

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 11th March 2014

Report Title: Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:

This report details the results of formal consultation (see paragraphs 19-41 of this report) conducted between 19th December 2013 and 17th January 2014 on a proposed scheme of parking controls for certain roads within the Goat Lees residential estate, Boughton Aluph, Ashford; presenting Officer's conclusions and further recommendations.

Discussion of these results has been held between Officers and the Portfolio Holder, Divisional Member, Ward Member and representatives of the Parish Council in order to determine a mutually agreeable way forward with regard to the scheme. All parties have recognised that following the increase to the parking amenity within the Eureka Business Park site, the majority of remaining all day parking within the estate arises from a lack of visitor parking provision within the Business Park.

Officers have consulted closely with the Ward Member Councillor Winston Michael and the Boughton Aluph and Eastwell Parish Council, and a copy of a letter from the Parish Council is attached as appendix 3 to this report which accords with the recommendation to the Board.

On assessment of the representations received through consultation from residents, the Local Highway Authority's Traffic Engineer and the Police, it is the advice of Officers that the low response rate and lack of consensus provides no mandate for implementation of this scheme as proposed, and furthermore that the introduction of limited waiting restrictions would provide little benefit to the residents of the estate. The restrictions proposed for Hurst and Trinity Roads would serve a defined safety purpose and have the support of the Local Highway Authority's Traffic Engineer, the Ward Member, the Divisional Member, the Portfolio Holder and the Parish Council.

Key Decision: YES

Affected Wards: Boughton Aluph & Eastwell

Recommendations: **That the Board considers the results of the formal consultation and:**
(a) recommends implementation of the ‘No waiting at any time’ restrictions shown on Plan B (appendix 2 to this report)
(b) seeks the support of Kent County Council to implement the Traffic Regulation Order as soon as practicable in accordance with the ‘No waiting at any time’ restrictions shown on Plan B (appendix 2 to this report) for the reasons set out in this report.

Background Papers: ‘Prioritised List of Requested Parking Controls for Investigation and Possible Implementation’ report to JTB 13th March 2012, ‘Goat Lees Safety Scheme Proposals’ report to JTB 11th September 2012, ‘Goat Lees Highway Safety Scheme Update Report’ report to JTB 11th December 2012, ‘Update on Goat Lees Parking Scheme’ report to JTB 11th June 2013

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Report Title: Boughton Aluph Order 2014 (Goat Lees) – Highway Safety/Parking Management Scheme

Purpose of the Report

1. This report details the results of formal consultation conducted between 19th December 2013 and 17th January 2014 on a proposed scheme of parking controls for certain roads within the Goat Lees residential estate, Boughton Aluph, Ashford; presenting Officer's conclusions and further recommendations.
2. This report also updates the Board on the reduction in on street parking within the estate following improvements in the parking provision on the adjacent business park and steps being taken to continue this positive trend.

Issue to be Decided

3. The Board should consider the results of the formal consultation and determine whether to recommend:
 - a) Implementation of the restrictions as shown in appendix 1 (Plan A)
 - d) Implementation of the restrictions as shown in appendix 2 (Plan B)
 - d) Implementation of alternative measures
 - c) No further action be taken

Background

4. Following concerns regarding the level of on street parking in the residential estates arising from users of the Eureka Business Park; Kent County Council's term consultant conducted an informal consultation enquiring whether residents considered there to be a parking problem in the estate and if so offering residents a choice of 2 potential schemes – Option 1 (a highway safety scheme) and Option 2 (a parking management scheme). This consultation was held between 21st February and 14th March 2013.
5. The results of the informal consultation were presented in a report to the Board on 11th June 2013, and the Board recommended to the Cabinet that formal consultation on Option 1 be approved subject to further discussions with the relevant local members and a renewal of dialogue with the landlord at the Eureka Business Park over additional parking provision and determination of what (if any) charging regimes were in place.
6. At a meeting of the Cabinet on 11th July 2013, the Leader of the Council explained that it was hoped there would be the possibility of adapting Option 1 to meet the concerns expressed in the area. The Ward Member stated that he would like to synchronise the introduction of any scheme in the area with the proposed 150 additional spaces which were intended to be provided to commercial properties within the Eureka Business Park.

7. Subsequent to the Cabinet meeting on 11th July 2013 a meeting was held to discuss possible amendments to the Option 1 scheme to create a scheme which better met the concerns expressed by residents. Following this meeting an 'Amended Option 1' was put forward for formal consultation **(appendix 1 – hereafter referred to as Plan A)**.
8. Following the conclusion of the informal consultation, the Ward Member approached the owners of the Eureka Business Park and was successful in arranging for construction of an expansion to the existing car park facilities within the site, providing a further 150 car parking spaces, of which 80 have been purchased by tenants of the Business Park and 70 have been retained for use in conjunction with Northgate House 2. Officers have been informed that the owners and tenants of the business park have future plans in place with regard to the provision of additional car parking.
9. The expanded parking facilities have reduced the level of on street parking in the residential roads, never the less concerns have been raised by the Ward Member and Parish Council representatives regarding the absence of dedicated visitor parking within the Eureka Business Park (see letter shown in appendix 3). The Portfolio Holder and JTB Vice Chair have contacted the owners of the Eureka Business Park to request the provision of 'without charge' visitor parking and the removal of certain existing restrictions within the site to further alleviate parking pressures within the residential estate. The Chief Executive and Head of Service have arranged to meet with the managing agents of the business park to seek support for further improvements.

Plan A (Appendix 1)

10. The scheme proposals put forward for formal consultation (Plan A) reflect the amendments requested and agreed by the residents, Parish Council and Ward Member.
11. Within Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes Plan A comprises a combination of 'no waiting at any time' restrictions in those locations where motorists choosing to park would do so in contravention of the Highway Code and 'limited waiting' restrictions (where waiting would be prohibited from 10-11am and 2pm-3pm Monday to Friday) in all other locations. These 'limited waiting' restrictions are intended to discourage all day on street parking arising from Business Park users.
12. Plan A also includes 'No waiting at any time' restrictions in Hurst Road in the vicinity of the Goat Lees Primary School, and along the length of Trinity Road from its junction with Upper Pemberton to the existing restrictions at its junction with Jersey Close, including the junctions with Aylesbury, Hurst and Muscovy Roads, Dexter Close and Guernsey Way. Minor extensions to the existing 'no waiting at any time' restrictions at the junctions of Trinity Road with Freathy Lane and Jersey Close are also included.
13. The proposed 'no waiting' restrictions for the length of Trinity Road and Hurst Road in the vicinity of the Goat Lees Primary School are intended to address safety issues regarding potential parking of cars in these locations.

14. The Ward Member has expressed valid concerns regarding safety along Trinity Road, both in terms of vehicle speeds and unsafe parking, and is pursuing various measures to address these issues including support of community 'speed watch' initiatives, the installation of speed limit signage and the relocation of a post box to prevent unsuitable waiting on Trinity Road itself. The Divisional Member and Ward Member are also investigating the possible introduction of a pedestrian crossing on Trinity Road within the residential estate.

The Consultation

15. The consultation was conducted between 19th December 2013 and 17th January 2014. A total of 965 residential properties and 21 businesses were consulted, along with the Goat Lees Primary School and 27 statutory consultees.
16. As the scope of Plan A is reduced in comparison to the previously consulted Option 2, two different letters were drafted for consultation. Letter A, sent to those properties that may be directly affected by the proposals (a total of 354) enclosed a plan of the proposed scheme and contained an explicit request that recipients indicate in writing whether they supported the proposals as made, supported the proposals with amendment(s), or objected to the proposals.
17. Letter A was hand-delivered to 321 residential properties, 21 businesses and the Goat Lees Primary School. Letter A was sent by post to a further 9 residential properties and 1 business where hand delivery could not be completed. Letter A (with minor amendments to remove references to recipients living within the vicinity of the proposals) was also sent by post to 26 statutory consultees and hand-delivered to 1. 1 business unit was unoccupied and so no letter was delivered to this address.
18. Letter B notified recipients of the extent of the proposals but did not include a plan of the proposals or an explicit request for a response; and was sent to all properties previously consulted under the informal consultation that would not receive Letter A. This letter was hand-delivered to 615 residential properties and sent by post to a further 19 properties where hand delivery could not be completed. Due to the minimal (and in many cases absence of) restrictions proposed for the areas Letter B was sent to, Officers predicted a low to zero response rate from recipients.

The Results

19. A total of 69 responses were received to the consultation, as well as responses from 2 statutory consultees. 3 of the 69 responses were from properties in receipt of Letter B (Freathy Lane – 1, Hereford Close – 1 and Rothbrook Drive – 1) and 1 response did not provide any address details.
20. Of the remaining 65 responses, 3 constituted additional responses from two properties (2 additional responses from one household and 1 additional response from another) As the consultation letters were sent to properties rather than individual residents, and the responses 'matched' the support or objection within the other responses received from the household, these

additional responses have not been included as individual records for the purposes of determining the levels of support and objection to the proposals or the frequency of comments received. The content of these additional responses is included within in the analysis of comments (appendix 6).

Letter A responses

21. The remaining 62 responses equate to a response rate of 18% from the 353 properties in receipt of Letter A, which is surprisingly low considering the explicit request for a response made in the letter, the scope of the proposals and the response rate from these properties in the previous informal consultation.
22. 56 of these 62 responses were received from Aylesbury Road (18), Dunnock Road (18), Muscovy Road (7), Siskin Close (10) and Snipe Close (3); with the remaining responses coming from Dexter Close (4), Hurst Road (1) and Jersey Close (1).
23. Comparison of the informal consultation response rates demonstrates a lower response rate during this consultation in all but one of the five roads subject to limited waiting restrictions (Aylesbury Road - 31% down from 44%; Dunnock Road - 42% down from 56%; Muscovy Road - 25% down from 32%; Snipe Close - 23% down from 31%; Siskin Close - 37% response rate in both consultations).
24. This low response rate is difficult to reconcile with the emotive nature of the issue at hand, particularly when it is compared to the higher response rate from the informal consultation.

Low Response Rate

25. Given that letters were hand delivered successfully to 96.9% of the 987 properties identified for the consultation and other notification measures (advertising the consultation within the Kentish Express and erecting notices on site) were undertaken, it is extremely unlikely that this lack of response has arisen from a lack of awareness regarding the consultation.
26. 150 additional car parking spaces have been provided at the site, of which 80 have been leased to businesses on site (with the remaining 70 being retained for the future sale/let of Northgate House 2). There is now a general view that that the amount of 'overspill' parking has reduced to an acceptable level for the majority of properties. Due to the prohibitive nature of the restrictions in Plan A, it is likely that residents who rely on the availability of on street parking will respond in objection to the restrictions.
27. The five 'principal' roads in receipt of Letter A, being those roads subject to restriction at all points (Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes) consist of largely detached properties with generous, within curtilage parking provided through garages, driveways and shared hard standings.
28. Taking into account the design of the estate, Officers feel that the most likely explanation for this low response rate is that those residents who have

adequate parking provision (i.e. sufficient space within their property curtilage to accommodate their own and visitor vehicles), and those residents who travel to work by car during the working week and thus are not at home during the proposed hours of restriction may not have responded as the proposed restrictions would have little to no impact on their own parking practices.

On street parking levels

29. To establish current levels of on street parking and the potential effects of imposing limited waiting restrictions on the five 'principal' roads, Officers conducted surveys recording the Vehicle Registration Numbers (VRNs) of all vehicles parked on and off street, visible from the highway during the proposed hours of restriction across 10 consecutive weekdays and once at night to establish the level of overspill parking following the increased parking provision within the business park site. Officers have collated and analysed this data to assess the level of non-residential parked traffic within the five roads proposed to be subject to 'limited waiting' restrictions.
30. All VRNs recorded during the night survey, and those recorded from vehicles parked within resident areas (driveways, shared hard standings) at any of the survey points are assumed to be residential vehicles. Further clarification from residents on the ownership of certain vehicles parked on street has also informed this analysis.
31. The highest instances of non-residential traffic were observed within those roads closest to the business park, where the number of non-residential vehicles parked on street in a single survey ranged between 2 and 11 within Aylesbury Road and 4 and 11 within Dunnock Road. By comparison, between 0 and 2 non-residential vehicles were observed within Muscovy Road, Siskin Close and Snipe Close over the same survey period. The highest total number of non-residential vehicles observed in a single survey was 21 across all five roads (appendix 4)
32. Further analysis of the frequency of VRNs shows the scope of the non-residential parking over the course of the survey. A total of 106 VRNs were recorded across the initial 10 days of surveying that cannot be assumed residential. 87 of these 108 (80.5%) were observed only on a single occasion. Of the remaining 21, 11 were recorded on two occasions and 4 on three occasions; resulting in 94% of recorded non-residential vehicles parking during the proposed hours of restriction on no more than 3 surveys in 10. The remaining VRNs were observed at frequencies of 4 surveys (1 VRN), 5 surveys (3 VRNs), 6 surveys (1 VRN) and 7 surveys (1 VRN) (appendix 4).
33. A subsequent survey requested by the Parish Council (carried out 9 days after the completion of the initial surveys) showed 10 non-residential vehicles within each of Aylesbury and Dunnock Roads, 1 within Snipe Close and none within Muscovy Road and Siskin Close. Of the 21 non-residential vehicles recorded, 6 had been recorded during at least 1 previous survey.
34. The majority of non-residential vehicles parked on street are shown through the surveys undertaken by officers to be principally occasional, suggesting that the increased parking provision within the Eureka Business Park has largely reduced the profile of on street parking within the residential roads to

visiting traffic, rather than regular commuter traffic. This change in the profile of on street parking has also been noted by the Ward Member and representatives of the Parish Council, and does appear to be reflected in the results of the consultation

Levels of Support and Objection – Appendix 5

35. Of the 62 responses received from recipients of letter A, 27 indicated support for the proposals as made, 21 indicated objection to the proposals and 13 indicated support with amendment. 1 response did not provide a clear indication of whether they supported or objected to the scheme.
36. In attempting to determine a definitive level of support or objection, Officers contacted all respondents that had replied indicating they supported the proposals with amendment(s), seeking clarification of their support or objection for the proposals if amendments could not be made. Clarifications were provided by all 13 in receipt of letter A, of which 6 stated they would support the proposals and 7 stated they would object to the proposals.
37. Following clarification, the results of the consultation (considering Letter A responses only) show the following response rates:
- 33 supporting (53% of responses, 9% of consultees)
 - 28 objecting (45% of responses, 8% of consultees)
 - 1 response undetermined (2% of responses, 1% of consultees)
 - 291 households not providing a response (82% of consultees).
38. An analysis of responses on a street by street basis can be seen in appendix 5 to this report.

Comments received – Appendix 6

39. The comments received during the consultation were varied, and full details of these (and Officers' assessment) can be seen in appendix 5 to this report, however the most frequently made comments are listed below:
- 'Residents' exemption permits should be issued' (21 responses)
 - 'Proposals would negatively affect residents/visitors parking amenity' (21 responses)
 - 'Business Park should increase capacity/solve issue with overspill parking' (11 responses)
 - Location specific amendment request/query regarding extent of lines (9 responses)
 - 'Problem is longstanding/scheme is overdue' (9 responses)
 - 'Scheme may/will displace traffic to other areas' (7 responses)
 - 'Overspill parking has reduced/is not a problem' (6 responses)
 - 'Scheme will improve safety' (6 responses)
 - 'Lines/signs will be unsightly/unattractive' (6 responses)
 - 'Use of double yellow lines incorrect' (6 responses)
 - 'Scheme will provide benefit to estate' (5 responses)
40. The most frequently made comments relate to the effect of Plan A on the parking amenity of residents and their visitors, and the request for an

exemption (permit) scheme to allow residents to park on street during the hours of restriction proposed under Plan A.

41. The creation of a residents' exemption permit scheme to allow circumventing of the limited waiting restrictions under Plan A is difficult to justify, as all properties within the roads subject to limited waiting restrictions have access to private off street parking (through a driveway, garage, shared hard standing or combination) as an alternative to on street parking, which would limit the uptake of permits in the scheme area.

Response from Kent Police

42. "Kent Police would not support this proposal as it may place unnecessary restrictions on parking for residents as well as visitors to the area.

In general terms we would expect the following for any prohibition of waiting proposals:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your authority to ensure resources are available to enforce this proposal."

Response from Kent County Council

43. "An examination of the injury crash record for the whole area affected by the proposals has shown that there has been one sole incident in the last three years, and that this incident was not of a type that could have been addressed by additional parking restrictions. As such, these restrictions would not qualify under current County Council criteria as a highway safety scheme, and that the installation of new restrictions are primarily being justified on other grounds.

One of the County Council's main priorities is to support economic growth. The restrictions for Trinity Road and directly adjacent to the school are supported, on the basis that they will assist traffic flow and help ease congestion on a main arterial route i.e. the A251.

The single yellow line restrictions in the residential roads appear to be seeking to address a parking amenity issue, rather than safety. However you have confirmed that this area does not meet the criteria for a residents parking permit scheme. Yellow lines should only be used for safety and traffic flow,

and therefore their use here is inappropriate. It is acknowledged that the double yellow line restrictions in the residential roads are seeking to reinforce the Highway Code. However this situation is no different to many other similar housing estates, and it is noted that this is a relatively new estate with adequate off-street parking provision. The introduction of additional restrictions cannot be justified through a recorded history of crashes, and may create new parking problems in adjacent areas, where currently none exist.”

Conclusion

44. Discussion of these results has been held between Officers and the Portfolio Holder, Divisional Member, Ward Member and representatives of the Parish Council in order to determine a mutually agreeable way forward with regard to the scheme. All parties have recognised that following the increase to the parking amenity within the Eureka Business Park site, the majority of all day parking within the estate arises from a lack of visitor parking provision within the Business Park.
45. Section 1 of the Road Traffic Regulation Act (1984) permits the making of a Traffic Regulation Order, but requires that an order only be made:
 - for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - for preventing damage to the road or to any building on or near the road, or
 - for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (without prejudice to the generality of the paragraph above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - for preserving or improving the amenities of the area through which the road runs, or
 - for any of the purposes specified in paragraphs (a) to (c) of section 87 of the Environment Act 1995 (air quality).
46. Section 122 of the RTRA (1984) confers a specific duty on the authority to exercise its powers for the purposes of securing ‘the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway’. In accordance with these statutes, the Board must be satisfied that the introduction of any restrictions would satisfy the criteria specified under section 1 and the duty conferred under section 122 of the RTRA (1984).
47. The results of the consultation do not provide a consensus among residents regarding either the desire or the need for the scheme; however it is clear that the principal concern for those residents providing responses to the consultation is the preservation of the on street parking amenity within the proposed scheme area. The ‘no waiting at any time’ restrictions proposed within the estate would prevent vehicle parking in locations defined as

unsuitable under the Highway Code, and so would not unnecessarily limit the safe on street parking amenity of residents.

48. On assessment of the representations received through consultation from residents, the Local Highway Authority's Traffic Engineer and the Police, it is the advice of Officers that the low response rate and lack of consensus provides no mandate for implementation of this scheme as proposed, and furthermore that the introduction of limited waiting restrictions would provide little benefit to the residents of the estate. The restrictions proposed for Hurst and Trinity Roads would serve a defined and precise safety scheme and have the support of the Local Highway Authority's Traffic Engineer, the Ward Member, the Divisional Member, the Portfolio Holder and the Parish Council.

Officer's Recommendation

49. It is the recommendation of Officers that the Board should approve implementation of the 'no waiting at any time' restrictions as shown in appendix 2, as these would serve a defined safety purpose through prohibiting parking in unsuitable locations within the residential streets, Trinity Road and in the vicinity of the Goat Lees Primary School; and reject the proposals shown in appendix 1 as these would unreasonably impinge on the parking amenity of residents.

Contact: Ray Wilkinson, Engineering Services Manager

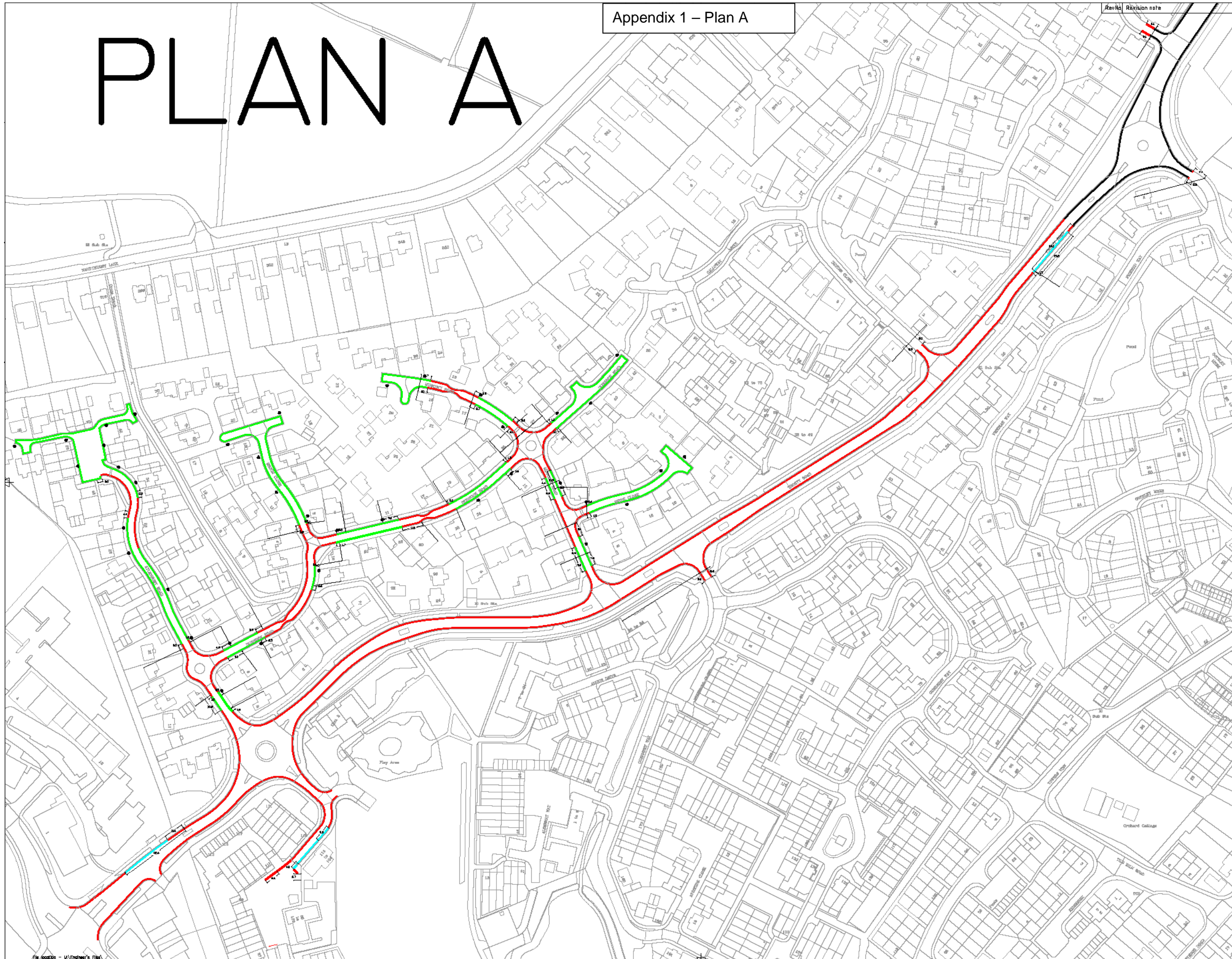
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PLAN A

Appendix 1 – Plan A

Rev/No 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	
PROPOSED NO WAITING BETWEEN SPECIFIED HOURS	
EXISTING NO WAITING AT ANY TIME	
PROPOSED BUS STOP CLEARWAY	
EXISTING BUS STOP CLEARWAY	
PROPOSED SIGN PLATE	

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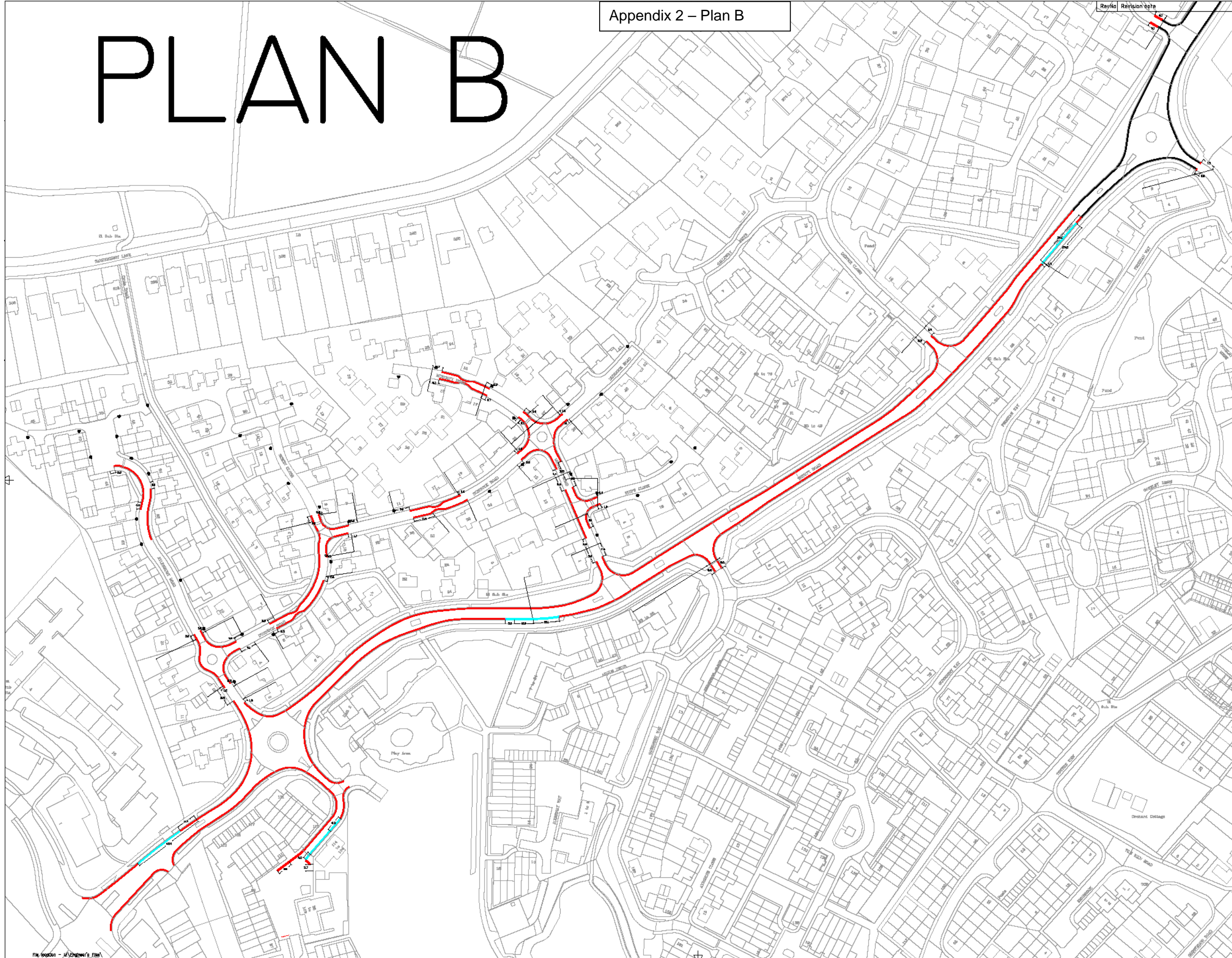
PROJECT
 GOAT LEES, BOUGHTON ALUPH, ASHFORD SCHEME

DRAWING
 PROPOSED WAITING RESTRICTIONS

SCALE: 1/1000	PAPER SIZE: A1
DRAWN: R.J.W.	DATE: DEC 2013
DATE: BOUGHTON ALUPH 2014/01	REV: A

File location: U:\Engineer's Files

PLAN B



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	
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TITLE
 GOAT LEES, BOUGHTON ALUPH, ASHFORD SCHEME

DESCRIPTION
 PROPOSED WAITING RESTRICTIONS

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DESIGNED: BOUGHTON ALUPH 2014/01	REV: B

**BOUGHTON ALUPH & EASTWELL
PARISH COUNCIL**

Huckleberry House, Boarmans Lane, Brookland, Kent, TN29 9QU

Dear Ms Alexander,

Re Goat Lees Parking Consultation

At the Parish Council meeting on 17th February, the results of the recent parking consultation and the meeting held with Ashford Borough Council and Cllr John Ley on 5th February, were discussed.

It was noted by the Parish Council that there was marginal support amongst those responding for the proposed traffic restrictions. In the light of this and with a recent improvement in residents parking, (apart from issues which tend to arise when training days are being held on the industrial park), it was felt by the Parish Council that providing there was a commitment to trying to improve visitor parking, that parking restrictions should not be applied.

It was noted that Ashford Borough Council would be writing to the owners of the industrial park to try to improve visitor parking arrangements and this is welcomed by the Parish Council.

It was recommended by members, that double yellow lines be applied to Trinity Road and Hurst Road, and for reasons of safety that they also be considered for the bottom of Aylesbury Road by the roundabout, where parked cars can cause vehicles to be exiting Dunnock Road to be unsighted.

It is hoped that with a spirit of co-operation amongst all parties that improvement in residents parking can be achieved, although the Parish Council does of course reserve the right to revisit this, should there be any deterioration in parking conditions in the future, or no apparent action having been taken in say the next 18 months.

Yours sincerely,

Martin Hopkins
Parish Clerk

For and on behalf of Boughton Aluph and Eastwell Parish Council

Appendix 4 – Vehicle Survey results

Non-residential vehicles recorded on street during proposed hours of restriction

	21/01/14	22/01/14	23/01/14	24/01/14	27/01/14	28/01/14	29/01/14	30/01/14	31/01/14	03/02/14	Average
Aylesbury	8	7	5	2	7	10	11	7	9	7	7.3
Dunnock	7	6	7	4	5	9	5	11	8	5	6.7
Muscovy	1	0	1	2	0	1	0	0	1	1	0.7
Siskin	0	1	1	0	0	1	1	0	0	0	0.4
Snipe	0	0	0	0	0	0	0	0	0	0	0
Total	16	14	14	8	12	21	17	18	18	13	15.1

Recurring VRNs

Occurrences	Aylesbury	Dunnock	Muscovy	Siskin	Snipe	Total	Percentage
1	36	44	5	2	0	87	80.5%
2	3	6	1	1	0	11	10.1%
3	2	2	0	0	0	4	3.7%
4	1	0	0	0	0	1	0.9%
5	2	1	0	0	0	3	2.7%
6	1	0	0	0	0	1	0.9%
7	1	0	0	0	0	1	0.9%
8	0	0	0	0	0	0	0%
9	0	0	0	0	0	0	0%
10	0	0	0	0	0	0	0%
Total	46	53	6	3	0	108	100%

Appendix 5 – Levels of support and objection

Initial response records – Letter A

Street	Support			Support with Amend			Object			Total	
	No.	% response	% consult	No.	% response	% consult	No.	% response	% consult	No.	% consulted
Aylesbury Road*	8	44%	14%	2	11%	3%	7	39%	12%	18	31%
Dunnock Road	8	42%	19%	5	26%	12%	5	26%	12%	18	44%
Muscovy Road	4	57%	14%	1	14%	4%	2	29%	7%	7	25%
Siskin Close	3	30%	11%	2	20%	7%	5	50%	19%	10	37%
Snipe Close	2	67%	15%				1	33%	8%	3	23%
Dexter Close	2	50%	6%	1	25%	3%	1	25%	3%	4	12%
Hurst Road				1	100%	0.8%				1	0.8%
Jersey Close				1	100%	4%				1	4%

* 1 response did not provide any indication of support/amend/object

Clarified response records - Letter A

Street	Support			Object			Not clarified / No indication			Did not respond	
	No.	% response	% consult	No.	% response	% consult	No.	% response	% consult	No.	% consult
Aylesbury Road	9	50%	15%	8	44%	14%	1	6%	1.6%		
Dunnock Road	9	50%	21%	9	50%	21%					
Muscovy Road	4	57%	14%	3	43%	11%					
Siskin Close	4	40%	15%	6	60%	22%					
Snipe Close	2	67%	15%	1	33%	8%					
Dexter Close	3	75%	9%	1	25%	3%					
Hurst Road	1	100%	0.8%								
Jersey Close	1	100%	4%								
Totals	33	9.3%	9.3%	28	7.9%	7.9%	1	0.2%	0.2%	291	82.4%

Appendix 6 – Comments analysis

COMMENTS RECEIVED

Response from	Comments received	Officer's assessment
Aylesbury Road	No comments	
Aylesbury Road	<p>I currently live at ■■■ Aylesbury road and as much as we have all suffered with terrible parking problems over the last few years and something desperately needs to be done about this , i feel that the council should provide enough parking before these premises are allowed to be built, and why should we as residents suffer with restricted parking , when i bought my property we had none of these problems, but what I'm very concerned if the scheme goes ahead there is a small area at the front of my property that will be left for a space which is enough for a car to park, if this happens when we exit our drive way and someone is parked there we will have to come out on to the on coming traffic to get round it. I think this will be an obstruction and be really quite dangerous .</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park.</p> <p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p>
Aylesbury Road	<p>I live at ■■■ Aylesbury Road and have a two car drive , garage and a front garden which we have converted to hard standing. My issue is the inconsiderate parking of others on the estate. I am a mum with kid's of school age and feel that our lives are being endangered trying to get off of our drive onto Aylesbury Road of a morning in particular. There are always vehicles parked to the left of the access. This not only blocks my</p>	<p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is</p>

	<p>viewpoint but doesn't allow me enough time to exit safely before an irate 'office worker' speeds off the roundabout from Dunnock or Trinity Roads in their desperation to find the elusive parking space!! I feel it only to be a matter of time before there is an accident here either to a driver or a pedestrian. We also, on occasion have had offenders trying to squeeze a whole car into half a space, thinking nothing of leaving their back end overhanging our drive so we have to slalom round to get out onto the road.</p> <p>I think the most frustrating thing is that when you drive past the purpose built car parks there are always plenty of empty spaces. One could argue that these people are not from the offices but they are as they are all dressed in office attire and wearing 'ID' badges around their necks which you don't need to go to the local shop!!!</p> <p>Therefore I support the proposal as it stands and look forward to it's implication.</p>	<p>little justification to prohibit waiting in this location.</p> <p>Obstructive parking can be enforced against by the police in the absence of formalised restrictions, and such instances should be reported to the police non-emergency number accordingly.</p> <p>It is intended that these restrictions will result in an increased uptake of parking on the business park site, particularly among 'all day' workers who may choose to park on the unrestricted streets adjacent to the Eureka Business Park.</p>
Aylesbury Road	<p>We support the proposal with the amendment that all properties be issued with Resident Parking Permits thus allowing resident parking through the prohibited times.</p> <p><i>would certainly support the proposed restrictions should the amendment not be possible.</i></p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption</p>

		<p>permit scheme for the area being self-funding is therefore minimal.</p>
<p>Aylesbury Road</p>	<p>We object to the proposed parking restrictions as we frequently have visitors to our house and feel that we should be able to park outside our own house as we pay our council tax. It is not out fault that the offices were built without adequate parking facilities and feel that we are being penalised for it. The office workers should be the ones penalised not the residents. If parking permits are suggested we are happy to accept them but would not be prepared to pay for them. They shouldn't have to be necessary as we pay enough for the privilege of living in our own house!</p>	<p>Parking on a publicly adopted highway is permissible only through the consent of the local highway authority. Ownership of a property does not confer a right to park on the public highway adjacent to that property.</p> <p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>

Aylesbury Road	We have suffered five years of commercial parking in our residential roads. It is now time for either this scheme to be adopted or the residents will have to fight on for better protection from ABC planning.	<p>Aylesbury Road is a public street, and residents do not have an inherent right above other user groups to park on street. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
Aylesbury Road	My house is on the bend in Aylesbury Road and the parking we get here is very bad. I am an ex Kent fireman having served 30 years in the job and I know that at times a fire appliance couldn't have maneuvered between these parked vehicles. Consequently a fire situation at the top of any road could be	Parking on a bend is prohibited under rule 243 of the Highway Code. In accordance with this rule, the scheme proposals include a 'no waiting' prohibition for the bend in question.

	<p>disastrous. The double yellow lines proposed for Aylesbury Road which cross my drive entrance are perfectly OK with me. Although a new car park has opened up for the nearby offices we are still getting cars parked in the road.</p>	<p>Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park. Concerns have been raised by the Ward Member and Parish Council regarding the lack of visitor parking facilities within the Eureka Business Park, which the Portfolio Holder, Ward Member and Officers are seeking to address with the owners of the Eureka Business Park.</p>
<p>Aylesbury Road</p>	<p>I would like to lodge my objections to the proposed parking changes within Aylesbury Road.</p> <p>When I purchased my property in June 2013 parking was one of the main factors. There was a space on my driveway and unrestricted parking for any friends, family and tradesmen visiting my property.</p> <p>At that time I was not aware that the estate is used my office workers as a free parking site.</p> <p>For yellow lines to be painted within the estate is penalising the residents for an issue that is not caused by them. This is wholly unacceptable and the problem of the non residents parking should be addressed first before painting yellow lines and as a result severely impacting on myself and my neighbours.</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park. Concerns have been raised by the Ward Member and Parish Council regarding the lack of visitor parking facilities within the Eureka Business Park, which the Portfolio Holder, Ward Member and Officers are seeking to address with the owners of the Eureka Business Park.</p>

	<p>I urge you to reconsider yellow lines in the first instance and introduce a residents only parking scheme between the hours of 8 and 18:00. This would then alleviate the problem of the office workers parking within the estate without penalising the residents.</p> <p>I along with many other people within the affected area require more than one vehicle. Once the yellow lines are in place this would mean my second vehicle would have to search for an unrestricted area to park, further increasing congestion and quite possible bringing conflict with other residents who have to do the same thing.</p>	<p>Aylesbury Road is a public street, and residents do not have an inherent right above other user groups to park on street. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Aylesbury Road	<p>I am wholly opposed to the proposal on the grounds there is no problem with parking in the estate. There are a very small number of cars that park in the estate due to overspill from the Eureka Business Park and certainly not enough to warrant the expense and time from the council on the implementation and subsequent management of the proposed parking scheme this would be an irresponsible waste of time, money and resources.</p>	<p>The allocation of resources with regard to management of the scheme will be proportional to the level of contravention and subject to the demands of other areas within the borough as a whole.</p>
Aylesbury Road	<p>I can confirm that I support the recent parking proposals stated in the formal consultation. I believe that without these restrictions, parking problems will persist as the business park</p>	<p>Aylesbury Road is a public street, and residents do not have an inherent right to parking on street above other user</p>

	<p>further expands in the future. It is also clear that any future development not only needs to provide permanent employee parking on the business park but also needs to cater for free visitor parking for all of the offices and businesses based on the site.</p> <p>Currently there is no parking facility for Sales representatives, service engineers, business meetings etc., and this needs to be addressed.</p> <p>For this park and other similar out of town facilities to be successfully integrated into the community they must be self-contained.</p> <p>It would not be acceptable by the business park owners for surrounding residents to use or impose themselves on the business park and its facilities, and likewise it is therefore unacceptable for customers and employees of the business park to impact and impose themselves on the surrounding residents and their facilities.</p> <p>Our council has failed to properly recognise this – an unacceptable situation considering they pay for expert advice in terms of employing planning professionals – and having made such a mistake should not make future mistakes. The Council has hidden behind government parking guidelines – which were only guidelines blaming a labour government. AGAIN THIS IS JUST AN EXCUSE BY A TORY CONTROLLED COUNCIL and</p>	<p>groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984)</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
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	<p>it is the type of party politics rubbish we do not need. Only a fool doesn't learn and repeats mistakes. I hope our Councillors and planning experts are not fools – this remains to be seen, as the jury is out on the John Lewis car park which again seems clearly under provided for as I am led to believe employees have to park elsewhere than in the customer car park. Again if true, where is elsewhere – outside somebody's house?</p> <p>Not good again - poor planning. Furthermore the access to this site by a major junction was causing congestion in the busy Xmas shopping period – again it appears poor planning by our experts seems to be in question. This must be addressed by our elected representatives. We must demand better for the town which is becoming a shambles.</p> <p>I would be ashamed if I was the leader of this Council, and I am sure privately the cabinet must be.</p>	
Aylesbury Road	<p>I wish to forward my objections to the Proposed Scheme of Parking Controls in Goat Lees Residential Estate, Ashford, Kent. I am the Owner of No. [REDACTED] Aylesbury Road and feel that the proposed scheme of double and single yellow lines is not the solution. I fully embraced the Eureka Park office development as it benefits the economic climate for the area, however it appears that the residents are now being penalized for this. Surely it would be in the best interest to provide a bespoke parking area on the Eureka Park development for the employees as there are numerous Companies locally to support this as they are profiting from our inconvenience. My house is</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p>

	<p>situated within a small secluded courtyard that has never experienced illegal parking. The residents of the area take pride in the estate and the proposed introduction of yellow lines would deface the area and would be totally unnecessary. My objections are to no yellow lines and my amendments are to provide a bespoke parking area on the Eureka development for the employees.</p>	
Aylesbury Road	No comments	
Aylesbury Road	<p>I'm writing to you to express my objection to proposition of placing restrictions on parking on Aylesbury Road, Kennington, Ashford. I personally think that the idea is very unfair and harmful to residents. When I decided to move to this area one of the reasons was to have quick access to M20 motorway as I'm working as Flight Attendant and quite often I am on 90minutes stand by duty call out. Not mentioning the fact that I've got two small children under age of 5.</p> <p>We do have more than one car in our household (like most of our neighbours). We do have one car port but the other cars are parked in front of our house. If the proposed restriction will be in place I will be unable to park my car on my street or any other road on the Kennington estate for that matter. This will severely affect my work (I can not be late to work when called out on 90 minutes stand by as this will effect with dismissal). I also refuse to have any additional costs of trying to find a parking place, which probably will be far away from my house. I strongly disagree with the idea offered by local council as I do not agree with the thought of when restriction would be in place to be forced to change my car, job or to have any additional costs. This</p>	<p>The proposed restrictions will only affect Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes in full, the remainder of the Goat Lees estate will be subject to minimal or no restriction and so on street parking in these areas will be unaffected.</p> <p>Aylesbury Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Aylesbury Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of</p>

	<p>will cause a severe disruption to my life and would force me to look for other place to live - which I refuse to do as I'm settled here and happy, got local new school that my child might attend soon, plus quick access to motorway to get to work. I would rather have option of restriction of having a parking space that I'm happy to pay for, or have parking restriction for residents only. The option that is proposed to residents now is very harming. It doesn't allow for any visitors or family to come over as there will be no space to park as yellow lines will be in place. Above all I refuse to be forced to change my life by council's parking restrictions, or to be fined for parking as there's no other option offered to local residents. Therefore in simple words I do object to current council proposal.</p>	<p>the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Aylesbury Road	<p>I am writing this e mail to object to the proposed parking restrictions, as a resident on the estate I need to be able to park when I want to.</p> <p>It seems to me that the correct solution is to increase the parking spaces at the offices where they need them?</p> <p>Double yellow lines on our estate seem so wrong! Single yellows on the bends and doubles on the straights seem strange to me.</p> <p>If you persist and these restrictions are still to be enforced, then we as residents would need a number of permits for both visitors & tradesmen allowing parking all day.</p>	<p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p>
Aylesbury Road	<p>I live in Aylesbury Road and whilst I have my own drive way,</p>	<p>Any on street parking can be viewed as</p>

	<p>parking can be an issue during the week for those further down the road and a hazard to negotiate also due to inconsiderate parking.</p> <p>I fully support the double yellow lines, and also believe the area between the two roundabouts should be double yellow all the way. Many times I find myself on the wrong side of the road to pass a parked vehicle only to be confronted by an oncoming vehicle which appears out of Dunnock Road. I believe double yellow lines are needed for safety.</p> <p>I would prefer not to have a time prohibited by the single yellow lines but cannot see a way around it other than providing adequate parking elsewhere for the office worker of course.</p>	<p>an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p> <p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p>
Aylesbury Road	<p>The proposal will further blight those residents worse affected by the poor ability of some drivers to park sensibly, as well as affect those that have been lucky enough, up until now, to have avoided the impact of the overflow parking.</p> <p>If common sense cannot stop drivers from parking across access roads, driveways, bends and junctions then some parking restriction is obviously required, however, to stop all residents from parking at some periods of the day is unworkable and unnecessary.</p>	<p>Within the scheme proposals it is necessary to denote the full lengths of kerbs as being subject to either a 'limited waiting' or 'no waiting' restriction, as to leave any kerb (even a property access dropped kerb) free of restrictions would effectively condone parking in this location.</p> <p>Any on street parking can be viewed as</p>

	<p>In addition to propose parking restrictions on areas of Aylesbury Road, that are purely property access driveways is ludicrous. There is not a parking issue in these areas and could not be as the access is only as wide as a single vehicle.</p> <p>I find it incredible that the worst area of parking, between the Trinity Road and Dunnock Road roundabouts is proposed to stay as single yellow line. Parking along this stretch of road means that anyone accessing Aylesbury Road has to do so on the wrong side of the road and often comes "face to face" with a vehicle leaving Dunnock Road. My understanding of the highway code is that parking within 32 feet of a junction was not permitted and caused an obstruction. It would surprise me if there was little more than a few inches of free space when measuring 32 feet from each of the roundabouts.</p> <p>Finally, if parking restrictions are to be put into place, does there have to be so many signs? There are approx. 40 shown on the proposed plans, many of which are at the ends of cul-de-sac's.</p>	<p>an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p> <p>As the 'limited waiting' restriction does not apply at all times, it is necessary to erect sign plates denoting the times and days at which the restriction applies within 15 metres of the start and end of each length of restriction, and at 60 metre intervals. Where possible lamp columns which fall within suitable locations would be used for mounting of the plates so as to minimise the increased levels of street clutter.</p>
Aylesbury Road	<p>I support the proposals with amendments for tenants, I am at work most days but if there is a day when I'm not at work I want a permit to park in the square I don't see why I should be handed a parking fine for parking outside my own home, I use my parking space along side my house to park my mothers car because she is disabled and needs her car when she is in the UK</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits.</p>

	<i>I would support the proposal of the restriction with the residents exception scheme I require. my worst nightmare is parking fines. I wouldn't support the proposals if residents exemption permits were not permitted</i>	The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Aylesbury Road	<p>I can confirm that I support the proposals in the formal consultation to introduce two one hour controlled parking restrictions Monday to Friday.</p> <p>I am quite frankly disgusted with our council and planners that they have allowed for such a poorly planned business park to have such an impact on our lives, not only with the parking but the general aesthetics. There is no facility for visitor parking. There is no landscaping in the way of raised earth bunds and dense shrubbery behind the houses in Aylesbury Road to reduce noise and to disguise the impact of the business park. This could also be said for Trinity Road. It looks like a bolt on rather than an integrated solution. Brake brothers is good example of how this business park should have been developed.</p> <p>It is extremely worrying that the park is only 12% complete. Trinity Road was never designed as a link road and again is the result of poor planning and a short sighted approach. I have been here 11 years only to watch our planners make a mess of every thing they do. Surely we can do better!</p>	Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.
Dunnock Road	Please bring in the proposals as outlined as fast as possible and end over 10 years of misery caused by the parasite parking of workers from the Eureka Business Park for the residents, council tax payers and voters of Dunnock Road etc. Failing that ensure ■■■ and ■■■ Dunnock Road can exit their drives without	Dunnock Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various

	<p>having to mount the pavement to avoid cars parked all day directly opposite our drives.</p> <p>The parasite parkers now have a purpose built car park on-site which they and their employers choose to ignore and it therefore remains half empty and further inflames the considerable existing tensions between Goat Lees residents and the employees.</p> <p>I also understand residents of Aylesbury Road have been mailed by business park employees threatening that residents will lose their roadside and visitor parking if the proposals are allowed and urging them to object. Thirty seconds thought would, of course, reveal THE RESIDENTS DO NOT HAVE ROADSIDE OR VISITOR PARKING NOW FOR EVERY WORKING DAY DUE TO THE PARASITE PARKING OF BUSINESS PARK EMPLOYEES.</p> <p>Another example of the provocative attitude of Business Park companies and/or the employees is that they seem to be able to park elsewhere including the shops car park or indeed on site temporarily during the periods of consultation and then flood back when it is over. This has happened before.</p> <p>Personally we often cannot exit our drive without great difficulty and mounting the pavement because vehicles as big as people carriers and on occasions a full size safari land rover have been dumped for the day directly opposite our shared drive entrance</p>	<p>user groups against the available parking supply; and in the case of Dunnock Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p> <p>The mailing in question does not provide any misinformation regarding the scheme and would appear to be generated by a resident rather than from the business park.</p> <p>Officers have conducted surveys of parked cars following the end of the consultation period and have observed relatively low levels of non-residential traffic parking in the streets in question.</p> <p>There are a considerable number of shared driveway accesses in the estate, and whilst parking acts opposite these have been observed, officers are not of</p>
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	<p>with number [REDACTED] Dunnock Road - the only one of its type on the estate. Our daughter and grandchildren often have to park over 200 yards away when they visit due to the clogged up parking of business park people. The business parkers are readily identified, particularly Verifone employees, the main transgressors, by their security tags and regular times of arrival in the morning.</p> <p>For all these reasons and many more it is time to bring in restrictions and end your residents misery once and for all.</p>	<p>the opinion that parking in this location would prevent vehicles from accessing or egressing the driveways. There is no prohibition within the Highway Code to prevent parking opposite a property access.</p>
Dunnock Road	<p>This letter/email is to confirm that we are in favour of parking restrictions in Dunnock, Aylesbury, Hurst, and Muscovy Roads and both Siskin and Snipe Closes. This would include single yellow lines with prohibited parking from 10.00 to 11.00 and again in the afternoon between 14.00 and 15.00, Monday to Friday. We also support double yellow lines as outlined in your letter dated 19th December 2013 and double yellow lines on all pinch points to prevent any parking at all times. We at numbers [REDACTED] and [REDACTED] Dunnock Road have a particular problem. As the only two houses in Dunnock Road with a shared drive and with a pinch point on the opposite side of the road, entering and exiting our drives with a car parked on the pinch point is not only very difficult but also dangerous.</p> <p>The responsibility for car parking for employees rests with the Businesses at Upper Pemberton. It is not the responsibility of local residents. Adequate parking should have been provided when the offices were built and should be free for all employees. The</p>	<p>There are a considerable number of shared driveway accesses in the estate, and whilst parking acts opposite these have been observed, officers are not of the opinion that parking in this location would prevent vehicles from accessing or egressing the driveways. There is no prohibition within the Highway Code to prevent parking opposite a property access.</p> <p>The mailing in question does not provide any misinformation regarding the scheme and would appear to be generated by a resident rather than from the business park.</p> <p>Officers have conducted surveys of</p>

	<p>300 spaces on site are not fully utilised because employees don't want to pay and can park in our streets for free.</p> <p>Unlike the roads adjacent to the town centre where parking is limited to 2 hours, Business park employees arrived at 8.30 am and remain until 5.30 – 6.00 pm. This means friends and relatives of residents have nowhere to park. The same applies to tradesmen. If I need a plumber or gas engineer perhaps I should ask him to come by bus or train.</p> <p>It appears that a dirty tricks campaign is being mounted by one particular Business from upper Pemberton. Some residents in Aylesbury Road have had a flyer posted through their doors warning that residents will lose street parking for their visitors 7 days a week should the restrictions go ahead.</p> <p>I would also bring to your attention that there has been a noticeable reduction in parking in our streets since it became known that there would be a consultation. Yet another example of dirty tricks from the Business park.</p> <p>In closing I must emphasise that OUR STREETS MUST NOT BE USED AS A FREE ALL DAY CAR PARK FOR THE BENEFIT OF THE COMPANIES ON THE BUSINESS PARK WHICH IS DETREMENTAL TO LOCAL RESIDENTS.</p>	<p>parked cars following the end of the consultation period and have observed relatively low levels of non-residential traffic parking in the streets in question.</p> <p>Dunnock Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Dunnock Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Dunnock Road	No comments	
Dunnock Road	I write with regard to the above proposed parking scheme option to combat the over-spill parking from Eureka Business Park	The double yellow lines proposed as part of this scheme serve a necessary safety

	<p>within the estate.</p> <p>Unfortunately, I detest the thought of having any form of yellow lines in a residential estate, as I feel that residents and those affiliated with them should have the freedom to park near their home without any restrictions.</p> <p>Nonetheless, since the construction of the Business Park adjacent, all residents in the area have been blighted with the amount of vehicles that park in the residential area for work purposes and therefore I support the proposal with amendments.</p> <p>The amendments I would like to make are as follows, I firmly believe that a main road should always have double yellow lines and agree that they should run the entire length of Trinity Road. However, I believe that the entire residential area (Aylesbury, Dunnock, Hurst and Muscovy Roads and Siskin and Snipe Closes) should have nothing more than single yellow lines.</p> <p>I feel that this would be an adequate deterrent to stop workers and prevent mass parking within the residential area. I agree with the proposed times of prohibition of 10am to 11am and 2pm and 3pm, however only for Monday to Friday. I would also like the option of having residential exemptions to the rules should fellow residents in the event of a holiday or any unforeseen circumstance have no alternative but to leave their vehicle outside of their property and contravening the proposed times.</p>	<p>purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
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	<p>To whom it may concern I hope that in future all business parks and complexes are built with adequate parking facilities to prevent this from happening again.</p> <p><i>If the amendments are not possible unfortunately, I would object to the proposals.</i></p>	
Dunnock Road	<p>The stretch of road where I have lived since my house was built in 2001 is particularly important to me and it has literally been used as a car park for some time. It has been dangerous exiting our drive (to nos. ■■■, ■■■, and ■■■ Dunnock Road) and with most houses having both double garages and double driveways the proposed controls would be most welcome.</p>	<p>Dunnock Road is a public street, and residents do not have an inherent right to parking on street above other user groups. The aim of a parking scheme must be to balance the needs of various user groups against the available parking supply; and in the case of Dunnock Road all residents have access to private, off street parking as an alternative to parking on street. The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).</p>
Dunnock Road	<p>As a resident in Dunnock Road Kennington I am concerned at the proposals to put double yellow lines in my road . I am aware that there has been an issue with parking from the local offices , although I am not aware of anyone blocking residents on their</p>	<p>The limited waiting restrictions proposed as part of this scheme would only be in effect from 10am to 11am and 2pm to 3pm Monday to Friday, and so would not</p>

drives. There have been some inconsiderate drivers that have parked near to drop kerbs and too close on roundabouts but I'm sure these could have been dealt with, as you would with anyone who parked in a dangerous manner. My main concern is by putting down the parking restrictions - whilst solving one problem you are creating another. What about the families who have more than one car and a drive that is only big enough for one? What about when households have workmen on site gas engineers, plumbers and other trades? and for me what is a real concern is what when I have my family visit? I have 3 children who live away - often they will visit at weekend. Currently when they visit with the grandchildren they park across the road, this will not be able to happen with the changes. Looking at the plans for the area I live there is only room for 2 cars on the limited parking single yellow lines with a further possible 2/3 places further down road. These places will cater for 15 dwellings in before overflow from others. I am aware of one household that has older children that will require 3 places on regular basis this will mean we will have to go looking for alternative parking and will be like the current office workings scrambling for a place. and possibly causing others inconvenience !!! The irony is we may then have to park in the office spaces as we will have no where to park in our road !!! A suggestion would be that the parking is restricted during the day, But reverts back to how it has been for the length of time I have lived here (10 years) evenings and weekends. Is it correct that where there are green lines both sides of the road this will enable the restricted parking on both sides? will this not cause

affect the parking amenity of residents or visitors at weekends.

Whilst the roads in question are (with the possible exception of the Aylesbury Road Square) only wide enough to support parking on one side, it was determined that the scheme should not dictate on which side of the road motorists may or may not park.

The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.

	<p>difficulties for access as currently people only park on one side of the road . With reduced parking in the road this may lead to double parking and cause more of a hazard . With these concerns we do not support your proposals</p>	
Dunnock Road	No comments	
Dunnock Road	<p>Firstly I would like to say that I support the proposals but with amendments. I do-not agree with double yellow lines where waiting would be prohibited at all times. This inconveniences the residents who particularly at weekends have friends/family visiting and require to park in Dunnock Road. My driveway is shared by 3 houses Nos ■■■, ■■■ & ■■■ and there is only so much room to park cars outside of our homes without inconveniencing one of my neighbours, to avoid this I request friends/family to park on the main Dunnock Road. The single yellow line with waiting prohibited at certain times (weekdays only) is my preferred option. Also I do not like the idea of a painted yellow line in the road, this looks unsightly, could a parking metre which issues a ticket be introduced instead?</p> <p><i>I do –not support any case which includes either double yellow or single yellow lines painted onto the road</i></p>	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The installation of a parking meter would still require the introduction of lines denoting where motorists may and may not park. With the short hours of restriction and low volume of transient traffic, it is extremely unlikely that any pay and display parking in this area would be self-funding.</p>
Dunnock Road	<p>As a member of a household living in Dunnock Road, I am apposed to any plan of this type. Since the expansion of the office car park, parking has significantly improved and the number of staff parking around these roads has dramatically decreased. Therefore I do not see any further action required. The plans are not showing any consideration for the households that live on this development of 2/3/4 bedroom houses,</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and</p>

	<p>especially those few, like ours that have 3 driving adults living there with only space for one car on the drive. If the plans were to take place I believe it would be necessary that parking permits become available for the local residents, as I was under the belief that this plan was to stop non residents from parking in these roads, and not the households that live here.</p> <p><i>Additional comments:</i></p> <p>Having been a resident of Dunnock Road for 14 years since the properties were first built I have never really had a problem with parking. If there has to be parking restrictions then residents should have some sort of parking permit during weekdays and restrictions should be lifted at the weekends</p> <p>Having lived in Dunnock Road for 14 years, and NEVER, until two years ago experiencing any problems in parking our vehicles, VERY STRONGLY oppose the parking restrictions that have been proposed, in and around our neighbourhood. It is hard enough to park on our drive as we only have room for one car let alone coping with DOUBLE YELLOW LINES.</p>	<p>would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p>
Dunnock Road	<p>We are writing to object about the proposal for double & single yellow lines within our immediate residential area.</p> <p>From the plan provided we will have DOUBLE yellow lines outside, opposite and along from our house. In addition to this there will be the single yellow lines elsewhere.</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and</p>

	<p>The double yellow lines make the parking situation outside our house far, far worse than they are now. We as residents are going to be heavily penalised under this scheme.</p> <p>Currently we can park outside our house as it is the access to our driveway and is the width of 2 cars. Under this scheme we will have nowhere to park on the road outside our house 24 hours a day 7 days a week as it will have double yellow lines. How is that not a far worse situation than now?</p> <p>When we then have visitors Monday-Friday between the 2 time periods quoted where are they going to park ??????</p> <p>We went to the consultation last year and at the time we went, residential parking permits were a favoured option. The group there agreed we would rather pay for a book of permits for visitors than have this proposal.</p> <p>We cannot see how these proposals aid anyone and the double yellow lines for us will cause a much bigger problem than currently exists.</p> <p>We can't believe, having lived here from the beginning in 2001, that we will not be able to park outside our own house.</p> <p>We hope that you will take notice of our concerns and change this proposal.</p>	<p>would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>Parking on a publicly adopted highway is permissible only through the consent of the local highway authority. Ownership of a property does not confer a right to park on the public highway adjacent to that property.</p>
Dunnock Road	No comments	

<p>Dunnock Road</p>	<p>We support the proposal with amendments. The proposed areas for 'no waiting at any time' seem sensible and will stop inconsiderate and dangerous parking and we agree with these.</p> <p>However, although we agree that the proposed 'no waiting between specified hours' will help resolve the situation we do feel that it unfairly penalises the residents and their visitors. For example, when our elderly family visit for the day we are not exactly sure what they are supposed to do with their car for two hours of the day.</p> <p>It is extremely unfortunate that this situation arises through no fault of the local residents (it is due to local planning policy administered by Ashford Borough Council by not requiring developers to provide enough parking spaces - green travel plans are fictional and based on ideal scenarios and do not represent real life) and we should in no way have to suffer with the solution.</p> <p>Therefore the only way we could support the proposal in full is if residents were provided with permits, perhaps 1 or 2 per household that could be used by visitors to enable them to park during the restricted hours.</p> <p><i>On balance I would have to say that we would 'Object' to the proposals if the ammendments we're not made</i></p>	<p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
<p>Dunnock Road</p>	<p>I would like to register my objection to the new parking restrictions due to be implemented in the Trinity Road area.</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all</p>

	<p>Whilst I acknowledge that there is a problem with the local office workers using our residential streets for parking and in principal I support the planned restrictions, us as residents surely need to be given one permit per household for daytime visitors. I live in Dunnock Road and if you take us as an example we have two cars in the family which are on the drive. I work from home a couple of days a week. My wife works part time but walks to work and one day a week my mother-in-law drives to us from Canterbury to look after my son whilst my wife works. If it is a day I am working from home she leaves her car outside the house on the road. If the proposed restrictions are implemented and we aren't given a permit where will she park ?? Last Friday we had Ashvale fencing come round to replace a fence panel. We were both at home. Under the new restrictions what would we have done if they had come round during the restricted hours ??</p>	<p>properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Dunnock Road	No comments	
Dunnock Road	<p>Ultimately, whilst we see the need to manage parking arrangements in light of the existing and future commercial development in the Lower Pemberton, Upper Pemberton and Trinity Road Area, a balance does need to be struck between preservation of the local area and local residents' amenities and the need for jobs and commercial development in the locale.</p> <p>We do believe that a pro-active approach to parking management should mean that both objectives are achieved; adequate parking facilities would have to be incorporated into any development strategy by necessity as a result of appropriate</p>	<p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme</p>

	<p>parking management measures being implemented on the surrounding roads.</p> <p>In Mr [REDACTED]'s letter, the consultation provides three possible responses; to support the proposal as made, to support the proposal with amendments, or, to object to the proposal. We would like to support the proposal with amendments, namely the use of resident permits or visitor vouchers so as not to restrict local residents' use of their properties (please see below).</p> <p>The obvious basis for this decision is that future parking in the area clearly needs to be managed and controlled. We do not therefore object to the proposal wholesale. That said, in its current format, the proposal made will undoubtedly restrict local residents' ability to use their property in the manner they purchased it and it may dramatically affect the locale. One of the major factors we considered when we purchased our property was to ensure parking was not restricted and was not an issue and that we were free to invite guests as and when we please. We know other residents have retired parents visiting or other family members, particularly during school holiday periods. The housing market currently means children often remain at home with their parents for much longer periods of time, meaning the number of cars in the average household has increased. Whilst we support the idea of parking control, we would oppose the proposal in its current form on the basis that residents and their guests (or even trades people) would also have to abide by</p>	<p>would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
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the restrictions during the specified restricted hours.

The obvious solution therefore appears to us to implement the restrictions but to afford local residents the opportunity to obtain parking permits/visitor vouchers so that any vehicle displaying a permit/voucher would be exempt from the intended parking restrictions during the specified hours. We could see it logical that each household affected would be provided with a set number of permits or visitor vouchers each year and, if households wished to use more than a prescribed allocation, they could apply for more from the Local Authority.

Combining implementation of the proposal with the issue of parking permits/visitor vouchers to residents would clearly eliminate the problems associated with congestion and commuter parking arising from the (ongoing) commercial developments but would enable residents who purchased their properties on the basis they could have visitors or park in the area they live at any time, would still be able to do so provided a permit/visitor voucher was displayed. We think it also worth pointing out that the interests of those residents who support the proposal in its current form would not be prejudiced in any way if the proposal was amended to allow for the use of resident permits/visitor vouchers.

We do not consider our response contentious and firmly believe it can only serve to strike the balance between managing and controlling parking in the area whilst also preserving residents' use and enjoyment of their properties without unnecessary interference.

	<p><i>We would object to the proposal being implemented if it could not be implemented with the amendment we previously proposed</i></p>	
Dunnock Road	<p>Distance <u>BETWEEN</u> roundabouts Trinity Rd -> Aylesbury/Dunnock should be ALL <u>double</u> yellow lined. This is the most dangerous 'turn left' on the estate (Dunnock -> Aylesbury) due to parked cars. Rest of Plan -> 'About time!'</p> <p><i>Fully in favour of proposed restrictions</i></p>	<p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of either junction (Aylesbury Road/Trinity Road and Aylesbury Road/Dunnock Road), there is little justification to prohibit waiting in this location.</p>
Dunnock Road	<p>I FULLY SUPPORT your proposed scheme of parking controls in Goat Lees Residential Estate, Ashford.</p> <p>You should also note that any residents objecting to the scheme on the basis that they can't park in the road outside their own house for the two hour restrictions proposed should not be allowed to do that anyway under the terms of their deeds. Any objections on this basis must therefore be declared null and void</p> <p><i>Additional Comments:</i></p> <p>I fully support the proposed scheme of parking controls in Goat Lees Residential Estate, Ashford.</p>	<p>Any restrictions governing on street parking included within the deeds for a property by the developer will cease to be valid once the road in question has been adopted into the public highway network. All the roads within the Goat Lees estate have been adopted by Kent County Council (the local highway authority) and as such the only restrictions precluding residents from parking on street within the estate are those accounted for under a Traffic Regulation Order.</p>
Dunnock Road	<p>As a resident of Dunnock Road I OBJECT to the proposed</p>	<p>The creation of a residents' exemption</p>

	<p>yellow lines. The lines the council are proposing are not only restricting the office workers but also us as residents, the residents family and residents guests.</p> <p>I put forward that all residents be exempt to allow us to park outside or near our houses. This can be done through a ticket that is to be displayed in residents or residents guests cars.</p>	<p>permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Muscovy Road	<p>I am writing to express my concerns over the proposed restrictions on the Parking, outside our house. Will residents receive parking permits to allow family, friends, etc, to visit our dwellings in the restricted parking areas?? I understand that you are trying to stop the over parking on our streets, but this is causing a lot of concern to many people. We would support the scheme, only if residents were issued with permits to put on their windscreens, when family, friends, and tradesmen, etc, we're visiting, without fear of a parking fine.</p> <p><i>We would object to the proposed scheme if the amendment was not included. We are both retired, and we are home most of the day, we have parking on our drive, for our two vehicles, so if we have a visitor, or workman etc, at our home, where would they park in the restricted times, without getting parking fines?</i></p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Muscovy Road	<p>Although not stated in the letter, details found on line confirm that the proposed restrictions where single yellow lines are</p>	<p>As the scheme proposals are designed to curb overspill parking from the business</p>

	<p>marked will apply at the specified times only Mon-Fri which is an important factor for us.</p>	<p>park, the limited waiting restrictions would serve little benefit at weekends.</p>
<p>Muscovy Road</p>	<p>My reasons for objecting are as follows:- 1. Residents are being penalised because of the apparent lack of parking at Eureka Business Park. The issue should be solved by those businesses, not by the residents of this area. 2. Visitors to my house will have nowhere to park. My two children and my partner who all have cars and live in separate locations visit regularly during weekdays and weekends, frequently at the same time and frequently for more than one day - where will they park? My driveway has space for two cars. Aside from my own car (& another that I own in the garage) that leaves potentially two other cars with nowhere safe at all to park. I have marked on the plan where visitors currently park (the area where it is intended to put double yellow lines). The lesser restricted areas (also marked on the plan) are not a safe place to park and obviously do not solve the issue of disallowing stays of longer than a few hours. 3. Other residents in the cul de sac of Muscovy Road also very regularly have visitors - your plans will make it impossible for visitors to park anywhere. 4. The area that we invested in and reside in was designed to allow a certain amount of safe parking - your scheme completely removes this right of the residents. 5. These restrictions are highly likely to effect the value of our properties - I would not purchase a property with such restrictions in place. Will Council Tax be reduced? 6. Of lesser importance but none the less an issue is that the painting of various yellow lines along our streets will be unsightly. Additionally, I do not understand why, if this ridiculous</p>	<p>All residents of Muscovy Road have access to private, off street parking as an alternative to parking on street. As on street parking is possible only by licence of the local highway authority, it cannot be considered part of an individual household's amenity.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed</p>

	<p>plan proceeds, that it is necessary to insert double yellow lines to the side of my property rather than single yellow lines - what will that achieve apart from huge inconvenience to residents? Surely the only way forward is to stop any further development of Eureka Business Park until ample parking is provided on-site and to insist that more parking is made available on-site by those already in residence. When planning permission was granted to these developments was parking not a consideration? The extremely obvious resolve to this perceived problem is to issue parking permits to residents and have temporary permits made available to their visitors. This should be funded by revenue from parking fines and / or the council tax revenue from the businesses at Eureka Park. To avoid the possibility of these temporary permits being "given" to non-visitors each household could be restricted to 3 permits per weekday. At the very very least you must consider limiting any proposed parking restrictions to Mondays through to Fridays excluding Bank holidays. At least then we shall be able to welcome visitors in the evening and at weekends. If given the choice between your proposal and no action being taken then I would definitely prefer that no action was taken and thereby retain the basic privilege of being able to welcome visitors who happen to own a car at any given time. The area's around my property that are to be designated limited waiting are both junctions and pinch points and parking in these areas will cause considerable hazard to pedestrians and to other road users. The area where double yellow lines are planned are perfectly safe to park and are at the widest points of the street.</p>	<p>to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p> <p>As the scheme proposals are designed to curb overspill parking from the business park, the limited waiting restrictions would serve little benefit at weekends.</p>
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	<p>If visitors to the estate park on the limited waiting areas they will be parking on corners and, according to the plans, over the access road and driveways to house numbers 19 through to 29! (this is the area I have highlighted as a dangerous area to park on the pdf attached to my original email). An on-site inspection of these areas which show that it is virtually impossible to park a vehicle beside the curb due to the curvature of the road. Any vehicle parked here will be protruding at an angle into the road.</p> <p>Is it possible that the plans are in fact incorrect and the restrictions have been reversed? It would be far more logical for the corners to be double yellow and the side of the property to be limited waiting.</p> <p>It is very clear when looking at the previous proposals that the outcome, or proposed plan, has moved away from the initial objective, has become confused, and instead will create greater problems (particularly concerning road safety) than those perceived to currently exist.</p>	
Muscovy Road	<p>We OBJECT to the proposal. reasons:</p> <ul style="list-style-type: none"> i) Excessive and inappropriate Double Yellow Lines ii) Lack of a Residents Parking Sceme 	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to</p>

		private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Muscovy Road	No comments	
Muscovy Road	No comments	
Muscovy Road	No comments	
Siskin Close	I would note that for the single yellow line areas some policing will be required to make the changes effective, especially in the early days. Other than that I think this is a very positive step and will hopefully improve the safety and improve the standard of life on the estate.	The allocation of resources with regard to management of the scheme will be proportional to the level of contravention and subject to the demands of other areas within the borough as a whole.
Siskin Close	<p>I write to object strongly to the proposed parking restrictions on the Goat Lees residential estate on the grounds that the proposals are not meeting residents' needs nor are they tackling the root cause of the problem.</p> <p>The root cause of the parking issues around the Goat Lees estate is office workers using our streets for free parking - note it is not necessarily overspill parking - but it is free. The solution should be to ensure that sufficient parking is made available to employees on site at the business park - if necessary by the businesses occupying the office premises to fund the parking permits for the on- site car parks themselves. Some of the office</p>	<p>All residents of Siskin Close have access to private, off street parking as an alternative to parking on street. As on street parking is possible only by licence of the local highway authority, it cannot be considered part of an individual household's amenity.</p> <p>The comments received during the previous informal consultation, as well as resident feedback to the Ward Councillor and Parish Council, have been taken into</p>

	<p>occupiers pay for employee parking, others don't. There was never a problem before the offices became occupied. One of the largest office occupiers, Verifone, has recently purchased additional parking spaces so that all permanent staff now have a space on site, and they are now following up on space for temporary employees. The problem stems from the office development, not from residents of the estate.</p> <p>The area impacted by the proposals is a residential estate and was designed as such. It is reasonable to expect that occupiers (the 'customers' of the proposals) will themselves need to park on street in the same way they have done for the past 10 years, and that their visitors will also need to park on street. I need to park on the street as our driveway is not big enough for my car (and we are quite unique as we do actually use the garage to house a car rather than for general storage). I will continue to need to park on the street in the same place I have done for over 5 years - my car will not disappear when I am at home, and I may be at home on some weekdays and should not be made to feel like a criminal for parking in a safe location outside my own home. Imposing restrictions on the residents themselves is simply unfair and unnecessary, and could be deemed a violation of our human rights. The properties were purchased as residential properties with on-street parking available - this was part of the original planning consent for the development. Is a reduction in council tax going to be forthcoming to compensate for the reduction in residential amenity that would be the direct result of the proposed scheme? No other similar housing estates</p>	<p>consideration in the design of the scheme proposed in this consultation. To implement the scheme now proposed without consultation would be to act in breach of the powers granted under the Road Traffic Regulation Act (1984), and should objection be received to the scheme the reports of the consultation will need to be reported to the Joint Transportation Board for review.</p> <p>The highlighted comments refer to properties to the south-east of Trinity Road which are (with the exception of a small part of Hurst Road and key junctions with Trinity Road) not subject to restriction under these proposals. The point made by this passage of the informal consultation report further expands on the relative 'need' for on street parking taken in context of the amount of private off street parking each property has access to in the area.</p> <p>This scheme addresses traffic congestion arising from overspill business parking within the roads in question, and does not focus on planning matters, which should</p>
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	<p>in Ashford have such parking restrictions so why blight this estate, both visually and practically? If we are unique in having this problem, then we need a unique solution.</p> <p>The recommendations and decisions that have lead up to this consultation have been done behind closed doors without direct input from the general residential population . There are no public records of any discussions that have taken place other than the original informal consultation, and individual households have not actually been asked for their views on different solutions. Furthermore, the small group of residents that debated various options were not a statistically significant representation of the estate population, and neither do they have the authority to inflict their preferences on the larger population. This was borne out in the conclusions of the informal consultation. I have voiced my concerns on the proposals that were reviewed in the informal consultation directly and requested that residents have exemption or parking permits but this has not even been offered. Why not? I know I am not alone in asking for this as I have heard and read the same idea from other people on the estate.</p> <p>Residents are, in effect, being presented with a 'fait accompli' and have been told 'this is all going ahead'. Many are under the impression that this formal consultation is merely a token gesture and that decisions have already been made. The informal consultation had a low response rate (20%) which indicates there is relatively little support for any scheme of</p>	<p>be addressed to the relevant planning officers.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The references to unallocated parking within the Manual for Streets refer most commonly to not allocating specific on street or shared parking court spaces to specific properties in order that visiting traffic can take advantage of empty spaces within an area. The most pertinent references to flexibility deal with use of spaces by multiple user groups - not limiting use to a single user group. Principally, it should be noted that the Manual for Streets is a planning document intended to aid in the design of streets and parking provision, and not intended to govern parking management in existing developments.</p> <p>Displacement is a consequence of any parking scheme which will prevent parking in locations previously used, although the</p>
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restrictions. The informal consultation report, does, however state a key fact:

17. The area covered by the consultation contains a range of different development styles and ages. Those properties to the north-west of Trinity

Road (particularly those roads closest to the Eureka Business Park) generally consist of family homes with generous within curtilage parking provision. Properties to the south-east of Trinity Road however generally possess less dedicated parking, with many properties relying on a combination of parking in remote garage / parking courts and shared on-street provision. As such there is considerable variance road by road in the dependence the residents have on the availability of on-street parking both for their own use and that of their visitors.

If on street parking is no longer available to residents, will the council now revoke planning consents where on plot parking has been allowed to be converted into residential space? These were allowed because street parking was available to residents yet obviously this will no longer be the case in the areas where restrictions would be imposed. Will ABC also review it's own Residential Parking SPD accordingly? Has this even been referenced?

Infrastructure has been put in place to cope with the increased volume of traffic in the area (Junction 9 and Drivers roundabout widenings), yet the same cars now need to disappear when they

key factor is where this displacement will occur. It is the intention that implementing the proposals within the five roads in question will push business park users to their on-site parking rather than adjacent streets, due to the increased distance between parking place and end destination.

The wholesale prohibition of non-residential parking within an area is not a measure that makes optimal use of the parking amenity of an area or one that can be justified under the relevant legislation (The Road Traffic Regulation Act 1984).

The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.

arrive home! This is and will remain a residential estate yet this key fact is being overlooked. Constricting parking provision at the point of trip origin is not the solution for residents.

In the case of Siskin Close, a significant area which is currently now used by residents for parking their own vehicles, where Siskin Close joins Dunnock Road, will have double yellow lines imposed under this proposal (see plan excerpt below, note the amount of red lines at the end of Siskin Close and Dunnock Road). The result of this will be displaced parking - the residents' cars won't disappear when they arrive home! This will therefore have a knock-on impact on other parts of Siskin Close, Dunnock Road and Muscovy Road. The parking by residents of their vehicles in this area has not caused any problems at all - after all they live there and know whose car is whose, so park considerately.

The Department for Transport Manual for Streets states that we 'need to optimise the role of the street for the purposes of unallocated, flexible car parking' which makes these restrictive proposals even more disappointing.

'8.3.5 Local planning authorities will need to consider carefully what is an appropriate level of car parking provision. In particular, under-provision may be unattractive to some potential occupiers and could, over time, result in the conversion of front gardens to parking areas (see box). This can cause significant loss of visual quality and increase rainwater run-off, which works

The reduction in scope of the scheme from the informal consultation reflects the observed effects of overspill parking as reported through the consultation responses received.

against the need to combat climate change. It is important to be aware that many disabled people are reliant on the use of the private car for personal mobility. Ideally, therefore, layouts should be able to accommodate parking provision for Blue Badge holders.

Car parking provision for new homes CABE research found that car parking remains a significant issue for residents and house buyers. Many people feel that the design for a new residential development should accommodate typical levels of car ownership and that the level of parking in new developments is often inadequate for residents' and visitors' demands. There was a general feeling among buyers of new homes that apparent attempts to restrict parking in order to curb car ownership were unrealistic and had little or no impact on the number of cars a household would require or acquire. (DFT Manual for Streets).

The need for residential parking is also reflected in ABC's own Residential Parking SPD, note the reference to 'sensible rebalancing of space' and that the street is a 'flexible resource which can help reconcile differences in parking needs over time and which will be complementary to allocated provision':

1.4 Thirdly, to ensure that the role of streets as places that can accommodate parking is maximised. As a generality, residential environments are being created at a higher density than in previous eras. Surface parking can take up valuable surface space within a scheme, particularly in the middle ground of the

density spectrum (typically 30-70 dwellings per hectare) where basement/undercroft parking can be economically unviable. Providing an unallocated parking resource as part of street design helps reduce land take for parking against a background of needing to use land efficiently. This flexible resource can help reconcile differences in parking needs over time between households and will be complimentary to allocated provision. This approach is not one that dictates the need for more space; moreover, it is about the sensible rebalancing of space.

The most practical solution to the problem would be to have resident exemption or parking permits, with sufficient available for each property to include both occupants and visitors, so that the residential amenity of the property occupiers is not negatively impacted.

I have seen acknowledgement from ABC that the proposed restrictions 'may displace additional vehicles which cannot be parked within the curtilage of a property at the stated times' - translated into real life this means residents would need to nip outside at 9.59 and move their car further up the estate to park outside someone else's house, maybe Dexter Close as that's the nearest unrestricted street -and thus create another problem!! How crazy is that? Referring to displacement may sound nicely neutral but the reality is anything but that. Or are we now going to have a genie provided to each household by ABC so we can make our cars vanish in a puff of smoke when the clock reaches 10am?

Having residential/guest exemption from the restrictions would mean that Eureka business park occupiers would not be allowed to park on the residential streets, but residents themselves and their visitors would. So this would impact those who shouldn't be parking on the residential streets, but not have a negative impact on the residents themselves. We appear to be in a unique situation here, so we need a unique solution, not to be told that permits 'are generally limited to one per household without off street parking'. Reality-check time - we need a customer-focused solution, that meets residents needs and achieves the overall objective of eliminating 'free' parking by office workers.

I note that these proposals cover a reduced area from the previous informal consultation. Surely this now creates a significant risk of overspill from the affected area as well as displacement of residents' vehicles into the neighbouring streets, such as Galloway Drive, Dexter Close and Sandyhurst Lane? Why not have the same restrictions across the whole area, but with resident exemptions throughout? There are footpaths between Galloway Drive, Sandyhurst Lane and Muscovy Road, which would be a very easy walking route for office occupants to use if they wanted to park there instead and walk through to the office site.

I would suggest that members of the Engineering Services team, along with Joint Transportation Board, have a site visit to

	<p>Siskin Close at 10am on a weekday, under simulated conditions so they experience first hand the impact of the proposals:</p> <ul style="list-style-type: none"> - This means there will be no parking on site, just as it would also be for residents. - They should either use public transport (E line or C line buses, or park in the neighbouring streets where restrictions won't be imposed, eg Dexter Close, Sandyhurst Lane - use the footpath link as mentioned above). - The meeting point would be mid way up Siskin Close, outside no. 13 where the notice of these proposals is displayed. - Living the proposals in the same way the residents would be impacted by them is the best way to appreciate the situation - if the representatives aren't prepared to do this then their opinion simply won't be valid. <p>As the 'customer' of the proposals, I urge you to tackle the root cause of the problem, not the symptom, and then join it up with your own planning policies. This proposal is the equivalent of using a sledgehammer to crack a nut - it is vastly inappropriate and will have a negative impact on the very people it was meant to benefit.</p>	
Siskin Close	<p>Broadly, I support the proposed restrictions. On-street parking from the adjacent developments has increased significantly over the past few years and shows no signs of slowing. Quite apart from the problems this causes for residents and visitors finding their own places to park, inconsiderate parking makes it difficult for deliveries and for pedestrians to cross the road or use the</p>	<p>Whilst the roads in question are (with the possible exception of the Aylesbury Road Square) only wide enough to support parking on one side, it was determined that the scheme should not dictate on which side of the road motorists may or</p>

	<p>pavements safely. On one occasion, cars parked at the entrance to Siskin Close prevented an ambulance from entering the street and a casualty had to be wheeled down the middle of the road on a trolley.</p> <p>This brings me onto my only reservation about the proposed restrictions. It is proposed that the whole of Siskin Close (except for a small area at the entrance) be single-yellow lines. It is often the case that motorists park on both sides of the road, with cars staggered so as to form a kind of chicane. It is precisely this which causes difficulty for large vehicles, and it will not be prevented by the proposed restrictions. Further, it is not proposed to protect the turning circle at the head of the close, nor the area opposite the entrance to the shared driveway near the entrance to the close. Parking opposite this driveway prevents large vehicles from entering or leaving that roadway.</p> <p>I suggest, therefore, that double yellow lines be imposed along the whole of the even-numbered (east) side of Siskin Close, and around the head of the close, until they are level with the western edge of the main part of the road. This would keep parking to one side of the road, and protect the turning circle without unduly restricting parking. You will note that it would prevent me from parking outside my own house so I hope that it is obvious that I propose this from the wider good rather than out of self-interest.</p> <p><i>I would still support the proposal if the amendment were not</i></p>	may not park.
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	<i>possible</i>	
Siskin Close	<p>My family object to the proposed parking restrictions for the Goat Lees estate as these do not benefit residents. The proposals are a restrictive solution not a constructive one. They do not seem to have taken residents needs into account at all, even though I have given input and requested resident exemptions. This is a housing estate so residents and their guests need to be able to park on the streets at any time of day. The estate was designed so that street parking was available and many households rely on street parking in addition to their own driveways. It is quite usual for guests and people visiting for work reasons (eg gas service, sky installations), to park along our streets and this doesn't cause a problem at all. This is a normal part of life, not something that should or can be timetabled around parking restrictions. We residents should not be subject to restrictions - we are the innocent householders who have done nothing wrong. The problem parking comes from office workers who <u>chose</u> to park on our estate because it is free to them, rather than use their on-site car park which is payable. Many residents, including myself, do not work 'conventional' office hours so need to be at home during the hours the scheme will restrict parking. I sometimes need to park my vehicle on the street outside my own home, where it does not create a problem, and should be able to continue to do so. This is where I live. My daughter attends Goat Lees Primary School and I sometimes attend school functions, which also occur during the proposed times that parking restrictions would be in effect. Surely I should be allowed to park outside my own</p>	<p>Parking on a publicly adopted highway is permissible only through the consent of the local highway authority. Ownership of a property does not confer a right to park on the public highway adjacent to that property.</p> <p>Displacement is a consequence of any parking scheme which will prevent parking in locations previously used, although the key factor is where this displacement will occur. It is the intention that implementing the proposals within the five roads in question will push business park users to their on-site parking rather than adjacent streets, due to the increased distance between parking place and end destination.</p> <p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to</p>

	<p>home so that I can walk to the primary school to be at her school events? Under the proposed restrictions I wouldn't be allowed to do so! How completely ridiculous! There is a significant area of double yellow lines proposed near my street and at the moment this is used by residents for parking along one side of the road. Where are they supposed to park if double yellow lines are introduced as proposed? Their cars (and parking needs in general) won't disappear by magic when they arrive home! The yellow lines will in effect create parking pressures on other areas of the estate where there are currently no problems. Far from addressing the actual cause of the parking problems, the parking scheme will have a significant adverse effect on the people who live on the estate. the only way to have the right effect is to have a scheme which caters for residents' needs, by having exemptions for residents and their guests. The proposed scheme does not do this so is not acceptable at all. There appears to be a complete lack of joined up thinking in all of this. The parking issues are a direct result of the office development itself; they are not related to the residents of the estate, we are the victims of the problem! Please ensure the proposed scheme is thrown out - it is completely unacceptable.</p>	<p>limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Siskin Close	<ol style="list-style-type: none"> 1. In the areas you propose to put double lines, the people INCLUDING RESIDENTS who currently park in those areas will start to park in the nearby single line areas such as Siskin close. So we will be more congested than at present. 2. I do not believe that a significant amount of cars currently parking on the road are non residents. 3. I have recently bought this house. I would not have bought it if 	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all</p>

	<p>i had known the council wanted to dictate when my friends could visit/park.</p> <p>4. The block paved close is attractive. It will be spoilt by yellow lines.</p> <p>5. If you have to do something (I don't think there is a problem, but..) you should issue free residents parking permits. Whomever proposed this I find hard to believe actually lives here. It should be up to the residents to decide.</p>	<p>properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>
Siskin Close	<p>My family are residents of Siskin Close in Kennington. We have recently received the notifications in relation to the proposed parking controls on the Goat Lees residential estate.</p> <p>Whilst we are supportive of the overall reasons for parking restrictions to be in place, to minimise the overspill of required parking from the Eureka Business Park, we are opposed to the restrictions that are also being placed on residents in relation to both single and double yellow lines. Many of the properties on the estate have minimal off road parking and therefore on road parking is required. This requirement is increased when family and friends visit etc.</p> <p>In short, on road parking for residents is necessary at all times of the day and night, where both double yellow lines and single yellow lines are proposed, and therefore we formally object to this proposal.</p>	<p>The double yellow lines proposed as part of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so.</p> <p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p>

	As an alternative, is there an option for residents to be exempt from the parking proposal perhaps through a parking permit system?	
Siskin Close	<p>I support the proposed parking scheme with amendments.</p> <p>I would suggest residents be allowed one or two parking permits to allow for their second vehicles or visitors to be able to park during the restricted times.</p> <p>The real issue here is employees of the local businesses parking in our streets not the residents themselves.</p> <p>The real issue here is employees of the local businesses parking in our streets not the residents themselves.</p> <p><i>I would have to object if the proposal will restrict residents to only one vehicle per household as most of the homes on siskin close only have off street parking for one car.</i></p>	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Siskin Close	No comments	
Siskin Close	No comments	
Siskin Close	i brought my house which only has parking for one car .need road to park other cars .it seem so obvious that the council cocked up and need to put in more parking around offices .or give residents parking permits	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits.

		The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.
Snipe Close	I am writing to register my support for the proposed Goat Lees parking scheme. I live in Snipe Close and also work locally (although not in the new offices causing the parking problems) so regularly see first hand how the current arrangements are affecting residents here.	
Snipe Close	No comments	
Snipe Close	Residents should be exempt and be issued with permits as our household has three cars and will be unable to park at our property. Trusting you will consider issuing permits for residents. With respect we have more than two vehicles in our household as there are four adults. Where should we park the other vehicles between the hours that are restricted? Having spoken to neighbours we are at a loss to understand why resident parking is not permitted? my mother lives in Norwood gardens and she has a resident parking permit and also has off road parking!!!	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.

ADDITIONAL COMMENTS

Response from	Comments received	Officer's assessment
Dexter Close	<p>We mostly support the proposal for double yellow lines in some parts of the Goat Lees estate plus single lines preventing all day commuter parking in much of the estate. We propose an amendment for Dexter Close. The current proposal for double yellow lines in Trinity Road will result in parents parking in Dexter Close at school closing time. The restricted parking near the offices may push all day parking up to Dexter Close. When cars park in Dexter Close between the vehicular accesses to numbers 1-8 and 10 Dexter Close and Trinity Road any car turning left into Dexter Close is at risk of driving into the back of a vehicle parked on the left or into the front of a car leaving Dexter Close and driving round a vehicle parked on the other side. We propose that the very short double yellow lines at the entrance to Dexter Close be extended ideally to the vehicular accesses to numbers 1-8 and 10. As a compromise the double yellow lines should extend at least as far as the front elevations of the garage to number 2 Dexter Close.</p> <p><i>On balance, we would support the restrictions. (if the amendment requested could not be made)</i></p>	Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of the Trinity Road/Dexter Close junction, there is little justification to prohibit waiting in this location.
Dexter Close	We support the proposal but have concern that the business parking may shift to Galloway Drive and Dexter Close since there is a short footpath to connect these roads to Dunnock Road. We trust the parking restriction will be extended to these roads should this occur.	Any extension to the scheme to include additional streets at a later date would be subject to further scheme design and consultation.
Dexter Close	<p>1 There is an error on your plan as there is a second bus top on Trinity Road that does not appear on the plan.</p> <p>2 The letter addressed to me was postcode [REDACTED]. I live at</p>	The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to

	<p>██████████!</p> <p>3 As things stand I would object to the proposal unless point 4 is addressed.</p> <p>4 No mention is made of what provision you are making for visitors to residents. Example. The grandparents are coming to stay for 3 days. On day 2 the family are all going out for the day so are unable to move the car. Is some disc or permit being given to affected residents? You cannot expect visitors to have to rush out and move the car for an hour.</p> <p>5 If point 2 is not taken into consideration then you are penalising the residents over Eureka Park and these people bought their homes in good faith and I expect those directly involved will vote against the proposal.</p> <p>6 This problem has arisen because of a lack of forethought by Ashford Borough Council when granting planning permission for construction of the business park. It is no good saying use public transport as people come from various towns to work there.</p> <p>7 Any further planning must have sensible provision for parking on Eureka Park. Short term parking for people who attend for meetings and daily parking. I appreciate any charge for said parking is out of your hands but stipulation needs to be made in any future discussions.</p>	<p>private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>
Dexter Close	No comments	
Freathy Lane	<p>May I say we welcome these proposed parking controls as we have noticed since being here what a problem careless parking has created. At the junction of Freathy Lane with Trinity Road, for example, we experience daily problems as vehicles park at</p>	<p>This scheme addresses traffic congestion arising from overspill business parking within Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes.</p>

	<p>the entrance to Freathy Lane dropping off and waiting to collect children from the nearby Towers School. Freathy Lane is a narrow estate road ,single track with passing places and turning bays, and this practice creates real safety concerns including access for emergency vehicles. We are pleased to see that it is proposed to extend the current no parking restrictions at the entrance to the estate , although I have to say the current double yellow lines are ignored by many car users. The only concern we would have with the proposals would be that vehicles may park further down Freathy Lane and as the road is mainly single Track this may create problems elsewhere . Consequently we wondered whether it would be worth considering applying double yellow (no parking) restrictions in the various passing places and Turning bays to prevent parking in these areas. As a principle perhaps this could apply to other estate roads in the vicinity.</p>	<p>Observations have not borne out a need for restrictions within Freathy Lane beyond those already in place. Any extension to the scheme to include additional streets at a later date would be subject to further scheme design and consultation.</p>
Hereford Close	<p>I am concerned that the map available on the consultation site does not include the restriction details that you talk about in your letter. i.e. junctions of Dexter Close and Guernsey Way and Trinity Road. Please could you update this information.</p> <p>I am extremely concerned on the amount of restricted parking and the distance it covers. Have the NHS and other businesses on Eureka park now negotiated further parking spaces that have become available? Is this just the start I wonder and how far will these restrictions advance on the other side of the road. What was the outcome with regard to Guernsey Way?</p>	<p>The plan on the consultation site shows the full extent of restrictions proposed as part of this scheme, which are minimal for the roads to the south-east of Trinity Road.</p> <p>An increase to the parking capacity at the Eureka Business Park site has now been completed and opened, and several businesses on the site have purchased additional spaces within the extended car park. Increased uptake of the expanded car park facility at the Eureka Business Park will take place over time, particularly for occasional users of the park.</p>
Hurst Road	<p>I am writing to confirm my support for the proposal with one</p>	<p>The double yellow lines proposed as part</p>

minor amendment.

I live at ■■■ Hurst Road (■■■■■■■■■■). Under the current proposal 109 and 111 are the only houses with double yellow (no waiting at any time) lines directly outside their properties. I do not believe I am being disingenuous in questioning why the lines have been stretched beyond the archway standing past 111. I can see no valid safety reason why the lines could not stop at the archway. As it stands these two properties are the only houses affected across the whole immediate complex, incorporating many residential properties. All other residents will be able to continue to park outside their properties as they have always historically done. In stark contrast, I have two young children, under the new scheme i will have to park over 75 yards from my front door. This in my opinion presents a greater risk to my children who will have to walk along a busy thoroughfare regularly populated by large vehicles, including a busy bus service.

In summary, I propose this minor amendment in order to ensure parity among all local residents, to maintain a safe environment for my children and simply because I can perceive no valid reason, safety or practical, why the yellow lines need to stretch past the archway.

I am in principle in support of the proposed implementation of parking restrictions. I do though maintain my caveat – that I do not believe that the double yellow lines need to extend to outside 109 Hurst Road. As outlined in my previous email, this seems profoundly unfair, unnecessary and simply means my young children will have to negotiate a 75yard walk alongside and crossing traffic.

of this scheme serve a necessary safety purpose by prohibiting parking in locations where it would be unsafe to do so. In this specific case, the double yellow lines are designed to prohibit parking in a location which would impede the free flow of traffic (including public service vehicles) through Hurst Road.

<p>Jersey Close</p>	<p>I would just like to notify you that we Support the proposal but would like to see the yellow line on the entrance to Jersey Close extended up to the entrance of Frisian Way as this is a narrow point in the road and with cars parked opposite the entrance to my drive I can not enter or exit during school dropping off and pick up times.</p> <p><i>I will support the proposed restrictions.</i></p>	<p>This scheme addresses traffic congestion arising from overspill business parking within Aylesbury, Dunnock and Muscovy Roads and Siskin and Snipe Closes. Observations have not borne out a need for restrictions within Jersey Close beyond those already in place. Any extension to the scheme to include additional streets at a later date would be subject to further scheme design and consultation.</p> <p>Any on street parking can be viewed as an obstruction, however as parking in this location would not prevent the free flow of traffic along the road and would not intrude within 10 metres of the junction of Jersey Close/Trinity Road there is little justification to prohibit waiting in this location.</p> <p>There is no prohibition within the Highway Code to prevent parking opposite a property access.</p>
<p>Rothbrook Drive</p>	<p>my suggestion is to allow free parking all day in back of houses 26 - 22 in Rothbrook Drive to allow those people to park next to their homes and avoiding their parking elsewhere</p> <p>End of Hurst Road comes to end of Rothbrook Drive. 5 houses with addresses 21-26,Rothbrook Drive have their back gardens with gates along Hurst Hurst Road.</p>	<p>No restrictions are proposed in this location as part of these proposals, and the distance between this point and the limit of the proposed scheme means that displacement of traffic to Rothbrook Drive from the scheme area is very unlikely.</p>

	<p>They park they cars behind their houses in Hurst Rd because:</p> <ul style="list-style-type: none"> -they can see them from they houses -that is the quickest way to curry shopping home -that is where they put their rubbish for collection <p>Therefore it makes sense not to put any parking restrictions there .</p> <p>I have not notice any additional cars (not belonging to our local residents) parked in this area.</p> <p>I worry that restrictions in Hurst Rd will cause problems in 'our' parking in front of houses 27-31 Rothbrook Drive, which is allready full.</p>	
<p>No address details provided</p>	<p>I am a resident on Goat Lees and I am not in favour of the single yellow lines being placed on the residential roads, unless residents will be given visitors permits in order to allow visitors to be able to park during the restricted times. I feel very strongly that it is not the residents fault that planning permission was given to the eureka business park without adequate parking facilities being a condition and therefore residents on the neighbouring residential site are now inconvenienced.</p>	<p>The creation of a residents' exemption permit scheme is difficult to justify as all properties within the roads subject to limited waiting restrictions have access to private off street parking as an alternative to on street parking. Such a scheme would require intensive enforcement and would likely have a low uptake of permits. The possibility of a residents' exemption permit scheme for the area being self-funding is therefore minimal.</p> <p>Planning concerns should be addressed to the appropriate Planning and Development Officers, and are not the subject of this consultation.</p>