

Agenda Item No: 5
Report To: Joint Transportation Board
Date: Tuesday 19th 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 3rd & 25th 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 13th March 2013, JTB minutes 13th March 2013

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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 3rd & 25th 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 13th 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 3rd & Friday 25th 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

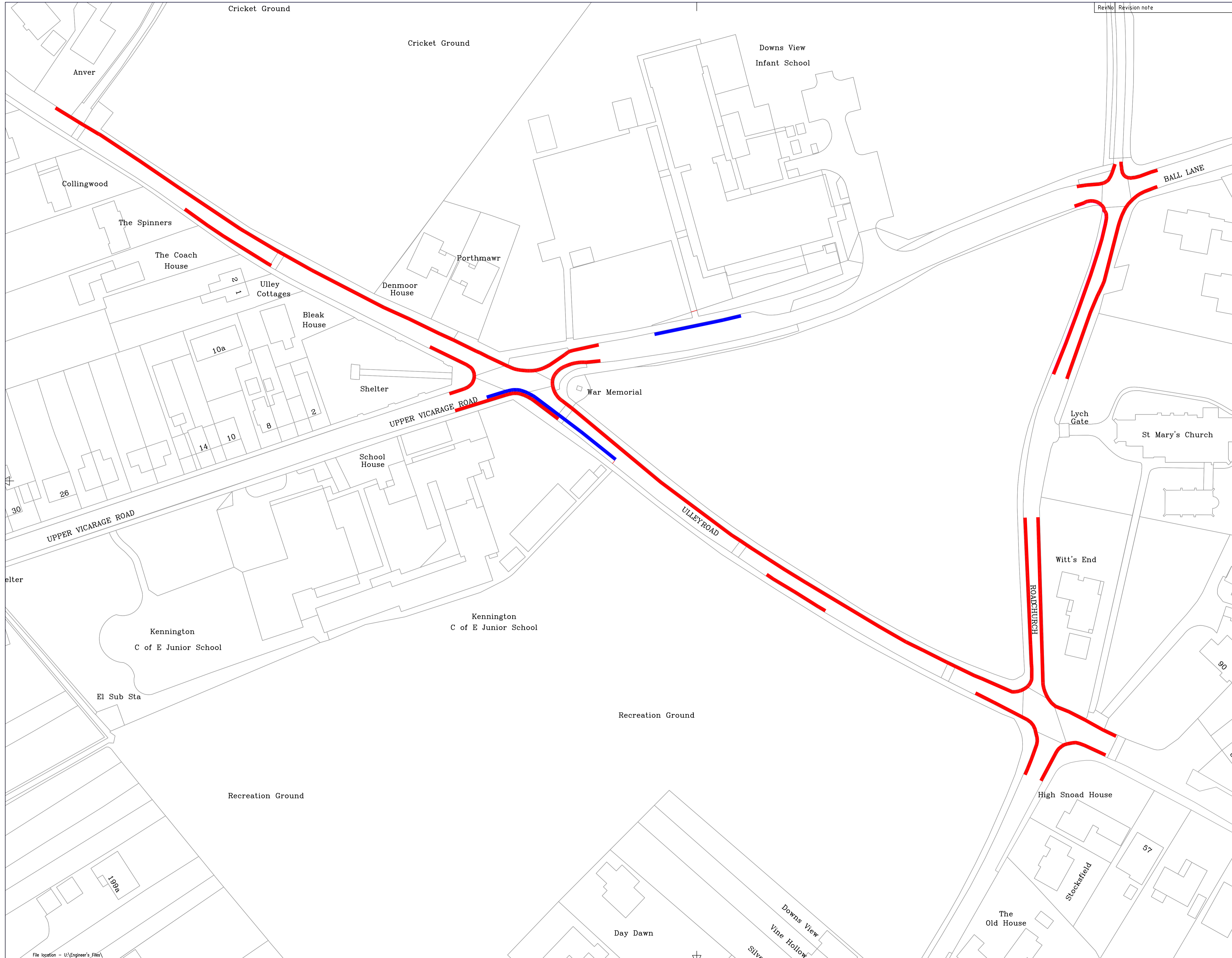
28. In conclusion, of the 142 properties which received letters detailing the scheme only 14 responded directly to the consultation. Of these representations, 5 expressed their support, 2 their support in part and only 2 registered an objection. The petition received in relation to the parking requirements 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.

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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 2nd 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 & Transportation dated 20th Nov 2012)</i></p> <p><i>Thank you for your letter of the 6th last which reached me on the 14th, 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.</i></p> <p><i>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></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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></p> <p><i>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.</p> <p>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>

	would it be possible to extend the yellow lines a little further towards my driveway? It would be much appreciated.	
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"> (1) The safety concerns only really exist at limited periods i.e. approx 8.30-9.30am & 2.30-3.30pm on weekdays. (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. (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. (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 	<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>None of the restrictions will work if they are not enforced on a regular basis.</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" schemeas 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>