my house as we only have a cul-de-sac opposite. Also a parking space has been left near a junction to Julian Place which is a danger spot with vehicle overtaking on that corner and a blind spot for people coming out of that junction. Putting yellow lines on this side of road means family and friends are going to have to park further up the road outside neighbours houses thus penalizing their spaces and could lead to tension between neighbours. I do agree with double yellow lines on junctions and bends but putting them this far down Highfield Road is only going to create more double parking nearer the school and cause a hazard to children crossing to the school. I hope you can have another look at this scheme in more depth so you don't penalize the residents as there will be less parking spaces at school times if we and neighbours have to park nearer the school.</p>
Am25/Willes/28	<p>Thank you for your letter of the 2nd January regarding the proposed introduction of safety scheme in the vicinity of Willesborough Infant and Junior Schools.</p> <p>I live at * Ripley Road and have looked at the plan on the reverse of the letter sent out and would say that at present we do not have a problem with people doing the school drop-off and collections parking where they should not outside our homes or where they would cause an obstruction by parking inappropriately (e.g. half on half off the paths) at the junction with Collard Road opposite our homes. The proposed yellow lines outside 27 and 29 Ripley Road will merely increase the number of cars parking outside our homes and cause difficulties in getting on and off our driveways safely.</p> <p>There have been white paint indicators placed on the road outside our house and on the Collard Road junction and if the yellow lines are painted strictly in accordance with the white paint markers the yellow lines will go partly across my driveway. I assume that this will not be the case in reality.</p>
Am25/Willes/29	<p>I write to object to the proposed Amendment No 25 Order 2013 to introduce a safety scheme in Willesborough to address parking issues in the vicinity of Willesborough Infant &amp; Junior Schools by the creation of yellow line restrictions at various junctions.</p> <p>As a resident in Knott Crescent, I would firstly state that we do not encounter people parking in Knott Crescent or in Luckhurst Road opposite the junction with Knott Crescent in order to drop off or collect their children from the school. I believe we are positioned far enough away from the school for this to be an issue. Therefore, the introduction of yellow lines in Knott Crescent and in Luckhurst Road opposite the junction with Knott Crescent is unnecessary as there is no school traffic parking in this location. It appears there has been a blanket response to parking complaints to simply propose putting yellow line restrictions at all the junctions but no actual monitoring seems to have been carried out as to whether these junctions are actually affected by the school parking.</p> <p>The majority of residents in our road have at least two cars per household, some more, and not all the properties have</p>

	<p>garages, so residents need to park their cars on the road. Creating yellow lines for a problem which does not exist at this junction will only create a problem for residents. For example, those living in Luckhurst Road who now park their cars on the road opposite Knott Crescent would be unable to do so if yellow line restrictions were placed there. They would then begin to park in Knott Crescent, the turning opposite their homes. Those in Knott Crescent would already be losing at least one, if not two spaces, at the entrance to the junction if yellow lines were introduced and with those from Luckhurst Road then parking in Knott Crescent, this would mean that the parking situation for residents in Knott Crescent would be a complete nightmare. It would also make the properties much less attractive to potential buyers who would undoubtedly be put off when coming to view properties only to find they have nowhere to park.</p> <p>If yellow line restrictions are to be introduced I believe that these should be limited only to the areas closest to the school, ie on Highfield Road itself and at the junction of Highfield Road and Ripley Road (these are the areas where most of the school parking takes place) and only in small sections sufficient to provide passing spaces for traffic to move around parked cars. Creating too many yellow line restrictions will just move the problem elsewhere and make matters worse for residents.</p> <p>I am of the firm view that the introduction of yellow line restrictions is not the answer to the school parking issue. Outside any school parking will always be an issue but this is only for half an hour in the morning and half an hour in the evening on weekdays. Anyone who chooses to live in very close proximity to a school knows this. At other times there is no parking issue on the estate. Local residents simply try and avoid Highfield Road at these times as they know it will be busy, and use other routes through the estate instead. As can be seen from the introduction of yellow line restrictions introduced elsewhere, for example, in Longbridge, Willesborough Lees, to try and prevent people parking there, this has only served to move the problem elsewhere, with people now parking in Wilson Close, creating problems for residents living there. If yellow line restrictions are introduced at all the junctions on Highfield Estate as proposed this will only serve to move the school parking further into the Estate, as at the end of the day people will continue to need to park in the area to drop off and collect their children from school, whatever parking restrictions are introduced. This will only cause unnecessary parking problems for residents on Highfield estate whose homes are positioned further away from the school.</p> <p>The majority of local residents I have spoken to share my views and feel the introduction of yellow line restrictions will create a parking problem for residents and their visitors, leaving them with nowhere to park and devaluing their properties. I would urge you to reconsider this proposal as this is not the correct solution.</p>
Am25/Willes/30	<p>Thank you for your letter of 3rd January 2013 regarding the above matter.</p> <p>Whilst appreciating and agreeing that the safety of the children is of the greatest importance, I feel the proposed restrictions will only move the problem elsewhere.</p> <p>I am a Trustee for the local branch of the RSPCA and we have charity shop premises in the parade of shops at the top of Church Road, Willesborough.</p> <p>I often work mornings in the shop and now have to arrive there at 8 a.m. in order to find a parking space and even then it is not always possible.</p>

	<p>I am sure you are aware that the Highfield Road itself is heavily congested with cars parked both sides of the road as is the private road outside the homes between the junction 10 roundabout and the top of Church Road. I understand from local residents that some vehicles belong to employees at the William Harvey Hospital and the Willesborough Cafe also has many customers who park in these areas.</p> <p>The car parking facility adjacent to the parade of shops can only accommodate three/four vehicles, normally taken by residents of the flats above the shops. The parking bay in front of the shops in Church Road often has vehicles belonging to residents of Church Road.</p> <p>There is a "no parking" ban in the access road behind the shops, introduced by the Highfield Management Committee last year, which also applies to those who have businesses in the parade. There is only restricted time for loading/unloading of vehicles.</p> <p>The money raised in our shop supports the RSPCA Cattery Rehoming Centre in Station Road Ashford and as a charity - and a business - we rely on people having good and easy access to our premises.</p> <p>Thank your for giving us the opportunity to comment on the proposed parking restrictions.</p>
Am25/Willes/31	<p>I would like to respond to your proposed saftey scheme in the Willesborough area.</p> <p>I have viewed your plans and agree that they will make the school runs safer around the junctions at the top and bottom of the road,s due to the inappropriate way that the public park, I do however worry about the areas which will not be included in the saftey scheme, namely outside my property. I have, as do other residents on Highfield Road, great difficulty in accessing our properties at the school times. Th public seem to have no respect for the local residents and seem to park wherever and however they please. I beleive that with your proposed scheme that this will make our situations worse. I undersatand that the safety of the public is parramount, but if everybody is being squeezed into a small area will it really make it any safer??</p> <p>As you may remember I did voice my opinions to you in person, but as requested I am following my concerns in writing.</p> <p>Thank you for your time and I look forward in hearing the outcome.</p>

**Agenda Item No:** 7  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 19<sup>th</sup> February 2013  
**Report Title:** Pluckley Station Highway Safety Scheme Extension  
**Report Author:** Ray Wilkinson



**Summary:** In December 2012 a report was submitted to the Board detailing the results of a consultation on the Pluckley Station Highway Safety Scheme. The Board subsequently approved the scheme and requested that an additional length of restriction be consulted upon in the vicinity of Pluckley Station.

This report lays out the results of the formal statutory consultation conducted on the proposals between 3<sup>rd</sup> & 25<sup>th</sup> January 2013 for the consideration of the Board.

**Key Decision:** YES

**Affected Wards:** Weald Central Ward

**Recommendations:** **The Board be asked to:-**

**Consider the representations received and approve the scheme for implementation.**

**Financial Implications:** Funded from Crash Remedial budget

**Background Papers:** 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13<sup>th</sup> March 2012, JTB minutes 13<sup>th</sup> March 2012  
'Amendment 22 (Smarden Primary School, Pittlesden, Tenterden & Pluckley Station) Highway Safety Schemes' report to JTB 13<sup>th</sup> December 2012, JTB minutes 13<sup>th</sup> December 2012

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Pluckley Station Highway Safety Scheme Extension**

### **Purpose of the Report**

1. In December 2012 a report was submitted to the Board detailing the results of a consultation on the Pluckley Station Highway Safety Scheme. The Board subsequently approved the scheme and requested that an additional length of restriction be consulted upon in the vicinity of Pluckley Station.
2. This report lays out the results of the formal statutory consultation conducted on the proposals between 3<sup>rd</sup> & 25<sup>th</sup> January 2013 for the consideration of the Board.

### **Issue to be Decided**

3. The Board is asked to consider the representations received and decide on whether to approve the scheme for implementation, request the consultation be recommenced on an amended scheme or decline the scheme.

### **Background**

4. During the consultation on the Pluckley Station Highway Safety Scheme conducted in October – November 2012, a number of representations were received requesting the addition of a restriction to protect the corner at the junction of The Grove and Station Approach. The representations stated that although hatched markings were present these had become faded over time and that vehicles were regularly parked on both the hatched markings and the verge behind, obstructing sight lines around the junction.
5. In response to these representations the Board requested that officers formulate and consult on an extension to the original scheme providing 'no waiting at any time' restrictions around the corner concerned.

### **The Scheme**

6. This safety scheme extension consists simply of a length of 'no waiting at any time' restriction to protect the corner at the junction of The Grove and Station Approach.

### **The Consultation**

7. The formal statutory consultation took place between Thursday 3<sup>rd</sup> & Friday 25<sup>th</sup> January 2013. A notice of intention was published in the local newspapers and copies of the notice were displayed on site. Full details of the scheme were placed on deposit at Ashford Gateway Plus and Sessions House, Maidstone and were made available in electronic format on ABC's website.

8. In addition all residents in the vicinity of the scheme, a total of 23 properties, received a letter explaining the proposals and where to obtain further information along with a copy of the plan.

## **The Results**

9. A total of three representations were received in response to the consultation, full details of which can be found in Appendix 2 of this report.
10. Two of the responses stated their support for measures to address parking on the corner of The Grove and Station Approach. One of these representations however referred to remarking of the hatched area and the erection of a 'no parking' sign on the verge behind. This would appear to be the result of some confusion over what the proposals consisted of. Such measures would not be enforceable and therefore would be unlikely to present a credible deterrent given the high demand for parking in the area.
11. The third representation received appeared to be a response to both the original consultation and the consultation on the safety scheme extension. The respondent expressed support for addressing the commuter parking issues but also stated that they were concerned by the impact on their own ability to park because their household had two vehicles but did not possess an off-street parking facility.
12. The respondent went on to explain that their preferred parking place was directly outside their home but that they were often unable to park here on their return home due to the presence of commuter vehicles. In addition their visitors often took advantage of the corner of The Grove and Station Approach to park which would not be possible should the proposed corner protection be introduced. They therefore requested that 'residents only' bays be installed.
13. 'Residents only' bays however do not represent an efficient use of parking resource on the public highway. They are likely to remain empty while residents are away from home regardless of the demand from other road users. It is therefore not custom and practice to introduce such an onerous restriction. Furthermore such a parking management scheme (as opposed to the agreed safety scheme) would considerably reduce the amount of on-street parking because it would be necessary to define all kerbside space as either suitable or unsuitable for parking and would therefore necessitate 'no waiting at any time' restrictions across driveways. Additionally the benefit to one household must be weighed against the imposition of such onerous restrictions on both adjacent properties and other road users including commuters and pub patrons.

## **Conclusion**

14. Although only 3 representations from a total of 23 properties consulted were received during this consultation, the majority supported the introduction of restrictions to address parking on the corner of The Grove and Station Approach. This is supported by the 3 representations received during the

previous consultation specifically requesting that such restrictions be added to the scheme.

### **Portfolio Holder's Views**

15. This report is additional to the December 2012 report when a safety scheme was approved around the entrance to Pluckley Station. The aim of this extension is to protect the entrance of Station Approach from The Grove and I recommend it to the JTB.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** [ray.wilkinson@ashford.gov.uk](mailto:ray.wilkinson@ashford.gov.uk)



File location - U:\Engineer's Files\

<h1 style="margin: 0;">ASHFORD</h1> <h2 style="margin: 0;">BOROUGH COUNCIL</h2> <p style="margin: 0;">ENVIRONMENTAL SERVICES</p> <p style="margin: 0;">Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL tel : 01233 331111 fax : 01233 645654</p>		PROJECT		SAFETY IMPROVEMENT SCHEME 2012/13		
		DRAWING TITLE		PROHIBITION OF WAITING RESTRICTIONS, THE GROVE, PLUCKLEY		
DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.	
RJW	FILE No.	21/12/12	1/1000	SIS 2/12	-	

Ref.	Representation	Officers Comments
Am25/Pluc/01	<p>We write further to your recent letter concerning the proposals for an official hatched (no waiting area) where “The Grove” exits onto Station Approach area. As we pointed out in our previous letter we would like to support the proposal that the “yellow hatched” area marked on the attached plan is renewed and that a sign is put up warning that parking is not permitted.</p> <p>A number of local residents (including ourselves) have complained to the local police on several occasions about the practice as it is impossible to see cars coming from the station to the left as the parked cars completely obstruct the view. This means that we are forced to drive right out in front of the Dering Arms, in order to try to see if our way is clear. This takes us into the path of drivers coming into Station Approach from Station Road, and they are frequently travelling at high speeds because they are late for their train. Despite the lines the police have informed us that they are unable to enforce the apparent “no parking” restriction as there is no sign point out that parking is prohibited. We are therefore fully in favour of any proposal to renew the yellow hatched area (and provide a no parking sign) as this would make it much safer for all residents of The Grove to exit into Station Approach.</p> <p>As far as we are aware the yellow markings were painted around 10 years ago to prevent commuters parking there and blocking the visibility from vehicles exiting The Grove alongside The Dering Arms. This worked well for some years and deterred people from parking there but the lines have faded and there are now regularly 2 to 3 cars parked there all day (3 today – see attached photograph). Although our lane is only a rough track, there are 12 households living along it, many of which own at least 2 cars so that the traffic coming and going from The Grove is quite substantial at times. We do feel that we should be able to drive out of The Grove safely, without struggling to establish if the exit is clear. Presumably these lines were painted for a reason, and given that the station is considerably busier than it was 10 years ago, it would seem to us sensible to replace them and reinforce their function with increasingly</p>	<p>There appears to be some confusion over what the proposals consist of. Although there was a request for remarking of the hatched markings and the introduction of a ‘No Parking’ sign during the previous consultation held on the Pluckley Station Safety Scheme, such measures would not be enforceable. The only way in which ABC’s Civil Enforcement Officers (CEOs) would be able to enforce against parking on the corner and adjacent verge would be with the provision of ‘no waiting’ restrictions as proposed.</p> <p>There also appears to have been some confusion in respect to the information obtained from the Police. The Police have powers to enforce against ‘unnecessary obstruction’ regardless of the presence or absence of road markings / signage but obviously have other competing priorities and therefore do not tend to get involved unless there is an immediate safety concern. Any hatched markings or signage would be entirely advisory. The proposed introduction of ‘no waiting at any time’ restrictions would again make no difference to Police powers of enforcement but would allow ABC’s CEOs to enforce against any</p>

	thoughtless commuters.	contraventions to the restriction.
Am25/Pluc/02	<p>We note your recent correspondence regarding parking in the Pluckley Station area, and would like to thank you for the hard work which has already gone into preparing the suggested schemes. As residents of the area, the problems which are caused by insufficient station parking and inconsiderate commuters is a source of constant annoyance, and therefore we agree with your plans in principle.</p> <p>However we are concerned that the proposals are going to have a detrimental effect on our situation and I shall lay out my concerns accordingly.</p> <p>We live at ***** and are the only residents of the immediate area without any private off-road parking or garage facilities. We own one car and a van used for work. Our house has a small pathway to the front door, at the end of which is a space large enough for two vehicles to park on the public road.</p> <p>As I'm sure you are aware, commuters will seemingly go to any lengths to avoid paying for the station car park, and therefore any public road is in high demand. During the day when we are out or our cars are absent, these two spaces fill up extremely quickly and in fact there are often cars waiting for us to leave the house so that they can take the space. This means that we are often forced to park 200-300 yards away from our house. As you can imagine this proves extremely frustrating, particularly if my wife needs to unload shopping, or if we are awaiting any deliveries. Sometimes cars park so close in front of the footpath to our house that it makes getting in and out extremely difficult.</p> <p>This is a daily source of frustration and upset, as these activities are not just confined to midweek. We have also regularly experienced cars being parked directly in front of our house and pathway overnight, for long weekends, and even one or two weeks at a time when they use the station to get a train to Gatwick for their holidays! This forces us to have to try to find alternative parking a long way from our house for extended periods of time.</p> <p>Our concern with your proposals is that it does not seem to provide alternative, reliable parking for us as residents, and even seems to penalise us for not having any private parking. The yellow lines that you are planning to put in place will force the 40+ cars that use public car parking on the roads to try and find</p>	<p>The representation appears to refer in the most part to the previously consulted on Pluckley Station Safety Scheme which was approved for implementation at 13<sup>th</sup> December 2013. This scheme (and the subsequent scheme extension to which this report relates) is a safety scheme intended to discourage parking in unsafe locations for the benefit of all road users. There are no proposals (and there have been no other requests) for the implementation of a parking management scheme (i.e. a scheme designed to balance the needs of different user groups).</p> <p>'Residents Only' bays represent a poor use of available on-street parking space because they may only be used by specific individuals and are liable to remain empty despite high demand for parking when not required by those individuals. While the primary function of the highway network is the facilitation of movement along its length, it is recognised that on-street parking is a valuable public resource. As such it is important that those locations suitable for parking are managed for the optimal benefit of all parties. Schemes consisting of limited waiting bays with optional residents' exemption permits are implemented in some locations. These areas however are</p>

	<p>alternative spaces, and this will increase the demand for the few spaces available in our road. This means it is highly unlikely that during the week we would be able to park anywhere near our own home and will mean that we will either be forced to stay at home, or to have to stay out all day until commuters start to clear out between 6-8pm. Our already challenging and difficult situation will be turned into one of total misery.</p> <p>The plans to introduce corner protection at the site stated on your plans will further mean that any guests to our home will have nowhere to park at any time of the week.</p> <p>It seems unfair that we will be adversely affected by this scheme that is supposed to be protecting the residents from the obtrusive and often dangerous parking of those using the station.</p> <p>Whilst we are both in agreement that something needs to be done about the situation as a whole, we strongly feel that provision of adequate parking must be included in these plans for residents of the area, perhaps by way of some "Residents Only" parking bays?</p> <p>We feel that it would be sensible for someone from your department to perhaps come and see our predicament for themselves, at a peak time, and we would strongly welcome any comments or suggestions that may help bring some relief to the problem.</p> <p>We thank you very much for your time and consideration in this matter, and look forward to receiving your response in due course.</p>	<p>subject to strong competition for on-street parking between residents and other user groups where the majority of residents do not have access to off-street parking. In these circumstances the scheme provides residents with an improved chance of finding a parking space near their home (although this is not guaranteed) by increasing the rate of turn over during the hours of restriction (usually 8am-10pm). All motorists however may utilise the bays during the restricted period for up to 2 hours ensuring both that spaces do not simply remain empty regardless of demand and also that visitors, tradespeople etc. may park on-street without the need to see a visitors exemption permit. Such a scheme would not be suitable in the vicinity of Pluckley Station however because there is very little demand from residents (the vast majority of whom have off-street parking) and the area would be too small to support such a scheme which relies on a sufficient number of bays / users to ensure a regular turnover.</p>
Am25/Pluc/03	<p>I am in full support of yellow lines around this area which stops visibility for traffic from The Grove. Yesterday there were three cars parked on this small hatched area opposite my driveway, ***** making it very difficult for me to reverse out of my drive. At present this area is like living inside a car park and it's a very unsafe place to live with cars parked anywhere and everywhere.</p> <p>I look forward to living in a place worthy of being named a conservation area.</p>	<p>As referred to in the representation, the proposed restrictions will discourage parking on the hatched area and verge behind.</p>

**Agenda Item No:** 8  
**Report To:** Joint Transportation Board  
**Date:** Tuesday 19<sup>th</sup> February 2013  
**Report Title:** Willesborough Lees Highway Safety Scheme  
**Report Author:** Ray Wilkinson



**Summary:** A safety scheme was proposed in response to concerns over unsafe parking practices resulting from overspill staff parking from the William Harvey Hospital in nearby unrestricted residential roads.  
  
The scheme was subsequently taken to formal consultation and this report therefore lays out the results of this consultation for the Board's consideration.

**Key Decision:** YES

**Affected Wards:** North Willesborough & Highfield Wards

**Recommendations:** **The Board be asked to:-**

**Consider the representations received and approve the scheme for implementation.**

**Financial Implications:** Funded from KCC Highway Member Fund

**Background Papers:** 'Willesborough Lees Highway Safety Scheme (Amendment 26) Update Report' report to JTB 13<sup>th</sup> December 2012, minutes of JTB 13<sup>th</sup> December 2012  
'Willesborough Lees Safety Scheme Proposals' report to JTB 11<sup>th</sup> September 2012, minutes of JTB 11<sup>th</sup> September 2012  
'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB on 13<sup>th</sup> March 2012, minutes of JTB 13<sup>th</sup> March 2012

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Willesborough Lees Highway Safety Scheme**

### **Purpose of the Report**

1. A safety scheme was proposed in response to concerns over unsafe parking practices resulting from overspill staff parking from the William Harvey Hospital in nearby unrestricted residential roads.
2. The scheme was subsequently taken to formal consultation and this report lays out the results of this consultation for the Board's consideration.

### **Issue to be Decided**

3. The Board is asked to consider the representations received and decide on whether to approve the scheme for implementation, approve the scheme in part, request the consultation be recommenced on an amended scheme or decline the scheme.

### **Background**

4. In 2006 a limited waiting scheme with optional residents' exemption permits was introduced in those roads within 500 metres of the William Harvey Hospital in response to parking congestion issues resulting from overspill parking from the site. The affected roads were regularly subject to dangerous and obstructive parking practices due to the competition for space. The majority of properties within the scheme area also do not have off-street parking and residents were therefore forced to compete with commuters for on-street parking.
5. The scheme proved successful and overspill parking issues were effectively eliminated. Unfortunately however the issues began to re-emerge some years later in those roads on the periphery of the original scheme.
6. The majority of properties in the newly affected roads have off-street parking provision and therefore do have to compete directly with commuters for parking space. However dangerous and obstructive parking practices have become increasingly prevalent issues.
7. A highway safety scheme was therefore proposed and included in the 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to the Board on 13<sup>th</sup> March 2012. The scheme was subsequently agreed as priority No. 5 on the scheduled list of schemes for investigation and potential implementation.
8. A set of proposals were consequently formulated and presented to the Board on 11<sup>th</sup> September 2012 where it was agreed the proposals would be taken forward to formal public consultation.

### **The Scheme**

9. This safety scheme consists of 'no waiting at any time' restrictions around junctions, bends and where the carriageway is too narrow to accommodate parking in those roads affected or liable to be affected by parking congestion in the vicinity of the William Harvey Hospital.

## **The Consultation**

10. The formal statutory consultation took place between Thursday 18<sup>th</sup> October & Friday 9<sup>th</sup> November 2013. A notice of intention was published in the local newspapers and copies of the notice were displayed throughout the scheme area. Full details of the scheme were placed on deposit at Ashford Gateway Plus and Sessions House, Maidstone and were made available in electronic format on ABC's website.
11. In addition all residents in the vicinity of the scheme, a total of 474 properties, received a letter explaining the proposals and where to obtain further information.

## **The Results**

12. A total of 64 representations (representing 60 households) were received in response to the consultation along with 60 pre-populated objection letters (representing 53 households) which had been disseminated by a local pressure group. These replies represent a total of 24% response rate (13% individual representations and 11% pre-populated objection letters).

### **Individual Representations**

13. Within the individual representations received, a total of 13 stated their support for the scheme while 32 registered their objection. The remaining 19 representations did not specify their support or objection but made comment on the proposals and issues in the area.
14. The most frequently made comment (19 in total) within the representations was that the parking issues affecting the area were the result of overspill parking from the William Harvey Hospital and it was therefore East Kent Hospital University Fund Trust's (EKHUFT's) responsibility to address the problem on-site with sufficient provision of free / affordable parking.
15. As discussed at the Joint Transportation Board's meeting of 13<sup>th</sup> December 2012, EKHUFT have registered their intention to submit a planning application to include the provision of additional staff parking facilities at the hospital. This, and other measures instigated by EKHUFT are discussed in full later in this report. The highway safety scheme is proposed in tandem with these measures in order to provide a comprehensive multi-pronged solution.
16. A total of 15 of the representations stated that they wished to be able to, or that residents in general should be able to, park outside their own home / across their driveway.
17. In response to this issue, it must be borne in mind that there is no innate right to park on the highway, the primary function of which is the facilitation of

movement along the network. It is however recognised that on-street parking is a valuable resource and it is therefore common practice to allow such parking to take place wherever it does not cause a significant danger or obstruction to other road users. In the case of the proposed restrictions within this scheme which extend across residential frontages / driveways, these are only in locations where it is unsuitable to park – around a junction, bend or where the carriageway is too narrow.

18. 15 of the representations referred to concerns that the proposals would either worsen parking issues in those locations remaining unrestricted or would move the issues into currently unaffected areas.
19. As discussed earlier in this report, the proposed scheme is a safety scheme rather than a parking management scheme. It is intended to address parking in those locations where it would cause a danger or obstruction as identified in the Highway Code. As such parking should not take place in these locations regardless of the presence or absence of yellow lines. Unfortunately in areas of heavy competition for parking motorists tend to be less discriminating in where they choose to park. The introduction of 'no waiting at any time' restrictions therefore acts as a visual reminder that these locations are unsuitable, and should a motorist choose to park there anyway, allows ABC's Civil Enforcement Officers (CEOs) to take enforcement action.
20. This scheme does not remove parking demand it simply attempts to discourage parking in dangerous locations resulting in motorists parking, potentially over a larger area, only in those locations where they do not present a danger to other road users. It is however anticipated that the proposed changes to parking facilities at the William Harvey and improvements to public transport options will reduce the overall number of commuters seeking parking in residential streets.
21. In addition, should the proposals be approved for implementation they will be subject to a post-implementation review in order to gauge the success of the scheme and to identify any potential emerging issues.
22. A total of 15 representations stated that the proposals would reduce the availability of parking for residents and their visitors.
23. As discussed above, the restrictions are only proposed in those locations where parking would cause a danger or obstruction to other road users and should therefore not take place. This obviously applies regardless of whether the motorist is a commuter, resident or visitor.
24. By restricting only those locations where parking would cause a danger or obstruction (as identified in the Highway Code) the scheme retains as much on-street parking as possible. The introduction of a parking management scheme such as a controlled parking zone with time limited bays and optional residents exemption permits (similar to the scheme in the immediate vicinity of the hospital) would reduce competition for parking by discouraging non-resident long stay parking but would also considerably increase the amount of 'no waiting at any time' restrictions required – including across driveways and all other locations unsuitable for a standard size public use parking bay.

25. 13 of the representations stated that the scheme did not address the cause of the problem or that it was the wrong solution.
26. The highway safety scheme is only one element of the multi-pronged approach taken to try to address parking issues resulting from overspill commuter parking from the William Harvey Hospital. ABC has been in close discussion with EKHUFT as well as other interested agencies (Highways Agency, KCC, bus operator etc.) in order to tackle the problem from a range of angles including encouraging use of alternative forms of transport and providing more on-site parking for staff.
27. 12 of the representations received requested that a residents' permit scheme be introduced. The majority of these requests were unspecific as to the form such a scheme should take (i.e. a residents only scheme or a limited waiting scheme with optional residents exemption permits). Unfortunately neither scheme would be suitable for the area.
28. A 'residents only' scheme is extremely difficult to justify on the public highway. Such a scheme represents a poor use of the available parking resource. Many bays would be likely to remain empty during periods of low resident demand (e.g. during the working week) despite general demand for parking in the area (i.e. from non residents). In addition such a scheme would be liable to cause difficulties for residents' visitors, tradespeople etc. who would need to make some form of prior arrangement for parking.
29. A limited waiting scheme with optional residents' exemption permits (such as the scheme in the immediate vicinity of the William Harvey Hospital) would also have a number of drawbacks. Such schemes need to be applied over a relatively large area in order to be viable. The scheme works by increasing the turnover of vehicles during the hours of peak demand, providing residents with a greater chance of finding a parking space near their home. There needs however to be a relatively large parking stock (i.e. a sufficient number of streets / bays within the scheme) for it to function effectively. In addition, such a scheme necessitates the introduction of a controlled parking zone. This effectively requires the whole of the kerbside to be divided up either into parking bays or 'no waiting at any time' restrictions. This eliminates the flexibility often utilised by local informal parking customs (e.g. parking across driveways) which may in practical terms actually reduce the amount of parking available to residents. For this reason such schemes are only introduced in those areas where not only is competition for on-street parking between residents and other user groups extremely high, but where residents have no other option but to park on-street (i.e. no off-street parking facilities).
30. 10 of the representations requested that a blanket 'no waiting' restriction be introduced with a short period of operation during the day to discourage commuter parking. A further 9 representations requested a similar blanket restriction but with the addition of 'no waiting at any time' restrictions in those locations unsuitable for parking (e.g. junctions, bends etc).
31. In respect of the first set of requests (for blanket single yellow lines only), this type of restriction would effectively condone parking in the location outside the hours of restriction. This would obviously not be suitable for use in locations unsuitable for parking (junctions, bends etc).

32. Regarding the use of a blanket 'no waiting' restriction with a short period of operation, this effectively constitutes a parking management rather than a safety scheme. Not only is there no supporting legislation / guidance for the use of this type of restriction in this way (single yellow lines are intended solely for use on traffic sensitive roads where parking is liable to cause a danger or obstruction during peak flow periods but not at other times), but it would be difficult to justify a parking management scheme. The vast majority of properties in the area possess off-street parking facilities and therefore are not forced to find parking on-street and compete with other user groups.
33. 10 of the representations requested that the proposed 'no waiting at any time' restrictions were extended. These requests related to various different locations including Silver Hill Road, Blackwall Road, Wilson Close, Cornes Close and Waltham Close. The requests were made in response to concerns over a variety of issues including emergency / refuse vehicle access, footway parking, protection of sight lines and access to private driveways.
34. All requests were examined individually, however as discussed earlier in this report the proposed safety scheme aims to introduce a minimum of restrictions to address dangerous and obstructive parking. It is the view of Officers that these additional restrictions cannot be justified at this time. Should the scheme be approved the post-implementation review will of course act as a check to ensure that should any further issues emerge that they be addressed as necessary.
35. 6 of the representations requested that white access markings (also known as 'dog bones' or 'hockey sticks') be painted across driveways to discourage motorists from obstructing them. ABC does not however administer the introduction of white access markings across private accesses. KCC Highways & Transportation administers this function and has its own procedure in place. Residents are required to complete an application form and demonstrate that they experience a genuine problem in regard to motorists obstructing their driveway. There is also a fee applicable for this service.
36. Various other comments were received at lower frequencies, these can be seen in full in Appendix 2 for full details.

#### Pre-Populated Objection Letters

37. 60 pre-populated objection letters were received during the course of the consultation period. These letters consisted of a name and address section to be completed by the individual, followed by 4 numbered statements under the heading of 'I wish to oppose the proposed parking scheme on the following grounds' and 3 statements under the heading of 'I wish the following alternatives to be considered by Ashford Borough Council'. There was also a final section left blank for additional comments.
38. Interpretation and analysis of these responses proved difficult because although some residents had indicated which of the statements they agreed with (either by ticking, crossing through etc.) a total of 28 made no such indication. In addition to this there appeared in some instances to be

confusion over what the proposals consisted of or what the restrictions meant in practice.

39. The decision was therefore taken by Members and Officers to seek clarification on these responses in order to ensure that they could be accurately interpreted. Letters including a plan of the proposals and pre-paid return envelope were sent to all residents who had submitted a pre-populated objection letter (see Appendix 3 for letter) requesting clarification.
40. A total of 19 responses (32%) were received to this request. Of these responses 13 (68%) reiterated their objection to the scheme, 4 (21%) stated that they supported the proposed scheme, 1 (5%) amended their objection to a request that a section of proposed 'no waiting at any time' restriction be extended, and 1 (5%) amended their objection to a request that either a section of 'no waiting at any time' restriction be extended or a residents permit scheme be introduced.
41. Full details of all pre-populated objection letters received and subsequent responses can be found in Appendix 4 and in summary in Appendix 5.

### **William Harvey Hospital Travel Arrangements**

42. A series of meetings have been held with EKHUFT in order to discuss ways forward of easing the parking issues affecting residential roads as a result of overspill commuter parking from the William Harvey Hospital site.
43. EKHUFT have now formally announced their intention to apply for planning permission to build additional staff parking facilities in order to better meet demand.
44. In addition they are currently in discussion with a local bus operator in relation to providing a direct and regular service between the hospital site and Kennington in order to better serve staff living in the area. This will complement those improvements made last year to services between the town centre and the hospital.

### **Conclusion**

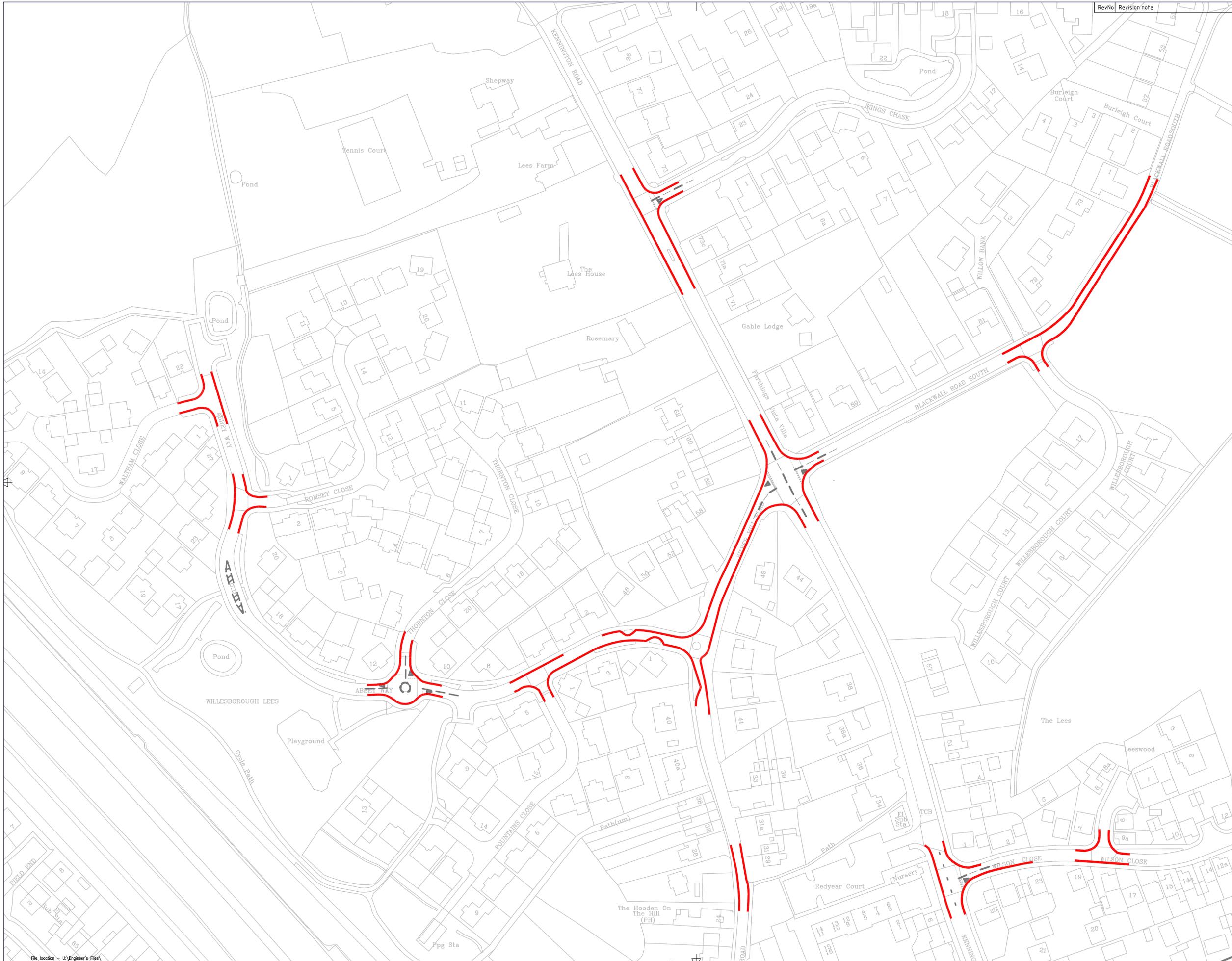
45. The parking issues in this area have obviously stimulated considerable debate. It is however the view of Officers that the proposed highway safety scheme, in tandem with EKHUFTs own plans to reduce parking overspill from the hospital site offers the most balanced and effective way forward.

### **Portfolio Holder's Views**

46. Not available at the time of publication.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** [ray.wilkinson@ashford.gov.uk](mailto:ray.wilkinson@ashford.gov.uk)



RevNo	Revision note

Date	Signature	Checked

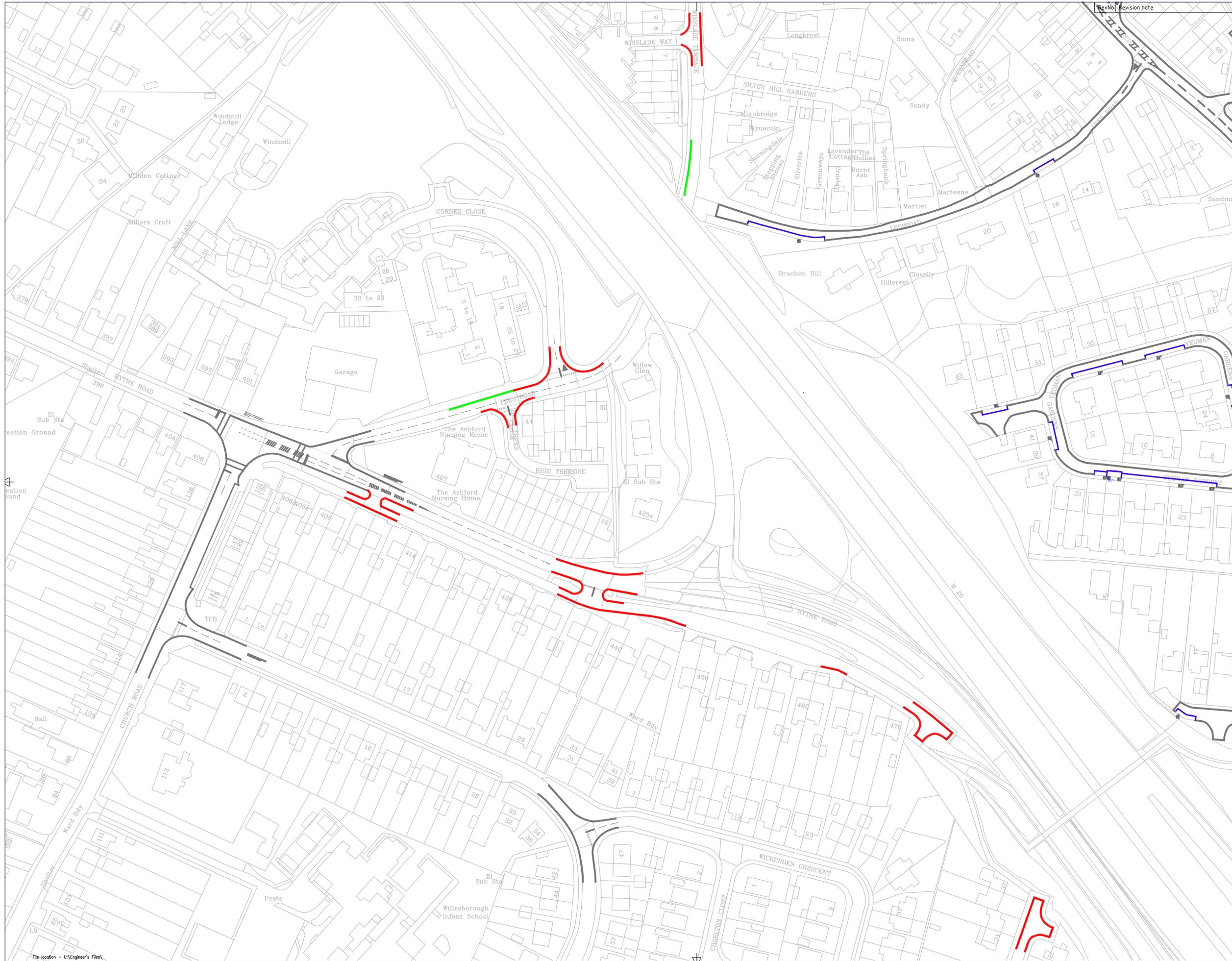
NOTES  
 POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME	
EXISTING NO WAITING AT ANY TIME	
EXISTING BUS STOP CLEARWAY	

**ASHFORD BOROUGH COUNCIL**  
 HEAD OF ENVIRONMENTAL SERVICES  
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL  
 Tel: 01233 331111 fax: 01233 645654

PROJECT WILLESBOROUGH LEES HIGHWAY SAFETY SCHEME	
DRG.TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/800	PAPER SIZE A1
DRAWN R.JW	AUTOCAD FILE DATE JAN 2013
DRG.No. WILLESBOROUGH 09	REV. -



RevNo	Revision note

Date	Signature	Checked

NOTES  
 POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME	
EXISTING NO WAITING AT ANY TIME	
EXISTING BUS STOP CLEARWAY	

**ASHFORD BOROUGH COUNCIL**  
 HEAD OF ENVIRONMENTAL SERVICES  
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL  
 Tel: 01233 331111 fax: 01233 645654

PROJECT WILLESBOROUGH LEES HIGHWAY SAFETY SCHEME	
DRG.TITLE EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S) 1/800	PAPER SIZE A1
DRAWN R.J.W.	AUTOCAD FILE DATE JAN 2013
DRG.No. WILLESBOROUGH 10	REV. -

Representation Ref.	Representation
Am26/01	<p>I would like to register my opinion on the proposed parking restrictions in Hythe Road. I do realise that we do have a lot of cars parking where I live, ** Hythe Road. However I would like to say that many of the cars are not from the hospital, some may be but there are many contractors who leave their cars all day from 5am, also there are parents who do the school pick up, I don't feel the hospital should be blamed for all of the problems.</p> <p>I am not in favour of the parking restrictions which are proposed directly outside my house, as long as I am able to access my driveway, which I can, I would like the road to stay as it is.</p>
Am26/02	<p>I have today looked at the map of proposed changes to the parking restrictions for the above area.</p> <p>Whilst I welcome anything which is going to make our street safer, I do feel that making such a big area "no parking at any time" will inconvenience residents and their visitors. Surely a good way to overcome the parking by people who work at the hospital is to bring in what they have at Canterbury which is no parking between the hours of 10.00 am and 12.00 pm on weekdays which stops people parking there all day but allows residents to leave their cars outside for some of the day and evening. This works really well by the Cricket Ground and I think it would work well here. Possible it would need 2 x 2 hours slots but that would still be practicable.</p> <p>I have noted that there does not appear to be any restriction on Lees Road just past Cornes Close up to the junction with the arm of Lees Road. This is a particularly dangerous stretch of road as pedestrians need to cross at the bottom of Lees Road to either go up to the WHH or in reverse, up to Church Road. Many children use this road and I would very much like to see double yellow lines on both sides along this whole stretch from the old school to Winslade Close.</p>
Am26/03	<p>I am the owner of ** Silver Hill Road. I am opposed to the plans for the introduction of yellow lines to majority of the proposed areas due to the current problems with parking already. It is often difficult to park on Silver Hill Road during the day as more and more people use the road as parking for their offices and jobs, adding yellow lines will make finding a parking space even more strained.</p> <p>A suggested solution which would benefit the residents would be to introduce resident parking permits/passes.</p>
Am26/04	<p>I Live at ** Wilson Close, which is the first non-tarmac turning off the road. With parking on the opposite side of our entrance it is difficult to exit our driveway at any time. The difficulty is significantly worsened when there is snow and ice as we have an uphill start onto the main part of the road and having to make a sharp turn can cause sliding. It would be significantly safer for me, and my neighbours if the double yellow lines on the south side of Wilson Close are extended to the start boundary line of no. 19.</p>

Am26/05	<p>Ref your proposals</p> <p>The parking problem in Blackwall Road/ Willesborough Court only exists 7am to 4.30 pm Mon to Friday and partially on Saturdays the proposal to install double yellow lines will greatly inconvenience house holders. Can you please consider single yellow lines with time restricted parking of say 2/3 hrs with double yellow lines at the junctions. This will provide greater flexibility</p>
Am26/06	<p>I would welcome some form of parking restrictions in Willesborough Lees.</p> <p>Most mornings I walk up Silverhill Road and many times I have to walk in the road owing to cars parked on the footpath. Also my husband uses an electric buggy which means it is nearly impossible to use it in this area. I have noticed that recently there are several cars parked on the pavement under the motorway bridge. On the rare occasion that the street cleaner visits the vehicle cannot get anywhere near the edge of the road consequently there is a build up of rubbish and equally importantly leaves blocking the drains.</p>
Am26/07	<p>Having reviewed the proposed parking restrictions for Silverhill Road and Abbey Way I strongly believe this is not the answer for residents in this area.</p> <p>Whilst parking can be a problem I don't believe "no parking/waiting at any time" will help the residents and will be a nuisance to those who live here.</p> <p>Maybe a single line restriction between say 9.30am - 11.00am Monday - Friday would prevent those who park early in the morning and walk to work at the William Harvey hospital from leaving their cars whilst going to work. I have seen something similar in Archery Road, Eltham near the train station and this has helped there.</p>
Am26/08	<p>I am writing in response to the proposed Amendment 26- Willesborough Lees.</p> <p>Having reviewed where the proposed " no stopping at any time" lines are to be, I feel that you must extend it from where you propose to end it at the boundary of no 2 Burleigh Court to the end of the remaining 4 dwellings on Blackwall Road South where it connects onto Blackwall Road North.</p> <p>The reason for this is, that by having the Lines only up to 2 Burleigh Court will only push vehicles to the areas beyond the lines along that road, and having already experienced cars parked up to the entrance of the drive leading up to nos 3 and 4 Burleigh Court when the road was being resurfaced ( we live at no **) we were not able to turn right out of our drive or turn into the drive as there was not enough space! And the road is not wide enough to have a car parked there with oncoming traffic as well, especially as there are farm vehicles and lorries constantly going up and down the road to service the farms and their buildings further up.</p> <p>I would also like to make the comment that the cars that park there are the staff from the William Harvey Hospital who do not wish to pay to park at their workplace. Indeed, if you look at the staff parking at the WHH there are many empty spaces- they just refuse to pay to park there and so park all along Blackwall Road South with no regard to the danger they are causing. We have also witnessed emergency vehicles (ambulances) stop to pick up the drivers of the cars that park along Blackwall Road</p>

	<p>south and give them a "lift" to work, and also the Staff transport mini bus has also stopped to pick up and drop off staff from Blackwall Road South. This is totally unacceptable!</p>
Am26/09	<p>Agree that yellow lines are necessary in the places proposed, but can they be THIN yellow lines?</p>
Am26/10	<p>I Would Like to register my support for <b>Am26/WillesL</b> but would like to see added to Cornes Close something along the line of some sort of waiting restrictions and Street Parking Places (or yellow lines) as the road has a sharp bend in it. It is hard to See &amp; / or pass on coming traffic when there are parked cars on the bend of Cornes close. I know that there has not been a accident yet in the road but it's only a matter of time.</p>
Am26/11	<p>With reference to the proposed parking alterations:  Parking by non residents in the Willesborough area close to the William Harvey Hospital is the main reason for concern. The introduction of double yellow lines and no parking areas will only add to the problem, as local residents will still not get any respite from this situation.  Far better to increase the number of parking permits for local residents only, and let the hospital be responsible for their staff that are the prime problem of parking in areas that are causing dangerous and congested streets.</p>
Am26/12	<p>We would like to comment that the proposal to introduce double yellow lines at the bottom of Silverhill Road and Abbey Way will result in increased parking in the middle of Silverhill Road and under the M20 bridge. There is already considerable commuter traffic which parks daily on the pavements in the area, obscures vision to pull out onto a narrow one way street and blocks easy access for buses and lorries.  This is a busy street for children walking to Willesborough school and the pavements are being used by cars to park on. We feel that the length of Silverhill Road should be either single or double yellow lines to prevent the problem being made worse outside Silverhill House and Coach House.</p>
Am26/13	<p>I've received your letter concerning the planned Highway Safety Scheme around the William Harvey Hospital and fully support the plan, as far as it goes.  However, the increasing problems concerning staff parking at the hospital are not limited to the Willesborough Lees area. I'm the Neighbourhood Watch Coordinator for Lacton Way and we're increasingly being plagued by cars parked in the road during the day, often restricting our access. I know these are mainly hospital staff because of uniforms etc. I'm afraid the result of this scheme will be to force staff to park further afield and as there is a footbridge across the M20 from our side the already large number of day-time parked cars will increase dramatically. It's noticeable that as you walk from the South side of the bridge the parking increases, even up to ½ mile away. Could you therefore include our neighbourhood in any discussions you have with the East Kent Hospitals Trust as it's surely their responsibility?</p>

Am26/14	<p>I live at ** Hythe Road Willesborough and would like to register my objection to the proposed scheme for the following reasons,</p> <ol style="list-style-type: none"> <li>1. I feel that putting in yellow lines in the areas highlighted would make the situation worse as drivers would try and park tighter in those areas with no lines making it harder for residence to get in or out and the same for delivery &amp; emergency vehicles.</li> <li>2. From what I have seen in the mornings "I leave home at 5am" a lot of the problem is from tradesmen/contractors parking their vehicles and then going off in one vehicle and not returning until late in the evening so not all the problem is from the Hospital.</li> <li>3. I feel that the real solution would be to make the road/area resident parking only, I know there would be a cost involved for the residents but feel this would be a small price to pay and make the area a lot quieter &amp; safer plus it would raise some revenue for the council.</li> </ol>
Am26/15	<p>I am very pleased that you are hopefully putting double yellow lines from my house ** up to 420 as we have suffered from parking problems some across the drive etc. for a very long time. The road is used as a car park and many cars are there during working hours all day and some overnight!! My only concern is will the area be policed by traffic wardens? My immediate 2 neighbours support the action ABC is taking. There are some people who actually park on the grass verge between the service road and the main Hythe Road but they don't get tickets!!!</p>
Am26/16	<p>Please find attached my response to the above proposals.</p> <p>If parking restrictions are implemented, then they must be wholly effective and not simply shift the problem further away.</p> <p>In the proposals for Blackwall Road South, this is what will happen and as I have described in my letter, the parking problem will simply be moved about 50 yards down to the three houses at the end of the road.</p> <p>To be effective, the whole section of Blackwall Road South north from Sandy Lane must be included.</p> <p>Or preferably, the Hospital must create a viable and effective on site solution to their staffs parking requirements.</p> <p>Another response:</p> <p>Further to my email sent Tue 23/10/12, please find attached photos taken today showing the damage caused to the road verge by heavy vehicles passing cars parked in clearly inappropriate places on Blackwall Road South.</p> <p>The grass verge has collapsed three feet and is now full of water causing the road to be constantly dirty and dangerously slippery.</p> <p>This is precisely the damage that will occur further down the road, outside the houses of 57 – 59 Blackwall Road South, under the current proposals for parking restrictions.</p> <p>Any such restrictions must be also be applied to the road that runs in front of these properties, as detailed in my previous email, to prevent the worse damage occurring as that stretch of road is as narrow but does not have a pavement for the protection of pedestrians.</p>

Am26/17	<p>We have recently received your letter re: the above. We're writing to convey that we think it absolutely necessary to stop the overhaul parking from hospital staff. It become seriously dangerous driving up &amp; down Abbey Way during the Summer Holidays. Therefore, we wish to advise that we are in acceptance of double yellow lines being implemented where needed.</p> <p>Maybe this option could be considered on some of the surrounding Closes off 'Abbey Way', as they are getting more and more congested by the month and proving difficult trying to leave our own driveways and for weekly refuse collections too!</p>
Am26/18	<p>I live in kings Chase. I very much welcome the proposals to introduce parking restrictions both in the road and surrounding areas. Kings chase is a narrow road, lately a number of cars have been parking at the entry to the road making it very dangerous for pedestrians and car users. I would very much welcome double yellow lines. Each property has parking for at least three cars and most for four or more.</p> <p>I look forward to a positive outcome to this issue.</p>
Am26/19	<p>I am a resident of Fountains Close (*), Willesborough. I have read the above proposal and viewed the proposed markings. My main concern is that the vehicles will continue to be parked off site and spread further along the roads around the Abbey estate.</p> <p>With that in mind I would like some reassurance that the parking situation around the estate will be monitored. I don't want Fountains Close becoming a car park.</p> <p>The fact that it has been acknowledged that the unsafe parking is caused by an overflow from the William Harvey Hospital, can you please advise what is being planned to increase the number of parking spaces available at the Hospital.</p> <p>Also can you please explain why the newly constructed road at the hospital is fenced off. Could this road not be opened up to provide additional parking spaces.</p>

Am26/20	<p>I wish to object to the parking proposal Amendment 26 on the basis that it is not the correct solution to the problem at hand and that it could have significant impacts on our residential on-street parking amenity.</p> <p>While I acknowledge the need to enforce parking restrictions around junctions, and this part of the scheme is accepted, it is clear that by restricting parking in certain areas it would only lead to parking over-spill on other streets currently unaffected. This scheme is not the solution to the main problem; this being the current woefully inadequate parking strategy for the William Harvey Hospital.</p> <p>The parking problem needs to be dealt with at source through the William Harvey Hospital implementing a realistic and sustainable parking solution for their staff, who on the whole are the main cause of the parking problem on local roads. Furthermore, the hospital should be putting forward funding to deal with these issues rather than leaving tax payers (ourselves) to foot the bill for mitigating measures. A comprehensive plan needs to be worked up between the hospital, residents, Kent County Council Highways and Transportation and Ashford Borough Council, comprising a set of measures that does not adversely impact on local residents but acts to ensure hospital staff and visitors are discouraged from parking on local roads. Such measures as one-hour duration daytime waiting restrictions are extremely successful in resolving such issues around rail stations and near other employment areas so why cannot similar measures be employed here in Ashford? We are not talking untried methods here, and given Ashford's forward thinking attitude to the then radical shared space concept this certainly surprises me.</p> <p>I note the potential impact to small businesses noted in the JTB report of 11 September. Surely the answer to this is to tailor parking restrictions fit for each street - say around public houses implementing a one-hour restriction 10am to 11am prior to the pub opening, and again 3pm to 4pm after the lunch rush has gone? Other office and employment sites could have permit bays for instance. A little bit of lateral thinking could go a long way.</p> <p>It is my view that the hospital should not be permitted any further planning approvals until these issues are resolved. Residents have shown a willingness to work with Ashford Borough Council and the hospital to resolve these problems, but so far there is little evidence of engagement with those who have called for solutions. The Council must listen to residents and understand the full scale of the problems before implementing a 'part' scheme that could worsen the situation rather than resolve it.</p> <p>I trust our views will be fully considered by the Council.</p>
Am26/21	<p>Thank you for letting us know about the proposed extension to the yellow line parking zone, which we understand will extend into Abbey Way, and the entrances to Fountains Close, Thornton Close, Romsey Close and Waltham Close.</p> <p>Your letter acknowledges that discussion is underway with East Kent Hospitals University NHS Foundation Trust to investigate potential measures for the reduction of overspill parking. Clearly, this is the core problem, and it is surely the most sensible approach to pursue a solution to this core problem, rather than wasting taxpayer funds on parking control schemes that would</p>

not be necessary if the core problem was properly addressed. There is plenty of room for additional parking on the William Harvey hospital site, and this is clearly the obvious way forward, together with any other innovative schemes that minimise the number of hospital staff vehicles that need to park at WHH.

Yellow line parking schemes do not, repeat do not, solve these overspill parking problems – they merely push the problem somewhere else.

The overspill cars from WHH still need to park somewhere, and those cars from residents in our estate not parked in their driveways/garages still need to park somewhere. If they can no longer park outside their own houses, then they will park outside other people's houses, which is not good for neighbourhood relations. Whilst we do use our garage for parking cars, there are often times when we need to park up outside our house, which we may no longer be able to do – if this yellow line scheme goes ahead. We would then need to park up outside someone else's house, potentially upsetting them, so they need to park somewhere else and so on and so on – a ludicrous situation I hope that you would agree.

Not only will this proposed yellow line scheme cause additional parking problems in our estate, it is a waste of taxpayer funds that will not deliver a solution to the core problem. We assume that you are only consulting on this proposal because the existing controlled parking zone on the roads nearer to the WHH has pushed the problem into our estate. The existing parking scheme has failed to solve the problem. So it should be obvious that these schemes do not work – so another type of solution is necessary (that addresses the core problem) rather than wasting more taxpayer money on more yellow lines.

As well as not addressing the core of the problem, and wasting taxpayer funds, the council need to understand that not everyone parks their car in their garage, and there are families that own several cars, especially if sons/daughters live at home. Without yellow lines these additional cars will largely be parked outside those households that own them. With yellow lines, some of these cars will be parked outside households that don't own them, which cannot be a good outcome – indeed a new potential problem.

This new problem would only be compounded by staff of WHH parking beyond the proposed yellow lines – as the yellow line scheme would not solve the problem – merely push it somewhere else.

The only potential advantage for the council may be to reduce complaints from those currently affected by existing WHH overspill parking; however, a yellow line scheme will merely create a new group of complainers, and is not a solution.

The more parking restrictions that exist in our estate, the greater the potential parking problem in our estate – as the same number of cars have fewer places to park. This is an "out of town" residential estate, that does not need yellow lines and but for the temporary issue with WHH overspill, would not be subject to yellow line proposals.

We are very concerned to see that the pavements in the estate have already been etched with white markings, in readiness for yellow lines to be added. This cannot be right when these measures are up for consultation, and give the impression that the yellow line proposal is a "done deal" and the council are merely "going through the motions" with this consultation.

We would be grateful if you could acknowledge receipt of our objections and confirm that such objections will be taken seriously.

	The timescale for this consultation seems very short, given that a proper solution to the core problem should be achievable if the council and WHH work sensibly together to address this core issue
Am26/22	<p>I am writing in response to your letter dated 17<sup>th</sup> October 2012 regarding the overspill and obstructive parking in the locality and in particular in Wilson close where I have lived for the past 20 years. I would like to comment on the proposals and also attach completed universal letter produced by our neighbourhood scheme.</p> <p>Firstly, I agree for health and safety reasons it is a good idea to have double yellow lines on the corners of the close adjoining Kennington Road and also on the corners within Wilson Close.</p> <p>Secondly, I would strongly prefer to have "Single Yellow Lines" covering the rest of the close, which would prevent long time parking (I particularly refer to employees of the William Harvey Hospital who park from early morning to late evening, often obstructing access to other vehicles about their daily business) There is no doubt that the over-parking has caused a big problem, but would persist "Double Yellow Lines" across the roadway in front of our houses as this would prevent us (the residents) from parking outside of our houses when appropriate (i.e. for loading and unloading, washing our vehicles etc) and would also prevent access to our visitors.</p> <p>I trust you will take this letter into consideration when deciding on the remedies to be taken.</p>
Am26/23	<p>I wish to oppose the proposed parking scheme on the basis that it does not:-</p> <ol style="list-style-type: none"> <li>1) Answer or address the basic problems</li> <li>2) Punishes residents 24hrs a day with double yellow lines in many areas which are unnecessary unwanted and not required</li> <li>3) Other that at the junction of Blackwall Road and the main road where the road narrows past Willesborough Court the on corners is not a problem</li> </ol> <p>I wish to propose the following alternatives</p> <ol style="list-style-type: none"> <li>A. Single yellow line scheme on all roads with time limited parking with a limit of 1-2hrs</li> <li>B. white lines across driveways where applicable</li> <li>C) Double yellow lines at the junction with the main road</li> </ol>
Am26/24	In response to you letter, about the proposed highway safety scheme in Willesborough, I am in favour of the proposed scheme, to put the double yellow lines in those locations where parking causes a danger or obstruction, specifically the service road that runs adjacent to the main Hythe Road, running from the Esso garage traffic lights to the lights at the junction of the M20 London bound. As a resident of this part of the Hythe Road, I and other householders have had to suffer the constant dangers of inappropriate parking on this service road. Therefore, I would welcome the use of double yellow lines in this area.

Am26/25	<p>Thank you for your letter dated 17 October 2012 about the parking problems caused by the William Harvey Hospital staff overspill parking in the Willesborough Lees vicinity.</p> <p>Firstly I would like to state for the record that I am disappointed and disgusted about these parking problems which have been created by the administration of the William Harvey Hospital. It is hardly surprising that staff would seek alternative parking when the hospital increases the daily parking charges by almost four times. I am equally disappointed by the logic which Ashford Borough Council and the Highways agency tries to solve the problems which actually beggars belief. For example take Blackwall Road South, at the narrowest part of the road where staff from the hospital decide to park where it is obvious that trucks and agricultural vehicles cannot pass without going on to the verge of the road so what do the highways agency do put in wooden posts into the verge which actually compounds the problem by making the road even narrower. I also cannot understand the attitude of the local police. I personally have reported on numerous occasions about people from the hospital parking on the side of the road creating complete obstructions preventing vehicles passing and nothing is done about it. I have seen trucks which have been servicing the farms stuck for hours because they are not able to pass because of badly parked cars, unable to go forward and unable to reverse. I have even been present when a special constable was trying to resolve these problems only to say that he was powerless. Does the highway code mean anything in Ashford? It is obvious that the hospital which encourages their staff to park on the side roads has little or no regard to the consequences of their actions to local residents which I believe is condoned by Ashford Borough Council after all this is not a new problem.</p> <p>The proposal which you mention in your letter about the double yellow lines will serve no purpose at all and by doing so will only move the problem to another area. Blackwall Road South is in essence a country road there is absolutely no room for parking all the way down to the junction with Blackwall Road North and by putting double yellow lines in the current affected area will only result in moving the idiotic parking lower down Blackwall Road South. If you are seriously considering double yellow lines as a solution then it should apply from Burleigh Court down to the junction to Blackwall Road North as the road is just as narrow as it is in the current problem area.</p> <p>On a personal point I believe the suggestion of the double yellow lines is only a compromise and a very weak one at that. The next best solution would be a single yellow line with a two hour maximum parking limit. The ultimate solution should lie with the hospital and if a solution cannot be found within the hospitals boundaries then perhaps an off-site parking area should be considered based on a "park-and-ride" scheme.</p> <p>One last final point, it is fully understandable that the staff and the William Harvey should park in side roads close to the hospital to avoid the ludicrous parking charges inside the hospital but what is not understandable nor acceptable is the stupidity of some</p>
---------	---

	<p>people parking in such dangerous areas creating havoc by their selfishness. They have a total disregard to the residents and the farmers and all the people that have to use the roads. I cannot believe that there is nothing that can be done to these people I am 100% sure that they are most certainly contravening the Highway code by causing an obstruction.</p> <p>I sincerely hope that a solution is found and put into operation as soon as possible.</p>
Am26/26	<p>I wish to oppose the above Proposals, as they affect the Hythe Road, on the following grounds;</p> <ol style="list-style-type: none"> <li>1. They do not address the root of the parking problems faced in the local area. These problems stem from the William Harvey Hospital's decision to increase charges for staff to park within the Hospital grounds.</li> <li>2. The Proposals will not stop drivers from parking in a dangerous and obstructive manner; they will simply move further down the road onto the grass verge.</li> <li>3. Double Yellow Lines extending across driveways are unnecessary, unwanted and impinge on the householders' amenity.</li> </ol> <p>I wish the following alternatives to be considered by Ashford Borough Council.</p> <ol style="list-style-type: none"> <li>1. Instil more urgency into the discussion which is underway with the East Kent Hospitals University NHS Trust - because the parking problem will not go away - only move to other nearby residential roads and this process will have to be undertaken again and again with the associated costs being born by the ratepayers of the Borough.</li> <li>2. To stop dangerous and obstructive parking use Single Yellow Lines on both sides of the Hythe Road from number 406 to number 434, with NO exclusion period, effective from Monday to Friday, except where Double Yellow Lines are currently proposed.</li> <li>3. Instead of the proposed Double Yellow Lines over the driveways of numbers 462 and 464 Hythe Road a Single Yellow Line on the "driveway" side of the Hythe Road from number 448 to number 470 should be marked. This Single Yellow Line should be effective from Monday to Friday without an exclusion period.</li> <li>4. Over all the driveways in the part of the Hythe Road affected by the proposals White Access Highlight Lines should replace the Single Yellow Line.</li> </ol>

Am26/27	<ol style="list-style-type: none"> <li>1. I agree with the proposed double yellow lines along part of Blackwall Road South.</li> <li>2. I think that double yellow lines in other areas may not be the answer and that the residents of those areas should have their views respected.</li> <li>3. Blackwall Road South was badly damaged in the past and is now in the process of being damaged again, due to the parking, resulting in more cost to the council tax payers.</li> </ol>
Am26/28	<p>Thank you for your recent correspondence. Residing at ** Blackwall Road South, I have been increasingly frustrated by the dangerous parking taking place along Blackwall Road South, particularly where the road bends; sometimes it has been virtually impossible to see clearly to my right when driving out of the driveway of our 4 bungalows (73 - 79). Moreover, when returning home from work from Canterbury it is often impossible for me to see any traffic approaching the end of Blackwall Road South when I am attempting to turn left from the Hythe Road. How cars have not collided before now is nothing short of a miracle. If drivers cannot adhere to the Highway Code and continue to park in this dangerous manner, I fully support the proposal for double yellow lines in this part of Blackwall Road South.</p> <p>I am aware that some residents in the Wilson Close area are suggesting an alternative proposal for their own area of Willesborough. As this does not affect me directly I do not feel able to comment but I would ask that their concerns and alternative proposals are seriously considered before implementing the current suggested parking scheme.</p> <p>I feel strongly that the William Harvey Hospital has a moral obligation to provide sufficient parking for all their employees and that those who work for the NHS should not be put in a position where they have to park at some distance away from their place of work inconveniencing both themselves and the local residents.</p>
Am26/29	<p>I was very disappointed to receive your letter dated 17th October 2012 regarding the proposed introduction of double yellow lines in Willesborough. In my opinion, double yellow lines are NOT the answer to the parking problem in this area. Many residents have to park in the road because they have multiple vehicles, ie a married couple with a teenage son may have three vehicles, one for each member of the family. Two vehicles are parked on the driveway but the third has to be parked in the road because the driveway is not big enough for three vehicles. Many residents are unable to use their garages because they have to store such items as garden furniture, ladders, equipment etc. Also, visitors need street parking while they visit their family or friends. Double yellow lines will cause more misery to the residents of Willesborough because they will be unable to park in the road and there is also the possibility of affecting local businesses like the Hooden On The Hill in Silverhill Road and The White Horse in Kennington Road whereby customers will be unable to park. As far as I am aware, only a few vehicles have parked dangerously</p>

	<p>in the past but this is purely a matter of opinion. Introducing permit holders parking and/or single yellow lines with a 3 hour limit would help to deter commuter parking in the area. Regarding the William Harvey Hospital, there needs to be an overhaul of their parking facilities and prices. The current system encourages people to park outside the Hospital grounds because it is too expensive. The parking pay meters on the Hospital grounds only accept coins and do not give change. So an hour can be very expensive if you haven't got the right money. Anyone visiting the Hospital without enough change in their pocket will not be able to park in the grounds so they will park outside in the street. I also feel that the introduction of double yellow lines in Willesborough is purely another way for the Council to generate revenue by issuing PCN's. This is so unfair because we all pay enough in taxes and bills etc as it is. Another £35 to pay because you parked your car outside your property is just not on.</p>
Am26/30	<p>I am writing to oppose to your proposals regarding new parking restrictions in the Willesborough area which is not addressing the cause of the problem which is all down to the William Harvey Hospital introducing excessive parking charges to their staff, thereby the staff uses the surrounding streets for a cheaper or free alternative. Your proposals do nothing to alleviate the problem but only to move them along the side streets where no lines are being considered. No doubt in a year's time, you will propose to extend the yellow lines to those areas, but still the route cause of the problem will persist. In addition your proposals have a direct bearing on my property as my visitors will not be able to park outside the property and indirectly this could affect the value of my property. I trust that you will take my concerns into considerations and not approve this scheme.</p>
Am26/31	<p>I write to oppose the proposed parking scheme as you are not addressing the cause and your proposals will only divert the offending drivers to park further along the Abbey Estate where restrictions will not apply and cause further irritation to be residents and rate payers within this area. In addition to the hospital staff parking in this area, the proposals for Silverhill Road will attract customers of the local public house to use this estate adding further inconvenience to residents. Before considering painting the streets yellow you should persuade the NHS Trust to encourage their staff to use their car parks, which I pass at least twice a day when walking my dog, and I see at least 50/60 vacant spaces within their staff car park on most days. In addition, the trade vehicles parking the street are mainly by trades people working at the hospital, and the hospital should provide parking areas within their grounds, as any other organisation would do. They have plenty of space that they could provide including the new road on the first left as you approach the hospital, which leads nowhere and would not cause anyone problems. I trust you will consider your proposals and address the problem at its source.</p>

Am26/32	<p>I would ask please that a “Formal Objection” to be placed on record and debated at the forthcoming Joint Transportation meeting to be held at the Council Chambers, Civic Centre mid December 2012.</p> <p>As I understand Ashford Borough Council Highways Department have put forward for consideration a scheme whereby double yellow lines are placed on the junction of Wilson Close and the main Kennington Road, together with the same on the corners have way down Wilson Close, the placing of these lines in these locations would be appreciated, but <b>not across private driveways</b>. The “Formal Objection” I refer to is the proposed placing of double yellow lines across the driveways of No. 17, 18 &amp; 19 Wilson Close, for the reasons I refer to below.</p> <p>We as residents are asking Highways Dept to install a single yellow lien around our estate with say a “no parking” period of one or two hours over the midday period, this would sort the problem out. This solution would be very easy to Police at a low cost to the Council, and be what the residents are asking for. This principal would also be suitable for the other affected streets in Willesborough Lees. This would stop the long term parking (6am – 8pm) but still give good time periods for people visiting at the hospital which is not a problem to us.</p> <ol style="list-style-type: none"> <li>1. There is no need for double yellow lines across driveways as no one ever parks across our drives, so this is not the problem. It is the parking opposite my property on the corners which is causing the obstruction for the refuse lorry and other large vehicles turning in. White dog bones would be an acceptable alternative across driveways.</li> <li>2. We as residents only use our dropped kerbs for brief spells of parking when changing over vehicles, we at no. 19 have a lengthways double garage and two vehicles. Both properties only have a single driveway. Trades vehicles may on rare occasions briefly stop there when delivering to our property when there is nowhere else to stop, owing to the road being full up of hospital staff vehicles, and works vehicles working at the hospital.</li> <li>3. The main cause of obstruction of the refuse lorry is hospital cars parked on the corners opposite my property, and up the short length of Wilson close leading up to Leeswood.</li> <li>4. Double yellow lines across our driveways I feel would cause us as residents more problems than would be solved. Without giving any useful benefits to the drivers of the large vehicles who are having the problem.</li> </ol> <p>I would be very grateful to you and the Transportation Committee if you would look on this formal request favourably.</p>
Am26/33	<p>I strongly object to Double Yellow lines being put across our driveway as this would be unwanted and harmful to our own parking amenity,</p> <p>A single white line (ie dogbone) across our driveway would be a better alternative if Double Yellow Lines are to be FORCED upon us in our area.</p> <p>Parking Systems such as a single yellow line with 1 hour exclusion period or 2 hours no return within 2 hours with permits for residents, which has been adopted in The Street, Willesborough would be more acceptable.</p> <p>All day commuters parking has been a serious problem for residents for a number of years and the proposed scheme seems</p>

	<p>more like a punishment than a solution.          Although I understand that this is not a <b>Lucky Dip</b>, its certainly a problem that needs more thoughtful consideration.          The problem of all day commuter parking will never be completely resolved until the William Harvey Hospital take some responsibility for the selfish actions of their staff.</p>
Am26/34	<p>I strongly object to Double Yellow Lines being but across our driveway and I demand that a single white line (ie dogbone) be applied instead, this would allow us as residents to continue to park across our drive if necessary without the worry and stress that Double Yellow Lines would cause with the threat of parking fines.          The proposed scheme firstly would seem the easy option that shows very little thought of how it will effect the residents and secondly for those with the dreadful prospect of double yellow lines across their drive it would seem we are being punished because of the inconsiderate and thoughtless parking behaviour of the all day commuters who have shown complete disregard for the amenity of the area in which we live.          As our road is NOT on a main highway and has NO through traffic leading to a dead end we believe that to extend the double yellow lines from around the hammerhead to cover our driveway is completely unnecessary and bordering on bizarre.          The proposed Safety Scheme applies Double Yellow Lines where they are NOT needed (i.e. across driveways) and NO double yellow lines where they ARE needed (i.e. along the narrow section of the road) if this proposal is allowed to go ahead it will NOT solve the problem of <b>All Day Commuters</b> parking, but end up being a mad dash/scramble to park In whatever spaces are left, leaving some residents <b>nowhere</b> to park.          On the proposed plan the double yellow lines that begin opposite our house and continue around the hammerhead would still leave us exposed to the problem of commuters parking opposite where the road narrows which in turn would prevent us or any members of our family parking directly in front of our home.</p>
Am26/35	<p>Further to your proposals for introducing road marking as a safety measure in the Willesborough Lees Area, we are pleased, as residents of Waltham Close to confirm that we support the aims of the scheme as proposed but believe it does not go far enough in its restrictions to eliminate the more serious effect of parking in narrow roads.</p> <p>With regard to Silver Hill Road, this is a bus route and as users of the bus service we have noted that on several occasions the buses have had to wait for parked vehicles to be removed as they have restricted the usable width to such a degree that the bus has been unable to pass and on many occasions the buses have to literally inch past in order to avoid damaging parked vehicles, which often means the bus is brushing the embankment to the east side of the road.</p> <p>Further we live near the turning head in Waltham Close which is often used for parking. This parking can prevent lorries and large delivery vehicles form making proper use of the turning head and causes the Refuse cart to drive up our private drive every</p>

	<p>week in order to be able straighten the vehicle and reverse around the turning head. Similarly with the Recycling vehicle. When the parking is at its worst we have known vehicles to have to reverse the full length of Waltham Close as they have been unable to manoeuvre in order to turn round. This is a very unsafe practice within a family environment but what alternative does a lorry driver have when a turning head is being improperly used for parking.</p> <p>We trust you will take these comments on board before finalising your proposals as we consider they are important safety issues</p>
Am26/36	<p>I wish to state my support for your parking proposal in general and specifically in regards to Abbey Way where I live in the hope that it will make life easier in negotiating entry to and from Abbey Way into Silverhill Road.</p>
Am26/37	<p>I am writing to express concerns I have with the Council's proposal to restrict parking under Amendment 26, in Lacton Way Willesborough.</p> <p>Whilst I concur that the increased number of vehicles used by William Harvey Hospital staff which are now routinely parked in the street is a nuisance and realise that the rest of Lacton Way's residents will welcome the proposed restriction, the area to be restricted lies outside my house frontage and is the only place where it is possible for me and my household to park.</p> <p>I live at number **, the last house in the road at the "butt" of the cul de sac. Our house is, I think, the only one in the road not to have any off-road parking because the garage and driveway were removed years before our occupancy, when the motorway and access roads were built. A BT telephone exchange box is built into the pathway outside my house so it is not possible to drop the kerb to access the very narrow garden. It is therefore not possible to park on our own property and anyway, to do so could be dangerous to pedestrians and cyclists using the public pathway which runs next to our house.</p> <p>The two spaces at our front door are in fact next to the turning circle which is used by dustcarts and similar large vehicles and parking in that position does not cause hazard or difficulty for vehicles turning. The difficulty arises these days because the entire street is parked by 8am, by hospital users, to the point where delivery lorries etc are not able to get along the road because of the cars parked on both sides. Restrictions in the area indicated on your plans, will serve</p>

	<p>to exacerbate these problems and not prevent hospital staff from using the rest of the road.  We are frequently frustrated by not being able to park outside our own house. While I am aware that we have no parking rights outside the property, I am appealing to you to consider issuing us with permits to use the two spaces in front of the house and/or to consider making Lacton Way a residential parking zone.  In the twenty-first century, it is reasonable to expect a degree of convenience in and around your home and it is seriously inconvenient for an older person such as myself, not to have convenient access to my car. I do realise your concerns for safety are important and ask that if your proposed scheme is approved that you will make some provision for our household.  I do hope that you will consider this heart-felt concern and accommodate my request for parking consideration.</p>
Am26/38	<p>We are contacting you as owners of ** Burleigh Court, Blackwall Road South, Willesborough, Ashford, Kent TN24 0SL following receipt of your letter dated Wednesday 17th October 2012, concerning the proposed Highway Safety Scheme in Willesborough Lees in the Vicinity of the William Harvey Hospital.</p> <p>Having viewed the safety scheme proposals we wish to oppose the proposed Parking Scheme on the following grounds:-</p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double yellow lines extending across private driveways are un-necessary.</li> </ol> <p>We wish the following alternatives to be considered by Ashford Borough Council:-</p> <ol style="list-style-type: none"> <li>1. A single yellow line scheme (both sides of the road) with a one hour exclusion period as a deterrent to commuter parking for the length of Blackwall Road South (up to junction with Blackwall Road North).</li> <li>2. Double yellow lines (both sides of the road) for the length of Blackwall Road South (up to junction with Blackwall Road North) with white lines across driveways.</li> </ol> <p>The current proposals simply do not go far enough and are not sufficient to solve the severe problems that are encountered on a daily basis.</p>
Am26/39	Proposed Highway Safety Scheme in Willesborough Lees in the Vicinity of the William Harvey Hospital

	<p><u>I wish to formerly object to the proposed Parking Scheme on the following grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the cause of the problems faced by the local residents on a daily basis.</li> <li>2. Double yellow lines extending across private driveways are unnecessary and unwanted this would be harmful to our own parking amenities, as we at No. ** have a double lengthways garage and only a single drive, therefore when we need to change over our cars we have to park one on the roadway.</li> <li>3. The application of the scheme is unfair to residents.</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council</u></p> <ol style="list-style-type: none"> <li>A. A single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveways (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>I feel the proposal of having double yellow lines across our drive for the purpose of refuse collection that occurs for 10/15 minutes one day a week, will blight our lives 24/7, this seems rather drastic action to me.</p>
Am26/40	<p>I wish to oppose the proposed scheme on the following grounds double yellow lines extending across private driveways are unnecessary and unwanted and would be harmful to my own parking amenity. The proposal of the yellow lines stopping outside my house would cause problems for me entering my driveway as this will not allow turning space, and will just allow the problems to move further down the service road which should be for residence parking only.</p> <p>I wish the following alternative to be considered. A notice stating that the service road is for access and residence parking only. A single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p>
Am26/41	<p>With reference to the proposed yellow lines to be put in Hythe Road opposite the London bound motorway junction, I have the following comments.</p> <p>I agree that something has to be done to stop commuters and hospital workers parking in this area, but putting yellow lines where you are proposing will not solve the problem, but will make it worse where there are no parking restrictions. All residents need access to their driveways, at the moment there have been occasions when vehicles park across driveways, this will get worse with limited parking available.</p> <p>It would be better to have a restriction in the middle of the day to stop all day parking, with resident permits to reduce</p>

	<p>inconvenience to residents and their visitors.  I am not a resident, but my elderly mother is. I frequently visit her, and parked cars make it very difficult sometimes to get to her house, and her to gain easy access to my car when I take her out.  I hope you will take my comments into consideration.</p>
Am26/42	<p>I am writing in order to place my objections to the scheme for double yellow lines on Silver Hill road and the surrounding areas. I am a resident of Winslade Terrace and have my own parking at the rear of the property however visitors do use the road for parking.</p> <p>The main issues that residents face in this area is the shortage of parking caused due to the restricted parking for staff at the William Harvey Hospital. I do not generally see unsafe parking however is rather congested at times. The whole issue stems from the lack of staff parking at the hospital. My partner works for the trust and has done so since March 2012. He applied, when taking the job, and has only just received a parking permit for the site. With new staff continually joining the hospital they have no choice but to park on the nearby roads as there is not the option to park on the site as there is no permit available.</p> <p>The only thing that placing double yellow lines in the area will do is push the problem away into another area creating potentially worse problems. It may also push people into the Winslade Development and then cause greater issues for residents here who pay to have their parking maintained.</p> <p>The problem MUST be solved at the source in the first instance with staff being able to get parking permits. They have no other choice but to park in these areas and feel very sorry for them that they have to walk this distance in the dark in poorly lit streets! There are greater priority's for this council and will strongly object to any parking restrictions in this area.</p>
Am26/43	<p>Please find as follows our response to Ashford Borough Council's "Am26/WillesL" consultation documents:</p> <ol style="list-style-type: none"> <li>1. We believe that the root of the problem that the Council is trying to address by the Scheme lies with the failure by the William Harvey Hospital to provide sufficient affordable parking for its staff, patients and visitors. Therefore the main thrust of the Council's effort should be directed towards resolving this issue with the Hospital at the earliest opportunity.</li> <li>2. In respect of our own street, King's Chase, the Scheme appears to be limited to providing yellow lines for a short distance immediately adjacent to Kennington Road. We are happy for that to go ahead but would not wish for further lining to be provided within King's Chase.</li> </ol>

	<p>3. However, we are concerned that the lining proposals in nearby streets could easily have the affect of putting greater pressure on King's Chase for commuter parking. Furthermore, we understand that a significant number of residents in nearby streets are unhappy with the Scheme as it stands. They are our neighbours and we do not wish to acquiesce to anything that would cause them problems.</p> <p>4. We would therefore wish the Council to consider the alternatives proposed by John Bailey of Wilson Close for those nearby streets, namely a single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking, white lines across driveways (dogbones) if close to double yellow lines and double yellow lines only on junctions with main roads.</p> <p>5. Finally may we repeat what we believe to be the most urgent matter, which is for the Council to take real measures to ensure that all people heading in cars to the Hospital should park exclusively on the Hospital's premises.</p>
Am26/44	<p>My name is Mr. David Bailey and I live at *, Willesborough Court, off Blackwall Road South.</p> <p>Following a detailed online review of your proposed Willesborough safety parking scheme I would like to formally submit the following comments on the scheme in general and specifically on the areas that have a direct effect upon me, and would ask that they are fully considered during any future proposal reviews.</p> <p><b><u>From a general point of view:</u></b></p> <ol style="list-style-type: none"> <li>1. I agree that the council should continue to work with the William Harvey hospital to increase their staff parking facilities.</li> <li>2. The placement of double yellow lines for safety purposes, as indicated within your proposal, appear to be sensible, however I am obviously unaware of all of the current specific problems encountered in each discrete area.</li> <li>3. Whilst these proposals will go some way to improving safety they will not address the bulk of the problems faced by the residents in each area caused by the current commuter / unsociable parking.</li> <li>4. The inclusion of single yellow lines with parking barred for a one or two hour period at a strategic time of the day should be added to the proposal. This would make it impossible for staff to "commuter" park, whilst still making it available for the short term parking of visitors to both the residents and the hospital. This is a system that works well in similar areas of Canterbury.</li> </ol> <p><b><u>From a specific point of view</u></b></p>

	<ol style="list-style-type: none"> <li>1. I am in agreement with the proposed placement of double yellow lines on both sides of the north end of Blackwall Road South, and at the junctions of: a) Kennington Road / Blackwall Road South, and b) Blackwall Road South / Willesborough Court.</li> <li>2. These proposals will go some way to improving safety; however they will not address the bulk of the problems faced by the residents who live in this area, or those individuals who have to use Blackwall Road South to get to and from their place of residence.</li> <li>3. The current commuter / unsociable parking in Blackwall Road South, caused predominantly by staff from the William Harvey hospital, creates problems for resident to get into and out of their drives, makes it very difficult and risky to drive up and down the road, and has resulted in a number of confrontational incidents between the drivers of cars travelling in opposite directions on the only lane left open down the entire road.</li> <li>4. The inclusion of single yellow lines on both sides of the remainder of Blackwall Road South, with parking barred for a one or two hour period at a strategic time of the day should be added to the proposal. This would make it impossible for staff to "commuter" park whilst still making the space available for the short term parking of visitors to both the residents and the hospital. This is a system that works well in similar areas of Canterbury.</li> <li>5. A similar single yellow line should also be placed on both sides of Willesborough Court to avoid simply pushing the problem elsewhere.</li> </ol>
Am26/45	<p><b><u>Re: THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF ASHFORD) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT No. 26) ORDER 2012</u></b></p> <p>We write in reference to the above proposed amendment and wish to oppose such a scheme on the following grounds, in particular in the location of Silver Hill, Abbey Way, Waltham Close and the immediate areas contained within.</p> <p>East Kent Hospitals NHS UFT have, continually over the recent years, changed the activity of services of the William Harvey Hospital, offered to the public, making it a centre of excellence in certain disciplines, such as Heart (PPCI), Renal, Maxillo Facial, etc. This has caused an influx of staff, patients and visitors, which would have been seen elsewhere in the county.</p> <p>At the same time, the Trust hiked the cost of visitor parking from £2.80 to £8.00 per 8 hours on site parking to increase revenue.</p> <p>The Trust failed to increase the parking allocation in line with the new requirements of the Hospital. The Trust also failed to provide on-site Parking to the staff being drafted in from all corners of the county to execute the new disciplines being offered. The waiting list for staff parking is some 18 months long.</p>

We are aware that proposals were afforded by East Kent Hospitals early on to Ashford Borough Council Planning Committee, which was thrown out.

The Trust also implemented in 2009, a 3 mile exclusion zone. This meant that staff within a 3 mile radius of the Hospital would not be permitted to apply for a parking permit at the William Harvey. This has meant that these people are now parking outside of the William Harvey grounds as they are being refused permission to park on site, or have to pay a minimum of £8.00 (providing their shift does not overrun).

This action alone has caused hospital staff and contractors to park in Blackwall Road South, Abbey Way and down as far as Waltham Close where we reside.

A Hopper Bus has been supplied by the Trust for staff. However this service is very infrequent and is not set up to provide adequate transport to suit working times, overrun of lists etc.

We feel that the adoption of yellow lines to the Abbey Way area, totally unnecessary. We would not be able to invite guests to visit us as they will have limited places to park. The Hooden on the Hill will suffer a downturn in Business, during a very difficult economical time as the parking would be very restrictive.

The parking problems only occur from around 7am to 5pm, Monday to Friday, especially in Blackwall Road South and the first part of Abbey Way, nearest Silver Hill, the time when staff and contractors are turning up for work in the morning.

The problem lies totally with East Kent Hospital Trust and their failure to provide adequate facilities to deal with the problems that they alone have generated. Ashford Borough Council should review EKH's policies and assist them in the implementation of a reactive plan.

We feel that commuter parking would be a last resort (with a one hour exclusion period as a deterrent to commuter parking)so that it does not restrict our social movements or reduce the value of our properties having yellow lines painted in front of them.

We would be happy to voice our opinions publically if the need arises through public forum and are happy to dialogue with your department at any juncture.

Am26/46	<p>Re: Amendment 26 - Willesborough Lees Safety Scheme</p> <p><b>General Statement.</b></p> <p>This scheme is designed to stop people parking on corners in the Willesborough area. However it is the wrong solution for the area, and the problems residents face.</p> <p>People only park on corners when there is nowhere else to park. Mr Wilkinson encapsulates this in his statement <b><i>'It is only when competition for parking becomes significant that motorists tend to exhibit less judgement and take greater risks in selecting their parking location'</i></b>.</p> <p><u>The solution therefore is to reduce the volume of commuter parking in the area, not fiddle with corners.</u></p> <p>This scheme extends double yellow lines into areas which do not need them. It has these lines crossing around 30 driveways, severely affecting residents parking amenity. This is completely unfair and an affront to local people who are already suffering from excessive commuter parking.</p> <p><b>Wilson Close</b></p> <p>Double yellow lines are proposed for the entrance to Wilson Close and also the branch of the close leading to Lees Wood. The lines at the entrance to the close extend across 3 dropped kerbs which will severely affect their ability to have visitors and tradesmen at their houses. All that is needed is a two long metre double yellow line to prevent the 'pinch point' blockage in the road where the additional car can completely block the road. It should be noted that the double yellow lines at the entrance to Wilson Close was first suggested by Councillor George Koowaree as a 'visual deterrent' to commuters. There has never been an issue with access at the entrance to the Close. The double yellow lines across the dropped kerbs of numbers 25 and 26 have nothing to do with safety. Cars are never parked here. These lines are pointless.</p> <p>Further into Wilson Close a double yellow line crosses the driveways of house numbers 7, 17, 18 and 19. This is complete 'overkill as houses 17- 19 face the corner but have their own dropped kerbs. There is a short length of normal roadway outside no. 18 but a car parked here does not affect the Council Dustmen when they reverse around the corner.</p> <p>If these lines are to be added to the corner, the only fair solution here is for the double yellow lines to cover the curve of the</p>
---------	---

corners ONLY. They should not to extend across the driveway of No 7 or be placed outside the houses opposite. This part of the scheme will also reduce the parking amenity of house 9A unfairly.

The ideal solution for the Close would be provision of a single yellow line around the entire Close, with an exclusion period of one hour. This solution will stop parking on corners as there will not 'be competition for parking', to quote Mr Wilkinson.

### **Blackwall Road South**

This road has two problems. The narrow area beyond Willesborough Court, and the area from Willesborough Court to the Kennington Road junction.

Double yellow lines are needed on the narrow stretch beyond Willesborough Court. The regular use of this road by large farm vehicles means this part of the road cannot be narrowed by commuter parking. The area between Willesborough Court and Kennington Road is badly affected by commuter parking and needs a Single Yellow line restriction. At present residents have great trouble exiting their drives between commuter's cars. The introduction of double yellow lines to the area will put more pressure on the available parking space and will make residents lives worse. The only solution is to stop commuter parking in this road.

### **Abbey Way Estate and Kings Chase.**

If the double yellow lines are added as per this 'Safety Scheme' it will displace around 6 commuters cars from Wilson Close and perhaps 10 from Blackwall Road South. These cars will head for the Abbey Way Estate and Kings Chase. Areas presently unaffected by the commuter parking problems will be drawn in thereby making more disaffected residents. Many corners in Abbey Way designated for double yellow lines do not at present suffer any parking problems. This illustrates the bogus nature of this scheme.

### **Hythe Road and Silverhill Road**

Both Hythe Road and Silverhill Road are affected by two types of commuter. Those from the William Harvey Hospital and the car sharers heading for London. In recent weeks a number of cars have been parking dangerously underneath the motorway bridge. The road is becoming increasingly dangerous. This scheme does not address this real safety issue at all.

	<p>The approach for Hythe Road needs to be discussed with residents directly. The road has a number of different problems, with a blocked turning area needing double yellow lines, out of control commuter and car sharer problems needing single yellow lines and one resident who has no driveway and three vehicles who needs a paid for parking bay. The solution is not to be found on corners. It is solved by removing commuter parking from the area by adding a single yellow line with a one hour restriction, which will solve most problems.</p> <p><b>Conclusion</b></p> <p>The Willesborough Safety Scheme is not fit for purpose and should be opposed. I therefore wish to register my formal opposition to this plan and urge Ashford Borough Council to sit around a table with residents and discuss the plans road by road, with residents who know the issues and the landscape far better than council officials.</p>
Am26/47	<p>Further to your letter dated 17 October 2012, we write to lodge our objections to the proposed Highway Safety Scheme.</p> <p>In your letter you state that the issue is due to overspill parking from the hospital. This is not true. There are plenty of spaces at the hospital, as I have witnessed myself on numerous occasions. These cars are parking in the roads affected from 6am in the morning during the week. How can the hospital car park be full at 6am?</p> <p>We have recently moved from an area with similar parking problems. This was addressed by introducing a single yellow line scheme with a one hour exclusion period to deter commuter parking. It worked very effectively without penalising the residents/home owners. We therefore fail to understand why you would want to introduce a double yellow line scheme. How does that benefit the people who live here? We will then effectively be penalised and unable to park our own cars outside our properties, let alone have visitors. Many of the properties affected have only single space driveways but households with at least 2/3 cars. This is not to mention the effect such a scheme would have on the value of property in such a difficult time.</p> <p>It is the duty of the hospital to provide adequate and, in our opinion, free parking for hospital staff. Why are you afraid to address this with them?</p> <p>We moved to our property in May 2012. Thankfully we had met our neighbours who informed us of the difficulties with parking. We had to arrange our move over 2 days, at extra expense to us, to ensure we could gain safe access to our property. Our lorry had to arrive here by 8am, although they still had problems with access due to the selfish commuter parking. We regularly have disgruntled delivery drivers who cannot access the road to our property due to the parking. They have had to park on the main</p>

	<p>road and walk with the delivery. Costing them time and possible injury. Indeed, on 2 occasions, they have been unable to deliver as the item was too heavy to transport from the other end of the road. Our car is approximately 2 metres wide. We have had numerous occasions where we have been unable to get to our property or get out of our road because of the parking. Please explain to us how on earth an Ambulance or Fire Engine is supposed to access these roads in an emergency?</p> <p>We hope that you will listen to the residents who have to deal with this on a daily basis and heed our request for a single yellow line scheme. It is the only sensible solution to improve the way we go about our daily lives.</p>
Am26/48	<p>We are contacting you to register our <b>opposition</b> to the proposal to introduce parking restrictions to sections of our road, Abbey Way.</p> <p>In outline our key points are:-</p> <ul style="list-style-type: none"> <li>* <b>First</b>, a point of principle; the proposals do nothing to solve the root cause of parking overflow from the William Harvey Hospital, they will simply move the problem to another location and, in the process, cause new problems and inconveniences to more Willesborough residents.</li> <li>* <b>Second</b>, a specific practical objection; the proposal to surround our house with double yellow lines will make it impossible for our visitors to park across our driveway, or for us to receive deliveries or have taxi 'pick-ups' or 'drop-offs'. All of these we are currently able to do and we have NEVER had any problems with unwanted parking.</li> <li>* <b>Third</b>, a general commercial point; by putting double yellow lines around the mini-roundabout beside the play-park you will prevent the ice-cream van (a summer visitor!) from parking and thus reduce its trade.</li> </ul> <p>As council tax payers, we expect the council to address such problems properly and ensure that the WHH Trust is obliged to provide adequate, free or low cost parking for ALL staff and patients thus solving the parking problem at its origin. The present situation has arisen because the hospital departments have expanded, leading to more people working and visiting the hospital. The extra buildings that this entailed has also reduced the available parking, thus compounding the problem.</p> <p><b>Simply painting yellow lines over more and more of Willesborough Lees is neither an effective nor an acceptable response.</b> Pressure must be brought on the hospital trust to act responsibly and provide proper parking, whether this requires purchasing more land and/or building a multi-storey facility is a separate discussion but such moves are the only way to resolve the problem.</p>

Am26/49	<p>I am writing to register my opposition to the proposed parking scheme in Willesborough Lees (Ref: Am26/WillesL), which will affect my road and specifically in front of my property in Wilson Close.</p> <p>As a resident, I am well aware of the need to control the parking, which often causes inconvenience and at times danger for residents and others who need access.</p> <p>My reasons for opposing the proposed plans are:</p> <ol style="list-style-type: none"> <li>1. It does not address the root cause of the problems faced by the local area. This is recognised to be mainly by overspill parking from the William Harvey Hospital by staff who either does not qualify for a staff parking permit or who cannot find parking in the designated staff parking area because it is full.</li> <li>2. Double yellow lines extending across private driveways (mine included) are unnecessary, unsightly and unwanted, would impact on my own parking amenity and would have an adverse effect on the market value of the property.</li> <li>3. The problems with parking affect weekdays only when the greatest number of hospital staff are required at work – at weekends Wilson Close is often empty.</li> <li>4. According to the letter sent to all affected residents dated 17<sup>th</sup> October 2012, discussion is underway at EKH University NHS Trust to investigate potential measures for the reduction of overspill parking. The parking scheme in Willesborough Lees is planned to be introduced before any improvements that the hospital could make for staff parking, which if effective could remove the need for the parking scheme in its entirety. Moreover it is likely that any parking restrictions, once in place, would not be removed, even if subsequently they were no longer felt to be necessary.</li> </ol> <p>I wish the following alternatives to be considered by Ashford Borough Council:</p> <ol style="list-style-type: none"> <li>1. Consideration of plans by the hospital for provision of adequate staff parking to control overspill, and to allow these to be enacted first.</li> <li>2. Double yellow lines only on junctions with main roads where parking is already illegal.</li> <li>3. A single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>4. Weekday-only restrictions.</li> <li>5. White lines across driveways (dogbones) if close to double yellow lines, instead of double yellow lines.</li> </ol> <p>I do not object to people parking in Wilson Close, but I do object to inconsiderate and dangerous parking.</p>
---------	---

	<p>In my opinion the Council's current proposals do not solve the parking problems in Willesborough Lees and are unfair to local residents. I hope that my reasons for opposing the proposals and my alternative suggestions will be considered in the consultation.</p>
Am26/50	<p>I am writing to lodge my objection to the proposed Highways Safety Scheme in Willesborough Lees in the vicinity of the William Harvey Hospital</p> <p>Living in the proposed area the application of Double yellow lines would be detrimental to the aesthetic look of the neighbourhood which has brick paved roads and already has existing Safety measures in the form of road narrowing islands.</p> <p>I have not had ANY instances where obstructive parking has occurred, furthermore, double yellow lines would cause an issue with friends of the family who park in front of our house when visiting Where I understand parking has been an issue, (Abbey Way) requests by the residents to the car owners have proved effective in moving the vehicles</p> <p>This scheme appears to be a knee jerk reaction to the underlying problems of the William Harvey, who have as yet not acted on the issue that you have already identified. That being the car parking problems and the lack of parking facilities at the William Harvey Hospital What amazes me is that the existing Staff parking (bordering the woods) are not fully utilised.</p> <p>It is my contention that the implementation of this scheme is delayed until the East Kent Hospitals University NHS Foundation have resolved their measures for the reduction of Overspill parking By doing this there are a number of benefits</p> <ol style="list-style-type: none"> <li>1) cost of scheme is deferred ( saving money) as Ashford Borough Council maintain is one of their primary directives</li> <li>2) Source of problem is tackled head on. Free parking for staff?, reduced parking costs for visitors?</li> <li>3) From the report to the Joint Transportation Board Tuesday 13th March 2012 Prioritised List of Requested Parking Controls for Investigation and Possible Implementation; (see below extract) the proposed scheme will only serve to extend the problem area!</li> </ol> <p>If Thornton close is to have double yellow lines then ALL the roads within a radius of 0.6miles of the William Harvey should be painted</p> <p>The above points are further demonstrated by the dangerous parking under the Motorway flyover (half on the pavement) and</p>

Silver hill Road where parking restrictions have moved the problem from lees road to under the bridge, a further hazard is the lack of lighting on the dark evenings.  
Re Agenda item 8 below "Since that time however there is evidence that commuter parking has extended beyond this zone and has now become a problem in residential roads on the periphery of the existing controlled parking zone" this scheme will only extend the periphery of the problem

(plan)

**Agenda Item No: 8**

**Report To:** Joint Transportation Board

**Date:** Tuesday 13th March 2012

**Report Title:** Prioritised List of Requested Parking Controls for Investigation and Possible Implementation

**Willesborough Lees (Priority No. 5)**

26. This safety scheme has been proposed as part of a larger multi-agency approach to tackling transport and commuter parking problems affecting the William Harvey Hospital and surrounding residential roads. A controlled parking zone was implemented across a 500m radius of the hospital in 2007 in order to tackle dangerous and unsuitable parking and also to provide residents with greater opportunities to find parking in the vicinity of their homes. Since that time however there is evidence that commuter parking has extended beyond this zone and has now become a problem in residential roads on the periphery of the existing controlled parking zone. Funding for this scheme is to be sourced from the Member Highway Fund scheme.

5 Willesborough Lees

Safety scheme around periphery of existing  
Zone F limited waiting scheme to control  
parking generated by William Harvey Hospital  
County Member KCC Member  
Highway Fund  
Safety & nuisance  
parking KCC

	Why then are we to be penalised <u>before</u> the primary issue has been resolved?
Am62/51	<p>I am writing to you with regard to the proposed yellow lines you are planning to paint onto the road of Abbey Way in Willesborough Lees.</p> <p>This problem with parking has resulted with staff from the hospital parking here because the hospital has removed free parking for some of the staff and has increased the staff parking charges, that the staff no longer want to pay to park at work, that is why they are parking in the surrounding streets and causing all of these problems, which never occurred before.</p> <p>I do agree with the double yellow lines around the junctions to stop cars parking on them and to make it easier to get in and out of the junctions. I also agree with the double yellow lines at the top of Abbey way onto Silverhill Road, as it is a nightmare when people park there and you have to reverse into traffic to allow people to get out of the estate.</p> <p><b><u>However, I would like to oppose</u></b> to the double yellow line you are planning to paint along Abbey Way from no 4 to the boundary opposite no 5 &amp; 7 Abbey Way (as per your document under Abbey Way no 2b). By making this a no parking at any time means that the staff from the hospital who currently park here will be moved down the road and would end up parking in the entrance to my drive way, which I share with my neighbour at no *. Also this means that by no parking at any time, visitors to our houses will not be able to park and visit at all. My family has to travel from far away and where do they park is it is restricted all the time?</p> <p><b>I would like to propose</b> to have a single yellow line painted with a parking restriction of Mon to Fri 11.00 am – 13.00 pm, this will mean that the hospital staff won't be able to park here in the morning or afternoon, and it means that visitors to our houses will be able to park in the evenings and weekends.</p> <p>I do hope you will take this into consideration, when making your final decision. I do know that the neighbours around me would like to have the same this done.</p>
Am26/52	I live in ** Wilson Close Ashford and write in relation to the proposed parking restrictions to be introduced in Wilson Close.

I object to the introduction of double yellow lines in the indicated areas except the corners of the roads inside Wilson Close.

I also object to the marking of double yellow line in front of the Drive Ways of 17, 18 & 19 Wilson Close as it is unlawful for any person to park in front of a drive way. There is only need for double yellow line in the corners in the road.

My suggestions would be to introduce any one of the following suggestion;

- 1) Mark double yellow lines only in the corners of the roads in Wilson Close indicated in the plan; or
- 2) Mark single yellow line throughout Wilson Close as controlled parking zone with restriction for parking during specified time of 9.00AM to 12.00PM (this will allow residents with parking permit to park in Wilson Close)

I wish to point out that there is no need of double yellow line in front of 17, 18 & 19 Wilson Close. You may mark double yellow line in the corners opposite to 17, 18 & 19 Wilson Close to avoid congestion and parking problems.

If the aforesaid objections are not taken into consideration, then we will have no other option than to take appropriate legal action against the implementation of the arbitrary decision you may take.

I hope that you will consider my objection and take a reasonable decision

Also a follow up -

I refer to my previous email and wish to amend the contents of that email with the following points.

Grounds for Objection for the proposed parking scheme;

- The marking of yellow lines within Wilson Close is not the appropriate solution to the problem being faced.
- Double yellow lines will result in additional problems to the residents. There will not be adequate free parking bays for the whole residents in Wilson Close.

Alternative solutions suggested:

- 1) Single yellow line scheme with one hour exclusion period as a deterrent to commuter parking in Wilson Close

	<p>2) White yellow lines across drive ways (dogbones)</p> <p>3) Double yellow lines only on junctions with main road of Wilson Close</p>
Am26/53	<p>I live in ** Wilson Close Ashford and write in relation to the proposed parking restrictions to be introduced in Wilson Close.</p> <p>I object to the introduction of double yellow lines in the indicated areas except the corners of the roads inside Wilson Close.</p> <p>I also object to the marking of double yellow line in front of the Drive Ways of 17, 18 &amp; 19 Wilson Close as it is unlawful for any person to park in front of a drive way. There is only need for double yellow line in the corners in the road.</p> <p>My suggestions would be to introduce any one of the following suggestion;</p> <ol style="list-style-type: none"> <li>1. Mark double yellow lines only in the corners of the roads in Wilson Close indicated in the plan; or</li> <li>2. Mark single yellow line throughout Wilson Close as controlled parking zone with restriction for parking during specified time of 9.00AM to 12.00PM (this will allow residents with parking permit to park in Wilson Close)</li> </ol> <p>I wish to point out that there is no need of double yellow line in front of 17, 18 &amp; 19 Wilson Close. You may mark double yellow line in the corners opposite to 17, 18 &amp; 19 Wilson Close to avoid congestion and parking problems.</p> <p>I hope that you will consider my objection and take a reasonable decision.</p>
Am26/55	<p>Your proposals are fine, as far as they go. However they do not address the overspill parking. Here, in Silver Hill Road, we are faced with difficult exit and entry on our property, due to parking too close to our driveway, as shown on the enclosed photographs, when we have no choice but to turn left. It also means that visibility for oncoming traffic is severely reduced. It seems to me that the solution in Silver Hill Road is to adopt the same, as that existing in "The Street" Willesborough, where all driveways have double yellow lines, and in between driveways, are residential parking spaces.</p>
Am26/56	<p>We have examined the drawings and documentation for proposals of restricted parking in Abbey Way and would like to bring to your attention the danger of the bend in the road in front of 8 and 10 Abbey Way, parked vehicles here completely block off the sight line from the mini roundabout 'Thornton Close' when exiting the estate.</p> <p>Thanking you for your time, we consider this does create a dangerous situation when vehicles park there.</p>
Am26/57	<p>Having recently received the proposed controlled parking zone scheme letter, I would like to lodge an objection to this proposal.</p>

	<p>It doesn't, in my opinion, address the problem at source and in fact will actually cause a lot of inconvenience for all residents covered by this as there will be no facility for visitors to park their vehicles outside residents' homes. This will probably just move the problem a little further from the hospital and cause the same issues on different roads. Surely a better solution is to provide adequate parking facilities for the staff that work at the hospital that they do not have to pay the exorbitant rates to use?</p> <p>The whole proposal appears to show a lack of vision and will not solve the issue - please reconsider and propose to do the right thing!</p>
Am26/58	<p>We wish to oppose the scheme proposed by the council as it does not address the problem at source. To suggest that NHS should have up to three years to address their parking inadequacies is simply demonstrating a lack of resolve on behalf of the council. The NHS should have been providing facilities as it's needs grew.</p> <p>Also, selective, partial yellow line schemes in the roads/areas affected will simply move the problem a little further on. This will result in another wave of protests from the then affected households.</p> <p>In our case, in the slip road at the end of Hythe Road, vehicles will be pushed further down the slip road in front of other residences. Here the slip road is not wide enough for two vehicles and anyone parking there has to either block the road to residents and/or <b>emergency vehicles</b> or they have to mount the pavement thus inconveniencing pedestrians, forcing them into the road; hardly a solution !</p> <p>Our problems are not only NHS and commuter parking but also school drop offs and cafe and 'tanning' customers for the businesses on church road. All of these can create severe problems for residents getting in/out of their driveways. What happened to the planning requirements for businesses to provide adequate parking for their customers?</p> <p>I trust you will realise and take account of the fact that not all the areas are affected in the same way; one approach will not suit all.</p> <p>We consider the only solution is yellow lining in conjunction with 'residents permits' thus allowing <b>residents only parking</b> outside their own homes.</p> <p>Double yellow lines at junctions of course and single elsewhere restricting parking for residents only.</p>
Am26/59	<p>As residents of <b>**Thornton Close Willesborough Lees</b>, we are strongly opposed to the parking restrictions being applied.</p> <p>Whilst I am in agreement with junctions and the areas around the roundabouts being double yellow lined. It is apparent that roads such as Silver Hill road being restricted will simply push the Hospital staff further along our roads. This restriction is not the solution, stricter penalties for dangerous driving need to be applied. Cars are often parked on the pavement in silver hill road and</p>

	<p>it is impossible for a mother with a pushchair to walk past. If double yellow lines are to be used it should only apply 0900-1700 week days as there is not a problem in the evenings and weekends. I feel the hospital should take some responsibility for this and a park and ride scheme introduced.</p>
AM26/60	<p>I would like to register my support in the action that is being taken to remedy some of the parking issues in the 'T' junction section of Hythe Road.</p> <p>I note in the consultation document that double yellow lines are proposed to be positioned across the driveway of 464/462 Hythe Road and width of the front garden of 462. Whilst this may assist and in general I do not object, the attached photo will show that this will not resolve the issue of the off street parking adjacent to where these lines are to be placed.</p> <p>There are currently no issues with parking across the driveways, however, across from this is a problem with cars parking so far up the road, that it does not leave sufficient space for an emergency vehicle to pass through, when a car is parked on the other side of the road and does not solve the issue for residents trying to park or leave their driveways.</p> <p>In many cases when cars are parked this far up a substantial number of maneuvers are required to exit the driveway, with sometimes the only option being to drive down the pathway if this indeed is not blocked by other cars. Views are restricted and this is unsafe for other road users and pedestrians alike. Continuing the yellow lines across the front of 464 would not solve this issue and therefore I believe it should be considered that yellow lines should also be shown where the two cars on the left of the picture are parked.</p> <p>I would welcome this additional proposal to be considered.</p>
Am26/61	<p>We wish to oppose the proposed parking scheme and wish to suggest the following alternative for consideration. Double yellow lines only on junctions with main roads.</p> <p>Thanks for your consideration and looking into solving our junction problems.</p>
Am26/62	<p>We are in agreement with the proposal as outlined under parking/consultation Amendment 26 to place double yellow lines in those locations where parking would cause a danger or obstruction, such as around bends, junctions and where the road is too narrow to accommodate parking.</p> <p>However the proposal do not go far enough in that there will still be spaces available for the staff of William Harvey Hospital to</p>

	<p>continue to park their vehicles and cause the residents further inconvenience.</p> <p>We live in a cul-de-sac off the main Wilson Close House numbers 3, 4 and 5 and there are cars parked opposite our communal drive every day. This makes it extremely difficult to access the drive either by our own or delivery vehicles. During periods of icy/snowy weather we have great difficulty in navigating the drive due to it being very slippery and with vehicles parked opposite there is a danger that there will be an accident. All the residents in this cu-de-sac have had many near misses due to the inconsiderate parking.</p> <p>There should be further parking restrictions placed so that residents and their visitors have ample parking, but motorists who leave their vehicles all day and are not residents or visitors are prohibited from doing so.</p> <p>We hope that you take our comments seriously and act upon them. This whole sorry situation is down to the William Harvey Hospital Executives and their total mismanagement of their staff car parking facilities.</p>
Am26/63	<p>I am writing in response to your letter dated the 17th October in respect of the proposed safety scheme.</p> <p>I wish to express my 'wholehearted support' for the proposal to install 'double yellow lines' throughout the whole of the Close. I am the owner of ** Wilson Close and although it's currently rented, I lived there from when the houses were built in 1992/3 until 2006 and it's my intention to return at some point. At that time there was a 'bye law' which prevented 'on street parking' as well as no caravans or sign written vans to be parked on driveways, none of which was ever enforced by ABC or KCC or the police.</p> <p>Therefore the current proposal is long overdue and must be implemented 'IN FULL' and not diluted. If a 'piecemeal' approach is taken, e.g. single yellow lines in some places and none at all in others this will cause considerable confusion for residents, motorists and law enforcement agencies which, in my view will make any scheme unenforceable.</p> <p>I also note you are in discussion with EK Hospitals. The fact that parking charges were introduced at William Harvey for staff has served only to exacerbate the problems in Wilson Close and the surrounding areas and this issue must be addressed in tandem otherwise a permanent law enforcement agency presence in the area will be necessary to enforce any scheme you introduce.</p> <p>As I said this initiative is long overdue as the situation is extremely dangerous from an RTA perspective, not to mention the Close being inaccessible for emergency vehicles, I dread to think what would happen if a Fire appliance or Paramedic Unit could not gain access due to the serious congestion.</p> <p>I sincerely hope therefore these measures are introduced without delay and I'm happy for double yellow lines to be painted</p>

	<p>outside my property, including across the driveway. I wish you good luck in your endeavours.</p>
Am26/64	<p>I wish to oppose the proposed Parking Amendment 26 parking scheme.</p> <p>As a resident of ** Waltham Close, I will be directly affected by the new parking proposals and object strongly to any double yellow lines extending across my driveway.</p> <p>However I have greater concerns about the scheme as a whole. At present there are no problems whatsoever with parking of any kind in Waltham Close or any of the surrounding roads Romsey Close, Thornton Close, Abbey Way, Fountains Close which constitute "the estate" developed by Abbey Homes in 1996 and 1997.</p> <p>By proposing the introduction of double yellow lines on the estate, is the council admitting that parking will be pushed onto the estate with the ensuing problem of a considerable increase in traffic movement? Any increase in traffic movement would have a profound effect on all residents. At present children can play in the roads and walk around the estate in relative safety. Apart from the obvious benefits for the children this freedom of movement engenders a strong community spirit as families, via their offspring, interact throughout the estate. Furthermore there is a children's play park on the estate which would become more dangerous to access.</p> <p>At present the whole parking amendment scheme cannot fail to have a negative impact on all residents of Waltham Close, Romsey Close, Thornton Close, Abbey Way and Fountains Close. With this in mind I would like you to consider a single yellow line scheme throughout the estate with white lines across driveways and double yellow lines on junctions with main roads.</p>
Am26/65	<p>I wish to oppose the proposed Parking Amendment 26 parking scheme.</p> <p>I would like to re-iterate the points made by my husband, *****. Please see a copy of the email he has already sent you regarding the proposed Parking Amendment 26 scheme.</p> <p>I agree with all the points he has made below and I agree that an alternative should be considered, and would recommend that you consider a single yellow line scheme throughout the estate with white lines across driveways and double yellow lines on junctions with main roads.</p> <p>I wish to oppose the proposed Parking Amendment 26 parking scheme. As a resident of ** Waltham Close, I will be directly affected by the new parking proposals and object strongly to any double</p>

yellow lines extending across my driveway.

However I have greater concerns about the scheme as a whole. At present there are no problems whatsoever with parking of any kind in Waltham Close or any of the surrounding roads Romsey Close, Thornton Close, Abbey Way, Fountains Close which constitute "the estate" developed by Abbey Homes in 1996 and 1997.

By proposing the introduction of double yellow lines on the estate, is the council admitting that parking will be pushed onto the estate with the ensuing problem of a considerable increase in traffic movement? Any increase in traffic movement would have a profound effect on all residents. At present children can play in the roads and walk around the estate in relative safety. Apart from the obvious benefits for the children this freedom of movement engenders a strong community spirit as families, via their offspring, interact throughout the estate. Furthermore there is a children's play park on the estate which would become more dangerous to access.

At present the whole parking amendment scheme cannot fail to have a negative impact on all residents of Waltham Close, Romsey Close, Thornton Close, Abbey Way and Fountains Close. With this in mind I would like you to consider a single yellow line scheme throughout the estate with white lines across driveways and double yellow lines on junctions with main roads.

Ask For: Sarah Paul  
Email: sarah.paul@ashford.gov.uk  
Direct Line: (01233) 330309  
Fax No: (01233) 330639

«Name»  
«Add\_1»  
«Add\_2»  
«Town»  
«County»  
«Postcode»

Our Ref: Am26/WillesL  
Date: Monday 14<sup>th</sup> January 2013

Dear «Name»

## **Re: Proposed Highway Safety Scheme in Willesborough Lees in the Vicinity of the William Harvey Hospital**

Thank you for your response to our consultation on proposals for the introduction of a safety scheme in your neighbourhood.

As you may be aware, a number of residents in addition to yourself responded to the consultation via a form which I understand was circulated by a local resident (I include a copy of your completed form for your information).

Unfortunately there appears to have been some confusion in some instances regarding the exact details of the proposals on which the consultation was held and what the consultation entailed.

In order to ensure that any misunderstanding is avoided the decision has been taken by Councillors and Officers to write to all residents who have submitted a completed form in order to request clarification / reconfirmation of their views on the proposals.

I have enclosed a plan of the proposed scheme for your information (the red lines indicate proposed double yellow lines) and would be grateful if you would indicate whether you support this scheme or oppose it. This consultation is specifically on the proposals indicated in the plan and it is therefore important that you indicate your views on it. Although minor modifications to the proposals may be possible, any significant changes (e.g. an alternative type of scheme) would require a separate consultation.

If you would be kind enough to send you comments either by post (using the enclosed postage paid envelope) or email (to sarah.paul@ashford.gov.uk) by Friday 25<sup>th</sup> January, they will be presented (along with all other representations received) to a meeting of the

Joint Transportation Board on 19<sup>th</sup> February 2013 for their consideration and decision. This meeting is open to the public so please feel free to contact me for further details if you wish to attend.

In answer to a number of comments received regarding addressing parking issues at the William Harvey Hospital, I can confirm that Ashford Borough Council has been in discussion with East Kent Hospital University Trust (EKHUFT) on this issue. In December 2012 EKHUFT announced their intention to submit a planning application to provide additional staff parking spaces at the William Harvey Hospital site. It is intended to remove the current staff permit application scheme (for which there is currently a waiting list) and instead make parking available to all staff on a fee basis. In addition EKHUFT have also begun talks with a local bus operator with a view to improving bus services to the site.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S Paul', written in a cursive style.

Sarah Paul  
Technical Administrative Assistant  
Engineering Services

Ref.	Comments	Response to clarification request
Am26/SL/01	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <ol style="list-style-type: none"> <li><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></li> <li><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></li> <li><i>C. Double Yellow lines only on junctions with main roads.</i></li> </ol> <p><i>(No additional comments)</i></p>	
Am26/SL/02	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p>	

	<p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads and narrow roads.</p> <p>Blackwall Road is a well used road and as such needs to be free of parked cars which prevent the flow of traffic. Yellow lines (double) will obviously help solve part of the problem but a single yellow line scheme will solve the problem completely. There is no sense in spending money on just double yellow lines when the problem will still be there less than a day later.</p>	
Am26/SL/03	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  <u>I wish the following alternatives to be considered by Ashford Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking</p>	I support the scheme.
Am26/SL/04	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.  3. Parking on corners within developments is not a problem in my road.  4. The application of the scheme is punitive and unfair to residents</p>	

	<p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>(No additional comments)</p>	
Am26/SL/05	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>I have a daughter with physical and learning difficulties who require daily carers, when my father is staying (he is a nursing home at the moment while I recover from chemotherapy as a result of breast cancer) he requires daily nursing care and frequently falls and I have to call out an ambulance to help pick him up, the main Kennington Road is</p>	

	<p>getting dangerous for people to stop and park, as there is no room to the side of my bungalow. When my family arrive there is no room on the drive for the carers, the area to the side of my bungalow is always blocked with cars from the William Harvey Hospital and there is no room for an emergency area for the carers, and they use my neighbour's drive (with her permission) at 89 Blackwall Road, the current plan does not allow for residents in the Blackwall Road to have family or carers and emergency vehicles to park in front of their homes or to the side of my bungalow which is frequently necessary. The Kennington Road has a lot of traffic which is very slow moving at times which adds to the difficulty in trying to park to the front of my bungalow.</p>	
Am26/SL/06	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <ol style="list-style-type: none"> <li><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></li> <li><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></li> <li><i>C. Double Yellow lines only on junctions with main roads.</i></li> </ol> <p><i>More parking for hospital staff is urgently needed and would</i></p>	<p>I object to the proposed highway scheme – it is very heavy handed and not the best one for this area. The suggested alternative could solve the problem &amp; be more acceptable to me. I therefore support the alternative scheme.</p> <p>The fact that this change might need a separate consultation should not stop it being considered.</p>

	help the problem.	
Am26/SL/07	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area. (Staff Parking at Hospital)</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road. (As we own the pavement we do not want any lines)</li> <li>4. The application of the scheme is punitive and unfair to residents !!!</li> </ol> <p>We pay our car tax &amp; all other taxes &amp; should be able to park outside our homes. The William Harvey should be made to supply adequate parking for their staff.</p>	<p>I oppose this scheme!!! On all the below 1.2.3 &amp; 4</p> <p>I oppose the above parking scheme on grounds 1 2 3 &amp; 4 I hope this is clear this time!!!!!!!!!!!!!!</p>
Am26/SL/08	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area. W.H.H.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road. Our deeds show us we own the pavement. We do not want <u>ANY</u> yellow lines.</li> <li>4. The application of the scheme is punitive and unfair to residents *</li> </ol> <p>We have lived here for 23 years and have never had a problem with parents parking for 10 or 50 mins to drop their children off for local schools. It's the W.H.H. staff that park</p>	<p>I strongly oppose the scheme. We do <u>not</u> want double yellow lines outside our home.</p>

	<p>all day which <u>MAY</u> cause problems. So the problem should be addressed with the hospital <u>NOT</u> the residents of Hythe Road.</p>	
Am26/SL/09	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>There has been much discussion by the residents regarding the best solution to the parking problems in Willesborough.</p> <p>The attached sheet has the advantage of stopping all day parking as that seems to be the cause of all the problems while allowing resident to park outside of their own property (driveways) and allowing short term parking for residents, visitors and anyone else who needs to park for a few hours.</p>	<p>I am in receipt of your letter dated 14<sup>th</sup> January.</p> <p>I oppose this scheme.</p> <p>My original letter clearly shows my alternative proposal.</p> <p>i.e:</p> <ul style="list-style-type: none"> <li>• A single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>• White lines across driveways (dogbones) if close to double yellow lines</li> <li>• Double yellow lines only on junctions with main roads.</li> </ul>
Am26/SL/10	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the</li> </ol>	<p>Thank you for your letter dated 14 January 2013.</p> <p>I have amended the plan as in my opinion the yellow lines should be extended to the end of Blackwall Road South at</p>

	<p>local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>URGENT "APPROPRIATE" ACTION REQUIRED PLEASE.</p>	<p>the junction where it meets Blackwall Road North.</p> <p>I have enclosed the amended plan for your information and hope this will clarify my thoughts on this proposal.</p> <p>I look forward to observing a swift solution to this issue.</p>
Am26/SL/11	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>Please do what "we" want not what you want.</p>	<p>Thank you for your letter dated 14<sup>th</sup> January 2013 and plan of your scheme for parking along the service road in Hythe Road.</p> <p>We are not at all satisfied with your proposed plans as it will have no bearing on the difficulty that we have in having access in and out of our drive way, if you would extend the yellow line up as far as the pedestrian crossing we would then not have the problems we have now. The road is narrower here outside our house than further up the road, other than that why can't we have residents permits to park, that way the council would earn some revenue.</p> <p>We note with interest that parking is hopefully going to be arranged at the Hospital but I must point out to you that a lot of the cars are from people who commute to other areas they park and are picked up in other cars and go off down the motor way. We have watched this happen so often we even have prison officers parked there from 7am to 9pm at night.</p>

	<p>Also whilst you are here how about putting 30mph sign in Hythe Road to light up just before Junction 10 North bound. They use this road as a race strip.</p>	<p>We feel our needs and concerns are not being considered. We have countless photos in showing the difficulty we have and they have never even been acknowledged. Please consider extending the yellow line to go up as far as 448 Hythe Road where the road widens as you are proposing to put it on our side of the road. It would make all the difference to us.</p> <p>Thank you for giving us chance to make our needs clear to you.</p>
Am26/SL/12	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p>None of the above. I feel the most convenient and safe solution to residents will be residents parking permits.</p>	
Am26/SL/13	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> </ol>	

	<p>3. <i>Parking on corners within developments is not a problem in my road.</i></p> <p>4. <i>The application of the scheme is punitive and unfair to residents</i></p> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p>A. <i>A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></p> <p>C. <i>Double Yellow lines only on junctions with main roads.</i></p> <p>Double yellow lines in my road is grossly unfair to the residents. Sometimes it is necessary to park in the road and we shouldn't have to pay for parking permits.</p>	
Am26/SL/14	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <p>1. <i>It does not address the root of the problems faced by the local area.</i></p> <p>2. <i>Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></p> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p>A. <i>A Single yellow line scheme <del>with a one hour exclusion period</del> as a deterrent to commuter parking.</i></p> <p>B. <i>White lines across driveway (dogbones) if close to double yellow lines.</i></p> <p>C. <i>Double Yellow lines only on junctions with main roads.</i></p> <p>Parking restrictions on Blackwall Road South will need to be extended beyond the current proposal to stop them at 1 Burleigh Court. The end of the road is even narrower and encouraging parking here is unhelpful and dangerous. The restrictions must be extended to the end of Blackwall Road South.</p>	I support the plans enclosed. Thanks.

<p>Am26/SL/15</p>	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>NOT INDICATED</p> <p>Double yellow lines are <u>NOT</u> the answer as resident need to park as well as anyone visiting them. Double yellow lines are merely a way to collect revenue for the council.</p>	
<p>Am26/SL/16</p>	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p>	<p>We do not feel what you are proposing (double yellow lines at the top of Wilson Close and along Kennington Road) is sufficient to solve the parking issues down Wilson Close. In fact, it will only make the situation worse as cars will then be more inclined to double park further into the cul-de-sac. We therefore are opposed to this proposal.</p> <p>As far as the hospital is concerned, just issuing more staff permit parking spaces, at a cost, will not help either, as most of the staff on low wages do not want to pay to park where they work!</p>

	<p><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></p> <p><i>C. Double Yellow lines only on junctions with main roads.</i></p> <p>Can the hospital not be forced to provide free or affordable parking for their own employees?</p>	
Am26/SL/17	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></p> <p>Cars park on part of pavements. This is dangerous parent with prams which those are quite a number.</p>	
Am26/SL/18	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p>	

	<p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>The present arrangement is dangerous. I have already damaged my car in avoiding illegal traffic. Somebody is going to get hurt. The William Harvey must provide sufficient parking for its staff.</p>	
Am26/SL/19	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>(No additional comments)</p>	
Am26/SL/20	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> </ol>	

	<p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>Our close consists of 4 &amp; 5 bedroom family homes and children regularly play in the street – If double yellow lines are put only at the junction with Kennington Road then all parking will be shifted down &amp; into the close making it a very dangerous place for all children to play. We bought our house because we felt it was a safe area for our children to play but the close will turn into a car park &amp; the increased traffic will present a danger for these children.</p>	
Am26/SL/21	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to</p>	

	<p><i>residents</i>  <u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u>  A. <i>A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i>  C. <i>Double Yellow lines only on junctions with main roads.</i></p> <p>With single yellow lines and exclusion period is the best, stopping commuter parking. This leaves access to my friends and family to call on me at certain times.</p> <p>At the present with commuter parking, I am unable to get into my own drive.</p>	
Am26/SL/22	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i>  <i>B. White lines across driveway (dogbones) if close to double yellow lines.</i>  <i>C. Double Yellow lines only on junctions with main roads.</i></p> <p>All residents in Silverhill Road would appreciate it if you adhere to points A, B &amp; C.</p>	

Am26/SL/23	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>          (None indicated)  <u>I wish the following alternatives to be considered by Ashford Borough Council:</u>          A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.          B. White lines across driveway (dogbones) if close to double yellow lines.          C. Double Yellow lines only on junctions with main roads.          (No additional comments)</p>	
Am26/SL/24	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>          1. It does not address the root of the problems faced by the local area.          2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.          3. Parking on corners within developments is not a problem in my road.          4. The application of the scheme is punitive and unfair to residents  <u>I wish the following alternatives to be considered by Ashford Borough Council:</u>          A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.          B. White lines across driveway (dogbones) if close to double yellow lines.          C. Double Yellow lines only on junctions with main roads.          (No additional comments)</p>	<p>Thank you for your letter dated Monday 14<sup>th</sup> January 2013. Unfortunately the map that has been sent to me does not cover the Proposed Safety Scheme for the road in which I live. I have already visited the Ashford Borough Council website and I am aware of the Proposed Safety Scheme which does apply to where I live.</p> <p>I strongly object to the proposed scheme as it will not stop all day commuters parking leaving little or <b>NO</b> spaces left for residents to park and on occasion their visitors to park. I particularly object to the Double Yellow lines going across our driveway as I work varying hours and when I return home during the day and the road is full I always know I can park across our drive until a space is available.</p> <p>If double yellow lines are the only remedy then I would like white lines across driveways (dogbones). Alternatively I would like see a Parking Scheme where you can park for 2 or 4 hours No return within 2 or 4 hours with permits for residents.</p>
Am26/SL/25	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p>	

	<p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents.</p> <p>5. I do not face any obstruction in my road.</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>William Harvey hospital should provide more parking place in the site for the staff.</p>	
Am26/DL/26	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p>	

	<p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.</p> <p>It appears that double yellow lines are designated for my area which is necessary as I use mini buses which have great difficulty in entering and exiting my property when cars park on the edge of the dropped kerbs (as would ambulances).</p>	
Am26/SL/27	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.</p> <p>Your proposed parking scheme does not reflect the problems we have with people blocking our drive on a daily basis; it prevents us from leaving our home and the builders who require deliveries on this site on time – we also have</p>	<p>We wish to air our displeasure with the current proposed safety scheme. The local “resident” you refer to (Mr John Bailey) is well known to us and to local residents in Willesborough Lees, he has uncovered a simmering anger amongst the local residents who are fed up and disheartened with the intractable Highways Department, who seem to be completely unaware of the severity of the problem with William Harvey STAFF parking in our streets causing mayhem. Mr Bailey has worked together with residents to present a majority view of the parking issues, his “team” are kept informed of the progress with the dispute and they pass on any up to date information. The majority of the residents are very supportive giving him information about their concerns on a regular basis.</p> <p>According to the Highways Department it seems there has been some misunderstanding by some residents regarding the information form that was sent out and you have returned our form for clarification!!</p> <p>The problem is more than a “safety” issue, it is about being able to gain access to our property and to be able to leave it without our drive being blocked or partially blocked by</p>

	<p>had large TIR vehicles and a tanker parked overnight.</p>	<p>inconsiderate people, who when trying to go to work will park anywhere to get to work on time. We have a dropped kerb and I am a disabled badge owner, therefore I must be able to come and go at my own leisure, the law basically says "you must not obstruct dropped kerbs" Traffic Management Act 2004 and Transport Act 2003, such parking is contrary to the Highway Code.</p> <p>It is up to the local authorities to ensure that residents like us are not put in a daily position of trying to get people to move their cars from driveways with dropped kerbs, corners and narrow bends. Each road has a different problem, and looking at the safety aspect, which is a problem for all the streets is NOT ENOUGH.</p> <p>We would request again that the highways department and the Councillors look at their parking scheme and make changes that reflect all of our concerns, we are fed up being marooned on our property, not being able to get a delivery van, or builders materials delivered.</p> <p>We occasionally get large lorries parking around 9pm and leaving 4am, and the noise of the engines starting up wakes everyone whose home is close to them. Farmers also have difficulties with heavy farming equipment, passing parked vehicles that are wider than the norm along Blackwall Road South. Last year there were several instances where the Police were called as vehicles could not get through, and in one instance it took 2 hours to get the offending car removed.</p> <p>* We would like to see a single yellow line painted on our road as part of the scheme; the description of a single yellow line on the highways is as follows:</p>
--	--	--

		<p>“A SINGLE YELLOW LINE IS A ROAD MARKING THAT IS PRESENT ON THE CARRIAGEWAY IN THE UK. IT INDICATES THAT PARKING OR WAITING AT THE ROADSIDE IS PROHIBITED AT CERTAIN TIMES OF THE DAY. THE EXACT TIMES VARY BY AREA AND ARE INDICATED BY ROAD SIGNS, AT ROADSIDES. STOPPING OR PICKING UP LOADS IS GENERALLY ALLOWED UNLESS ADDITIONAL RESTRICTIONS APPLY”.</p> <p>The difference between a double yellow line and a single yellow line is as follows:</p> <p>“DOUBLE YELLOW LINES MARK LENGTHS OF ROAD WHERE THERE IS NO WAITING AT ANYTIME, THERE ARE EXCEPTIONS, PLATES FIXED TO LIGHTING POLES, AND POSTS, WILL TELL YOU THE ACTUAL RESTRICTION, OTHERWISE WAITING RESTRICTION APPLIES EVERYDAY”.</p> <p>“ALL LINES ON THE HIGHWAY MUST BE AUTHORISED BY THE LOCAL AUTHORITY” !!</p> <p>No misunderstanding or confusion then!!</p> <p>There are a number of residents in all roads marked by the Highways Department for double yellow lines who support our attempts to persuade the Authority and Highways Department to reconsider their scheme by putting in single yellow lines to prevent all day parking.</p> <p>Those of us, who have seen the letter from the Environment Services regarding the proposed Highway scheme, object to the conclusion that somehow we have misunderstood the future scheme, we all meet regularly and our opinions are discussed. John Bailey and his team are to be thanked for trying to help balance and redress the rights of the residents who should be listened to.</p> <p>The William Harvey Hospital should manage their own</p>
--	--	--

		<p>affairs and cater for their STAFFs parking needs. (Nurses should not have to go trawling the streets searching for a parking area for their cars, and then looking for them at the end of a shift, particularly at night when they go off duty!). Nurses should be able to access their cars in a safer environment, in the car park where they work!!</p> <p>Maybe planning permission for further satellite buildings should be denied at the William Harvey Hospital until there is a resolution of STAFF parking facilities.</p> <p>It is not the hospitals right to IMPOSE overspill staff cars in local residential streets, causing anguish and distress on a daily basis.</p> <p>Our personal feeling is that a single yellow line with 1 hours restriction on parking eg. 12-1pm will be sufficient to prevent all day parking Mon to Fri, excluding weekends. Double Yellow line only on junctions with main roads.</p> <p>White line should be painted (dog bone) across dropped kerbs to prohibit parking, or partial blocking of the drives! Your proposed scheme is NOT ACCEPTABLE.</p>
Am26/SL/28	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford</u></p>	

	<p><u>Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  Restricted parking would help to solve the parking problem.</p>	
Am26/SL/29	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to <del>my own parking amenity</del> home owners for no reason.  4. The application of the scheme is punitive and unfair to some residents  <u>I wish the following alternatives to be considered by Ashford Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking not across driveways.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.</p> <p>I believe that it would not be appropriate to place double yellow lines across driveways as it severely penalises the occupiers. We know that this is a hospital issue so pressure should be kept up on them as I would be upset if we are having to be penalised for staff that knew their parking arrangements when they took the job. Common sense could easily be applied in this instance.</p> <p>I have deleted the sentences that I feel not appropriate and initialled accordingly. I have kept a copy.</p>	

Am26/SL/30	<p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>(No additional comments)</p>	
Am26/SL/31	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road but it is on Blackwall Road South.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p>Apart from corners and junctions single yellow lines would be an ideal solution. Double lines everywhere would penalise those with smaller homes. White lines across driveways would be best.</p> <p>I saw the plans at the Gateway this morning.</p>	<p>This seems to be the best solution: A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>Blackwall Road South needs a single yellow line scheme A. Commuter parking there is a constant hazard.</p>

Am26/SL/32	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is <del>not</del> a problem <del>in</del> near my road (Abbey Way).</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>Ideally there would be a 'NO PARKING' sign at the top of the development with a "CONTROLLED ZONE IN FORCE OF CERTAIN HOUSE i.e. 11-3.</p>	
Am26/SL/33	<p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>(No additional comments)</p>	

Am26/SL/34	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>We moved to Kings Chase as it was at the time a very safe place for our children to play. That is not the case now as the cars coming in here from the hospital and parking are a serious cause for concern. I and many others feel a short exclusion period as well as the yellow lines (double) are the way forward.</p>	
Am26/SL/35	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion</p>	<p>In reply to your recent letter re: proposed highway safety scheme in Willesborough I don't think double yellow lines are the answer, drivers that park now where the double lines are going to be are just going to park somewhere else. The situation will be worse instead of better. The single yellow line with a one hour exclusion period would be a better alternative.</p>

	<p><i>period as a deterrent to commuter parking.</i></p> <p><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></p> <p><i>C. Double Yellow lines only on junctions with main roads.</i></p> <p>Several times lately cars have parked across the bottom of my driveway. I am in my eighties and my family need access at all times.</p>	
Am26/SL/36	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></p> <p><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></p> <p><i>C. Double Yellow lines only on junctions with main roads.</i></p> <p><i>(No additional comments)</i></p>	

Am26/SL/37	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>(No additional comments)</p>	
Am26/SL/38	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p>	

	<p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.  We very seldom get cars parked in our road.</p>	
Am26/SL/39	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.  3. Parking on corners within developments is not a problem in my road.  4. The application of the scheme is punitive and unfair to residents  <u>I wish the following alternatives to be considered by Ashford Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.  (No additional comments)</p>	<p>I am in receipt of your letter dated 14<sup>th</sup> January.  I oppose this scheme.  My original letter clearly shows my alternative proposal.  i.e:</p> <ul style="list-style-type: none"> <li>• A single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>• White lines across driveways (dogbones) if closed to double yellow lines.</li> <li>• Double yellow lines only on junctions with main roads.</li> </ul>

Am26/SL/40	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"><li>1. It does not address the root of the problems faced by the local area.</li><li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li><li>3. Parking on corners within developments is not a problem in my road.</li><li>4. The application of the scheme is punitive and unfair to residents</li></ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"><li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li><li>B. White lines across driveway (dogbones) if close to double yellow lines.</li><li>C. Double Yellow lines only on junctions with main roads.</li></ol> <p>I do not want double yellow lines outside my house as when my family &amp; friends come round I want them to be able to park outside of my property. I wonder if there is going to be anyone enforcing the miles of double yellow lines for those people who park outside &amp; go down the motorway with colleagues to work. Options need to be considered carefully before an inappropriate decision is made.</p>	
------------	---	--

<p>Am26/SL/41</p>	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>I am extremely worried by the effects of the plan for cars parked in Blackwall Road South, and the consequence with the current Willesborough Parking Safety Scheme-as apposed to limiting the parking period in the road. There will be a "Free for all" at the top end of Blackwall Road for individuals requiring a parking space and who will continue using our drive for turning purposes, and partly blocking our drive on a daily basis, leaving us marooned and unable to get on or off our property.</p> <p>I have had numerous conversations with the drivers of these cars who are exasperated with the William Harvey Hospital, and for some reason or other are unable to park there (in the main car parking charges) I have also left notes on various</p>	<p>We wish to air our displeasure with the current proposed safety scheme. The local "resident" you refer to (Mr John Bailey) is well known to us and to local residents in Willesborough Lees, he has uncovered a simmering anger amongst the local residents who are fed up and disheartened with the intractable Highways Department, who seem to be completely unaware of the severity of the problem with William Harvey STAFF parking in our streets causing mayhem. Mr Bailey has worked together with residents to present a majority view of the parking issues, his "team" are kept informed of the progress with the dispute and they pass on any up to date information. The majority of the residents are very supportive giving him information about their concerns on a regular basis.</p> <p>According to the Highways Department it seems there has been some misunderstanding by some residents regarding the information form that was sent out and you have returned our form for clarification!!</p> <p>The problem is more than a "safety" issue, it is about being able to gain access to our property and to be able to leave it without our drive being blocked or partially blocked by inconsiderate people, who when trying to go to work will park anywhere to get to work on time. We have a dropped kerb and I am a disabled badge owner, therefore I must be able to come and go at my own leisure, the law basically says "you must not obstruct dropped kerbs" Traffic Management Act 2004 and Transport Act 2003, such parking is contrary to the Highway Code.</p> <p>It is up to the local authorities to ensure that residents like us are not put in a daily position of trying to get people to move their cars from driveways with dropped kerbs, corners and</p>
-------------------	---	--

car windscreens requesting they do not block our drive or block the corner of our road, as we are unable to see clearly to pull off the drive, the answer generally is, "I have to go to work" and walk away, we have alerted the Police and the Highways department, I have spoken to Councillor Mr Bob Davidson and County Councillor Mr George Koowaree and both came to see me and hoped to be able to move forward with a plan that would work for our area. Mr Raye Wilkinson at the Highways department was less helpful and from our point of view only looked at the corner of Blackwall Road to put in double yellow lines, which does not help with the inconsiderate and irresponsible parking outside our bungalow. We cannot receive deliveries, we have a building project going on and any building materials that have to be delivered requires strategic planning (ie standing guard at 6am) to receive vital building materials. **This has to stop, it is bane on our lives, this constant harassment from inconsiderate drivers, if we go on like this we will end up having a nervous breakdown!!! There is an average of 25 to 30 cars that park along Blackwall Road South and they will all want to park at the top on of this Road with the current plan!!**

This situation can only get worse if, as discovered, a planning application at the William Harvey Hospital that requires the "Parking Plan" on this new site to be 120 places and they may only get 90!!

In light of the current parking issues, this is very insensitive to local residents such as ourselves who will bear the brunt of the overspill!!

narrow bends. Each road has a different problem, and looking at the safety aspect, which is a problem for all the streets is NOT ENOUGH.

We would request again that the highways department and the Councillors look at their parking scheme and make changes that reflect all of our concerns, we are fed up being marooned on our property, not being able to get a delivery van, or builders materials delivered.

We occasionally get large lorries parking around 9pm and leaving 4am, and the noise of the engines starting up wakes everyone whose home is close to them. Farmers also have difficulties with heavy farming equipment, passing parked vehicles that are wider than the norm along Blackwall Road South. Last year there were several instances where the Police were called as vehicles could not get through, and in one instance it took 2 hours to get the offending car removed.

\* We would like to see a single yellow line painted on our road as part of the scheme; the description of a single yellow line on the highways is as follows:

"A SINGLE YELLOW LINE IS A ROAD MARKING THAT IS PRESENT ON THE CARRIAGEWAY IN THE UK. IT INDICATES THAT PARKING OR WAITING AT THE ROADSIDE IS PROHIBITED AT CERTAIN TIMES OF THE DAY. THE EXACT TIMES VARY BY AREA AND ARE INDICATED BY ROAD SIGNS, AT ROADSIDES. STOPPING OR PICKING UP LOADS IS GENERALLY ALLOWED UNLESS ADDITIONAL RESTRICTIONS APPLY".

The difference between a double yellow line and a single yellow line is as follows:

		<p>“DOUBLE YELLOW LINES MARK LENGTHS OF ROAD WHERE THERE IS NO WAITING AT ANYTIME, THERE ARE EXCEPTIONS, PLATES FIXED TO LIGHTING POLES, AND POSTS, WILL TELL YOU THE ACTUAL RESTRICTION, OTHERWISE WAITING RESTRICTION APPLIES EVERYDAY”.</p> <p>“ALL LINES ON THE HIGHWAY MUST BE AUTHORISED BY THE LOCAL AUTHORITY” !!</p> <p>No misunderstanding or confusion then!!</p> <p>There are a number of residents in all roads marked by the Highways Department for double yellow lines who support our attempts to persuade the Authority and Highways Department to reconsider their scheme by putting in single yellow lines to prevent all day parking.</p> <p>Those of us, who have seen the letter from the Environment Services regarding the proposed Highway scheme, object to the conclusion that somehow we have misunderstood the future scheme, we all meet regularly and our opinions are discussed. John Bailey and his team are to be thanked for trying to help balance and redress the rights of the residents who should be listened to.</p> <p>The William Harvey Hospital should manage their own affairs and cater for their STAFFs parking needs. (Nurses should not have to go trawling the streets searching for a parking area for their cars, and then looking for them at the end of a shift, particularly at night when they go off duty!). Nurses should be able to access their cars in a safer environment, in the car park where they work!!</p> <p>Maybe planning permission for further satellite buildings should be denied at the William Harvey Hospital until there is a resolution of STAFF parking facilities.</p>
--	--	--

		<p>It is not the hospitals right to IMPOSE overspill staff cars in local residential streets, causing anguish and distress on a daily basis.</p> <p>Our personal feeling is that a single yellow line with 1 hours restriction on parking eg. 12-1pm will be sufficient to prevent all day parking Mon to Fri, excluding weekends. Double Yellow line only on junctions with main roads.</p> <p>White line should be painted (dog bone) across dropped kerbs to prohibit parking, or partial blocking of the drives! Your proposed scheme is NOT ACCEPTABLE.</p>
Am26/SL/42	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <ol style="list-style-type: none"> <li><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></li> <li><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></li> <li><i>C. Double Yellow lines only on junctions with main roads.</i></li> </ol> <p><i>(No additional comments)</i></p>	

Am26/SL/43	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>What you have proposed is not going to solve the problems we have with inconsiderate parking, it will in fact make it worse as there will be less parking spaces available.</p>	
Am26/SL/44	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol>	

	<p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></p> <p><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></p> <p><i>C. Double Yellow lines only on junctions with main roads.</i></p> <p>Why can we not have the same parking restriction as in “The Street” and others with restricted time parking bays and resident permit holders? The problem is not just from hospital workers.</p>	
Am26/SL/45	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, <del>and would be harmful to my own parking amenity.</del></i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p>I do not consider that any yellow lines are required on the estate.</p> <p>If yellow lines were installed this would only encourage drivers to park in other areas.</p> <p>A residents parking only signs would be a better option.</p>	
Am26/SL/46	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> </ol>	

	<p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is <del>not</del> a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>NHS Trust should provide parking for their employees free of charge.</p>	
Am26/SL/47	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, <del>and would be harmful to my own parking amenity.</del></p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p>	

	<p>I feel the answer to some problem in this road could be resolved by extending yellow lines on metal fence side of road from 470 to 462 Hythe Road.</p>	
Am26/SL/48	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, <del>and would be harmful to my own parking amenity.</del></li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>I feel the answer to some of the problems in this road could be resolved by extending yellow lines on metal fence side of road from 470 to 462 Hythe Road.</p>	
Am26/SL/49	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, <del>and would be harmful to my own parking amenity.</del></li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford</u></p>	

	<p><u>Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.</p> <p>I feel the answer to some of the problems in this road could be resolved by extending yellow lines on metal fence side of the road from 470 to 462 Hythe Road.</p>	
Am26/SL/50	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, <del>and would be harmful to my own parking amenity.</del>  4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.</p> <p>I feel the answer to some of the problems on this road can be resolved by extending yellow lines on M20 side of road from 470 Hythe to the front of 462 Hythe Road this being the narrow part of the road.</p>	
Am26/SL/51	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p>	

	<p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>This alternative works in Archery Road, Eltham that is close to the train station and prevents commuters parking and leaving their cars.</p>	
Am26/SL/52	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <p>1. It does not address the root of the problems faced by the local area.</p> <p>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double</p>	

	<p>yellow lines.  C. Double Yellow lines only on junctions with main roads.  I do <u>not</u> wish for double yellow lines across my drive.</p>	
Am26/SL/53	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.  3. Parking on corners within developments is not a problem in my road.  4. The application of the scheme is punitive and unfair to residents  <u>I wish the following alternatives to be considered by Ashford Borough Council:</u>  A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.  B. White lines across driveway (dogbones) if close to double yellow lines.  C. Double Yellow lines only on junctions with main roads.</p> <p>It appears a large number of vehicles belong to employees of the William Harvey Hospital. Perhaps they should be held responsible for causing large proportion of problem. Have they been asked to consider a solution i.e. provide more parking for staff?</p>	
Am26/SL/54	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u>  1. It does not address the root of the problems faced by the local area.  2. Double Yellow Lines extending across private driveways</p>	

	<p>are un-necessary and unwanted, and would be harmful to my own parking amenity.</p> <p>3. Parking on corners within developments is not a problem in my road.</p> <p>4. The application of the scheme is punitive and unfair to residents</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>(No additional comments)</p>	
Am26/SL/55	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <p>1. It does not address the root of the problems faced by the local area.</p> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <p>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</p> <p>B. White lines across driveway (dogbones) if close to double yellow lines.</p> <p>C. Double Yellow lines only on junctions with main roads.</p> <p>The proposed parking scheme still does not tackle the real problem of hospital workers needing parking places whilst at work. The hospital needs to provide affordable parking for its staff and not keep expecting the surrounding residential area to continually be inconvenienced by cars parked in dangerous and unacceptable places.</p>	

Am26/SL/56	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> <li>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</li> <li>3. Parking on corners within developments is not a problem in my road.</li> <li>4. The application of the scheme is punitive and unfair to residents</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>Please see email sent Wednesday 7<sup>th</sup> November.</p>	
Am26/SL/57	<p><u>I wish to oppose the proposed Parking Scheme on the following Grounds:</u></p> <ol style="list-style-type: none"> <li>1. It does not address the root of the problems faced by the local area.</li> </ol> <p><u>I wish the following alternatives to be considered by Ashford Borough Council:</u></p> <ol style="list-style-type: none"> <li>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</li> <li>B. White lines across driveway (dogbones) if close to double yellow lines.</li> <li>C. Double Yellow lines only on junctions with main roads.</li> </ol> <p>Double yellow lines on junctions with main roads are a <u>must</u>,</p>	

	<p>but will only push the parking further into Kings Chase, which is unfair to residents. The main cause being hospital staff, which should be resolved by the William Harvey!!</p>	
Am26/SL/58	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> <li><i>3. Parking on corners within developments is not a problem in my road.</i></li> <li><i>4. The application of the scheme is punitive and unfair to residents</i></li> </ol> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <ol style="list-style-type: none"> <li><i>A. A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></li> <li><i>B. White lines across driveway (dogbones) if close to double yellow lines.</i></li> <li><i>C. Double Yellow lines only on junctions with main roads.</i></li> </ol> <p>Parking should not be allowed in Silver Hill Road as it is narrow, also stricter control of the one-way sections should be made as vehicles frequently flout the law and the practice is dangerous.</p>	<p>With reference to your letter dated 14<sup>th</sup> January and enclosures, I do support the scheme but would suggest the No Waiting Section in Silver Hill Road should be extended from Winslade Terrace to the Hodden on the Hill as this is probably the narrowest section of the road. Buses do have difficulty negotiating this section.</p>
Am26/SL/59	<p><u><i>I wish to oppose the proposed Parking Scheme on the following Grounds:</i></u></p> <ol style="list-style-type: none"> <li><i>1. It does not address the root of the problems faced by the local area.</i></li> <li><i>2. Double Yellow Lines extending across private driveways are un-necessary and unwanted, and would be harmful to my own parking amenity.</i></li> </ol>	

	<p>3. <i>Parking on corners within developments is not a problem in my road.</i></p> <p>4. <i>The application of the scheme is punitive and unfair to residents</i></p> <p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p>A. <i>A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></p> <p>B. <i>White lines across driveway (dogbones) if close to double yellow lines.</i></p> <p>C. <i>Double Yellow lines only on junctions with main roads.</i></p> <p>Our small close already has a major parking concern for residents. Often we park outside our house and this will directly impact us unnecessarily.</p>	
Am26/SL/60	<p><u><i>I wish the following alternatives to be considered by Ashford Borough Council:</i></u></p> <p>A. <i>A Single yellow line scheme with a one hour exclusion period as a deterrent to commuter parking.</i></p> <p>C. <i>Double Yellow lines only on junctions with main roads.</i></p> <p>See attached letter – <b>Not attached to form!</b></p>	

Appendix 5

Summary of pre-populated letters (including clarifications received)

Pre-populated statement		Agree	Disagree	Unclear if agree or disagree	Withdrawn
I wish to oppose the proposed parking scheme on the following grounds;	It does not address the root of the problems faced by the local area	23 (38%)	5 (8%)	26 (43%)	6 (10%)
	Double yellow lines extending across private driveways are unnecessary and unwanted and would be harmful to my own parking amenity	18 (30%)	9 (15%)	27 (45%)	6 (10%)
	Parking on corners within developments is not a problem in my road	10 (17%)	16 (27%)	28 (47%)	6 (10%)
	The application of the scheme is punitive and unfair to residents	17 (28%)	9 (15%)	28 (47%)	6 (10%)
I wish the following alternatives to be considered by Ashford Borough Council	A single yellow lines scheme with a one hour exclusion period as a deterrent to commuter parking	23 (38%)	3 (5%)	28 (47%)	6 (10%)
	White lines across driveway (dogbones) if close to double yellow lines	15 (25%)	11 (18%)	28 (47%)	6 (10%)
	Double yellow lines only on junctions with main roads	17 (28%)	8 (13%)	28 (47%)	6 (10%)