

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th December 2014

Report Title: Godinton Ward Order 2014

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:

This report details the results of a formal consultation conducted between 23rd October 2014 and 14th November 2014 on a proposed scheme of parking controls for certain roads within the Cobbs Wood industrial estate, Repton Park residential estate and Godinton Park residential estate, Ashford; presenting Officer's analysis and further recommendations.

The scheme proposes the introduction of waiting restrictions to address safety and movement issues related to obstructive parking practices at various locations within the Repton Park estate, Cobbs Wood Industrial estate and within Loudon Way. The scheme also proposes alterations to and the introduction of restrictions in Chart Road, Sackville Crescent, Sir Henry Brackenbury Road and Templer Way.

On assessment of the representations made during the consultation period it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation of the scheme as proposed should be recommended by the Board.

Key Decision: NO

Affected Wards: Godinton (Ashford)

Recommendations: **That the Board consider the results of the formal consultation and recommend implementation of the restrictions proposed.**

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 11th March 2014

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Report Title: Godinton Ward Order 2014

Purpose of the Report

1. This report details the results of a formal consultation conducted between 23rd October 2014 and 14th November 2014 on a proposed scheme of parking controls for certain roads within the Cobbs Wood industrial estate, Repton Park residential estate and Godinton Park residential estate, Ashford; presenting Officer's analysis and further recommendations.

Issue to be Decided

2. The Board are asked to consider the results of the formal consultation and recommend either:
 - a. Implementation of the scheme as proposed
 - b. Implementation of the scheme as proposed with a supplementary consultation on additional measures
 - c. Implementation of the scheme as proposed (deferred for no longer than 18 months from the commencement date of the formal consultation)
 - d. Abandonment of the scheme

Background

3. The scheme in question has been proposed to address three prioritised scheme requests (Nos. 1, 8 and 9) as recorded on the 2014/15 'Prioritised List of Requested Parking Controls for Investigation and Implementation' as agreed by the Board at its meeting of 11th March 2014, and have been put forward to address safety concerns from residents, businesses and the Ward Members.
4. The scheme (shown in appendices 1 to 3) proposes various restrictions to address safety and movement issues related to obstructive parking practices within Godinton (Ashford) Ward. Owing to the consultation responses received and the wide area that this scheme covers, Officers have effectively broken the scheme down into three areas – the Cobbs Wood Industrial Estate, Loudon Way and the Repton Park residential estate.
5. Within Cobbs Wood the scheme proposes the introduction of 'no waiting at any time' restrictions at the principal ingress points into the estate from Chart Road, and the removal of certain lengths of working day (Monday to Saturday 8am to 6pm) waiting restrictions in areas where on-street parking can be tolerated without presenting an obstruction to junctions or vehicular accesses to premises on the estate.
6. Within Loudon Way the scheme proposes the introduction of 'no waiting at any time' restrictions between and including its junctions with Chart Road and East Lodge Road to address issues of obstructive parking around these junctions on the main access road into the Godinton Park residential estate.

7. Within the Repton Park estate the scheme proposed 'no waiting at any time' restrictions at various locations on Sir John Fogge Avenue, where obstructive parking practices cause frequent issues for the bus service through this area; and on Repton Avenue and Sir Bernard Paget Avenue where regular obstructive parking practices occur in the vicinity of the Waitrose store. These plans have been presented to and discussed with the residents association at Repton Park, where no comments were made prior to the start of consultation.
8. The scheme also proposes introducing 'no waiting at any time' restrictions to prevent obstructive parking on Chart Road, Sir Henry Brackenbury Road and Templer Way and proposes a reconfiguration of certain restrictions on Sackville Crescent which would facilitate the introduction of bus stop clearways and increase the overall number of parking spaces within the street.

Consultation

9. Formal consultation was conducted between 23rd October and 14th November 2014, with letters and relevant plans sent to a total of 490 affected residential and commercial properties as well as 29 statutory consultees. Notices of intention were published in the Kentish Express and displayed within the affected streets, and copies of plans, the proposed order, the statement of reasons and notice of intention were made accessible for public viewing at the Ashford Gateway, Sessions House (Maidstone) and on the Borough Council's website.
10. 22 public responses were received through the course of the consultation (including 2 responses from the same property). For the purposes of geographic analysis, Officers have grouped multiple responses from a single property and represented these as one response within the report – giving a total of 21 public responses, equivalent to 4% of all properties directly consulted. Responses were also received from 3 statutory consultees.
11. On analysis of the comments received, Officers have been able to divide these responses into three categories, addressing Repton Park, Cobbs Wood and Loudon Way individually. Comments received from all respondees have been included within appendices 4-7.

Repton Park

12. The largest number of responses was received in regard to the proposals for Repton Park, where 5 responses indicated support for the proposals, 5 objected and 2 responses did not provide a clear indication of support or objection to the scheme.
13. The twelve responses received covered various grounds related to the proposals. Common points which were raised by 3 or more respondees are summarised below. The full content of all responses (along with Officers' comments) can be seen in appendix 4.

Comment summary	No.
"Parking provision on the estate is insufficient"	5

“Proposals will improve safety”	3
“Proposals should be extended to other areas”	3

14. Less frequently occurring comments covered such points as: the improvement to bus services and traffic flow arising from the scheme (2); the desire to retain on-street parking in areas to be restricted under the scheme (2); an assertion that off-street parking was underused (1); an objection to the scheme covering the full estate (1); and separate requests for a permit parking scheme (1) and restrictions only in effect from 8am to 9pm (1).
15. The restrictions proposed for Repton Park have been designed specifically to address unsafe parking practices and only propose restrictions in locations where parking would present a hazard or obstruction to other road users. Whilst the retention of on-street parking in these areas may be desirable, any vehicle parking would be in contravention of the Highway Code and should not take place.

Cobbs Wood Industrial Estate

16. The proposals within the Cobbs Wood estate generated 6 responses during the course of the consultation period, of which 3 were in support of the proposals, 1 objected and 2 did not provide a clear indication of either support or objection.
17. The responses covered various grounds related to the proposed and existing restrictions in this area. Common points which were raised by 3 or more respondents are summarised in the table below. The full content of all responses (along with Officer’s comments) can be seen in appendix 5.

Comment summary	No.
“Proposals should be extended to include other areas”	4
“Road safety on the estate is of concern”	3
“Obstruction of accesses/roads is of concern”	3

18. Less frequently occurring comments covered such points as: support for the introduction of parking spaces (2); complaints regarding anti-social behaviour associated with overnight lorry parking (1); and a request for the removal of all restrictions from the estate (1).
19. In the design of the scheme, the Ward Members expressed concerns that implementing a wider scheme of ‘no waiting at any time’ restrictions across the Cobbs Wood estate would result in the displacement of additional vehicle parking from the industrial estate into adjacent residential areas, and accordingly requested that proposals for the estate be limited to the level proposed.
20. These restrictions will improve safety at the key ingress points into the estate from Chart Road by prohibiting waiting on these junctions at all times, and have also sought to provide better opportunities for parking on-street within the estate by removing certain lengths of restriction in locations where parking can be tolerated without presenting an obstruction (i.e. not within 15 metres of a junction or access).

Loudon Way

21. 3 responses were received in response to the proposals for Loudon Way. Of these, 2 expressed support for the scheme proposals and 1 did not provide a clear indication of support or objection to the proposals. The submitted comments related to the proposed restrictions for Loudon Way can be viewed in full in appendix 6, and included requests for extension of the controls to the junction with Cypress Avenue (2); and concerns that vehicles would migrate further up Loudon Way (2) or into East Lodge Road (1).
22. Beyond its junction with East Lodge Road, Loudon Way is sufficiently wide to support parking on one side without impacting on property frontages in the area and so controls have not been proposed to extend beyond the 10 metre junction protection proposed at East Lodge Road. The restrictions proposed will provide a safety benefit through ensuring a clear flow of traffic on the approaches to the junction with Chart Road.

Statutory Consultees

23. 3 responses were received from Statutory consultees regarding the scheme, of which 1 (the Kent Invicta Chamber of Commerce) addressed the Cobbs Wood Industrial Estate proposals. The full content of all responses from statutory consultees is included in appendix 7, and summarised below.
24. Kent Police made no specific comments or observations regarding the scheme other than to note that the introduction of waiting restrictions should comply with relevant legislation, and that any 'no waiting at any time' restrictions identified for corner protection within the scheme extend for a distance of at least 10 metres. If restrictions used for corner protection did not extend for 10 metres, Kent Police confirmed that they would object to the proposals.
25. Stagecoach noted their support of the proposals, expecting that these will improve road safety (especially for pedestrians) and would reduce delays to bus services arising from obstructive parking practices along the affected routes.
26. Kent Invicta Chamber of Commerce's Ashford Economic Development Group discussed the proposals and received very few positive or negative comments. Further discussions with members highlighted general support for the proposals with some specific points raised, including a duplication of comments already submitted by a respondent to this consultation.

Alternatives Considered

27. Comments have been received in all three areas requesting the extension of controls; however a more onerous scheme of restrictions may result in greater displacement of vehicles into other areas. Should the Board so decide, it can recommend implementation of the proposed scheme and consultation on a wider scheme of restrictions for certain areas, however in light of the low response rate Officers would advise that a later review of the scheme post-implementation may inform more clearly the need for further controls.

28. Deferral of the scheme, although an option, is not recommended. The scheme proposed has been designed in response to safety concerns from the Ward Members, a public transport operator, business owners and members of the public. It is reasonable to expect that obstructive parking practices such as those observed will continue to occur in the absence of formalised controls.
29. Abandonment of the scheme is similarly not recommended as the proposals are intended to provide a safety benefit to road users (including pedestrians) through preventing unsuitable parking practices in the identified areas.

Officer's Recommendation

30. The response rate to this scheme has been low, with a total of only 6 objections received from 490 directly consulted households and businesses across all areas of the scheme. These proposals will seek to address observed safety and congestion issues arising from obstructive parking, and propose the introduction of controls only in locations defined as unsuitable for parking under the Highway Code.
31. Owing to the low level of objection that these proposals have generated and the tangible safety benefits that will arise from implementation of the scheme, it is the recommendation of Officers that the scheme should be implemented as proposed.

Conclusion

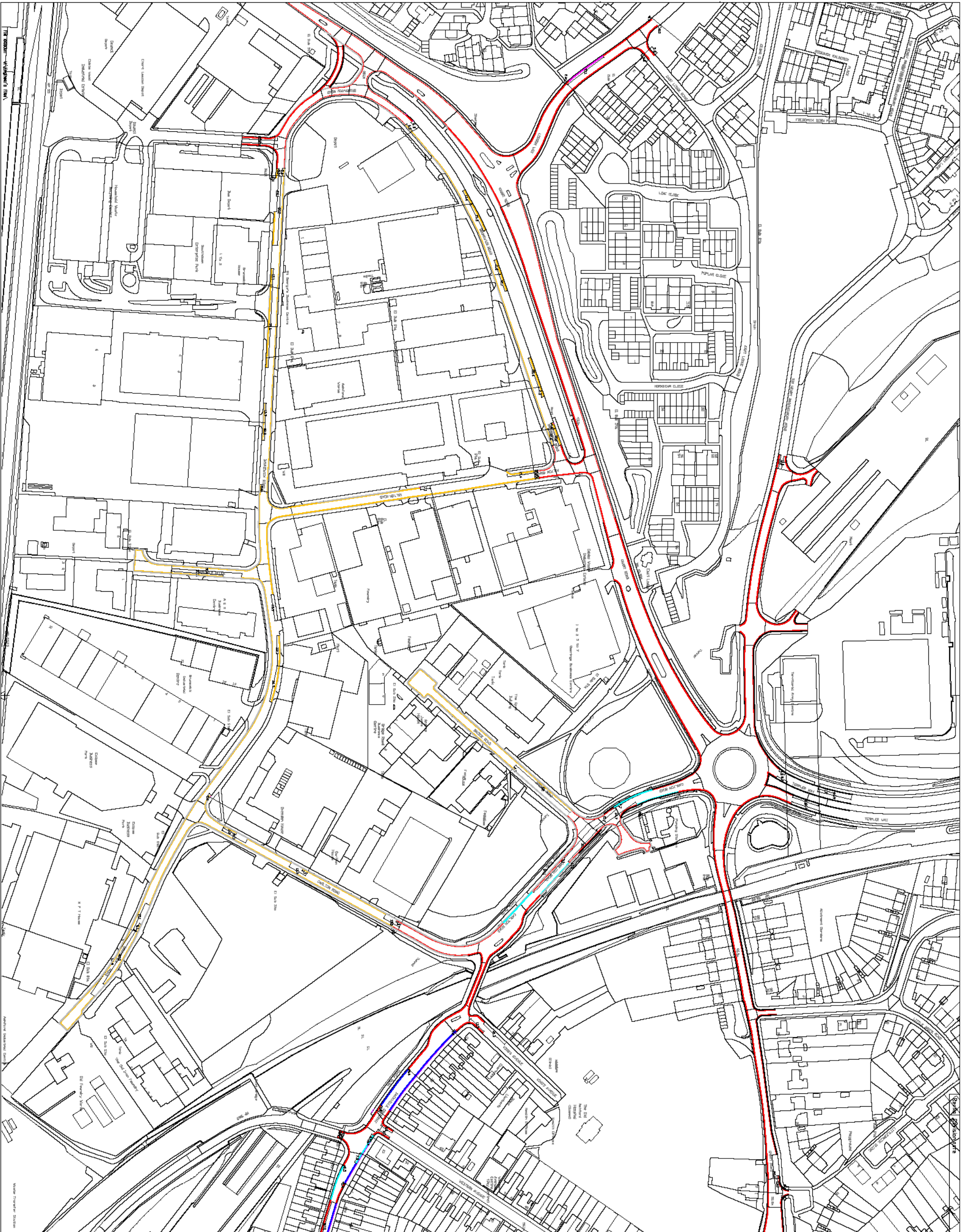
32. On assessment of the representations made during the consultation period it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation of the scheme as proposed should be recommended by the Board.

Portfolio Holder's Views

33. To be provided at the meeting.

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

Date: _____ Signature: _____

KEY

- PROPOSED NO WAITING AT ANY TIME —
- EXISTING NO WAITING AT ANY TIME —
- PROPOSED NO WAITING 8 AM TO 6 PM MON TO SAT —
- EXISTING NO WAITING 8 AM TO 6 PM MON TO SAT —
- PROPOSED LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS —
- EXISTING LIMITED WAITING 8 AM TO 10 PM 2 HRS NO RETURN 4 HRS —
- PROPOSED BUS STOP CLEARWAY —
- EXISTING BUS STOP CLEARWAY —
- INNER LINE EXISTING AND OUTER LINE PROPOSED —

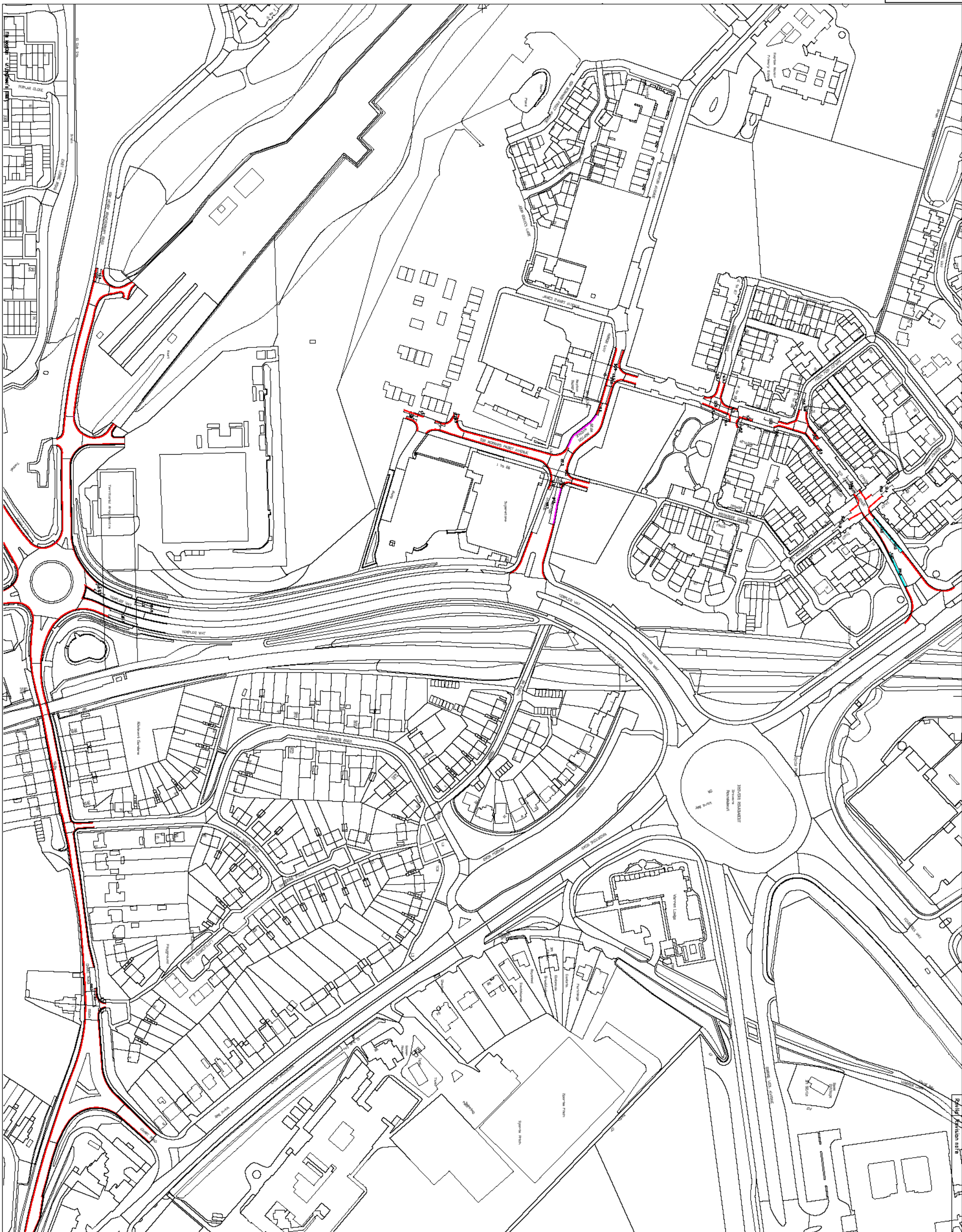
ASHFORD BOROUGH COUNCIL

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 Civic Centre, Temple Lane, Ashford, Kent, TN23 9PL
 Tel: 01233 300000 Fax: 01233 300000

GODINTON WARD, ASHFORD

PROPOSED WAITING RESTRICTIONS

SCALE	1:250	DATE	OCT 2014
REVISION	AI	DATE	REV
DESIGNER	RJW	DATE	REV
PROJECT: GODINTON WARD 2014/01			



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

Date: _____ Signature: _____

KEY

- PROPOSED NO WAITING AT ANY TIME —
- EXISTING NO WAITING AT ANY TIME —
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- INNER LINE EXISTING AND OUTER LINE PROPOSED —

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WARD
 GODINTON WARD, ASHFORD

PROJECTS
 PROPOSED WAITING RESTRICTIONS SCHEME

DATE	BY	FOR
1/1/2010	AI	ASHFORD
1/1/2014	RJW	GODINTON WARD 2014/02



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

Date: _____
 Signature: _____

KEY	
PROPOSED NO WAITING AT ANY TIME	—
EXISTING NO WAITING AT ANY TIME	—
PROPOSED NO WAITING 8 AM TO 6 PM MON TO SAT	—
EXISTING NO WAITING 8 AM TO 6 PM MON TO SAT	—
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PROPOSED BUS STOP CLEARWAY	—
EXISTING BUS STOP CLEARWAY	—
INNER LINE EXISTING AND OUTER LINE PROPOSED	—

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SCHEME
 GODINTON WARD, ASHFORD

PROPOSED WAITING RESTRICTIONS

SCALE	1:1250	DATE	OCT 2014
REVISED	AI	BY	RJM
APPROVED		DATE	

APPROVED FOR GODINTON WARD 2014/03

Appendix 4 – Repton Park responses

Street	Comments	Officer's response
Brigadier Gardens	<p>I agree with the Council's proposals to be made in various streets; however I would like the council to consider extending the proposals to include more roads.</p> <p>I have enclosed a copy of your map whereby I have highlighted the areas in green that should have "no waiting at any time" restrictions to prevent obstructive and unsafe parking.</p> <p>Some of these corners are "blind spots" so you can't see ongoing cars or too many cars are parked where you can't get through easily. Sometime I have to reverse just to get round the cars and corners.</p>	<p>We have proposed restrictions for Sir John Fogge Avenue to prevent vehicle parking in locations where it would cause a danger or obstruction – including junctions, pinch points and on the principal approaches to and from the junction with the A20 Maidstone Road, however this scheme has been designed as a 'light touch' approach which focuses on improving the safety and movement of traffic along Sir John Fogge Avenue itself, and so little ingress has been made into the wider Repton Park estate at this location.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process; however following the end of this current consultation period we will present a report on the consultation (and containing all comments received) to Members for their consideration at the December meeting of the Ashford Joint Transportation Board, where Members have the option of recommending that further consultation is held on a wider scheme of restrictions.</p>
Brigadier Gardens	<p>We do not agree with the proposals for all of Repton Park. I believe this is only required on Sir John Fogge Avenue so the buses can get through easily. If it is all or nothing then i would go for nothing.</p> <p>To do this across the board on Repton Park is a waste of public funds which should be used more constructively. This does not represent value for money for residents of Ashford or Repton Park specifically.</p>	<p>We have proposed restrictions for Sir John Fogge Avenue to prevent vehicle parking in locations where it would cause a danger or obstruction – including junctions, pinch points and on the principal approaches to and from the junction with the A20 Maidstone Road. As a part of this we must also include the junctions with adjoining roads so as to preserve a consistent approach to the prevention of obstructive and dangerous parking at these junctions with Sir John Fogge Avenue.</p> <p>As a part of this approach, we have proposed restrictions that would prohibit parking at these junctions in line with article 243 of the Highway Code, which advises drivers not to stop or park</p>

		<p>within 10 metres (32 feet) of a junction except in an authorised parking space. We have therefore extended the 'no waiting at any time' restrictions on Sir John Fogge Avenue into its adjoining side roads by 10 metres from the junction except where this would involve prohibiting waiting within authorised parking places.</p> <p>For example, within Brigadier Gardens the street has been designed to permit parking at a right angle to the kerb on the southern side and to permit parallel parking on the northern side. As a result the 'no waiting at any time' restrictions proposed at the junction with Sir John Fogge Avenue extend into the close for a relatively short distance (0.4 metres east of the western building line of 42 to 58 Sir John Fogge Avenue on the southern side, and 2.2 metres east of the same point on the northern side). We have proposed no further restrictions within Brigadier Gardens as a part of this scheme.</p>
Cherrywood Rise	<p>I am in favour of the above proposals.</p> <p>I caught the E-line bus towards Ashford on Friday morning and noticed your laminated A4 sheet attached to the bus stop in Sir John Fogge Avenue advertising the consultation.</p> <p>I then accessed the documents available online through the Ashford Borough Council website.</p> <p>My reasons for supporting the proposals relating to the highways in Repton Park are that:</p> <ol style="list-style-type: none"> 1. There is regular obstruction to the E-line buses around the junction of Sir John Fogge Avenue and 	<p>The double yellow lines presently marked on Sir John Fogge Avenue were not implemented by the Borough Council, and were most likely installed by the developer prior to the adoption of Sir John Fogge Avenue as a part of the public highway network. As such, these lines have no legal status and cannot presently be enforced by our Civil Enforcement Officers.</p> <p>Our intention through this Order is to formalise and extend these restrictions to prevent obstructive parking in unsuitable locations in Sir John Fogge Avenue and its junctions with adjoining roads, and to back up this prohibition with the ability to carry out enforcement against vehicles parked in contravention of the restrictions.</p>

Barley Mow View because of parking which the Highway Code rules have done little to discourage. This is exacerbated when E-line buses travelling in opposite directions meet inadvertently at this point.

2. The parking in front of the Waitrose store in Sir Bernard Paget Avenue - which is currently legitimate - appears to cause congestion for the vehicles entering and leaving the Waitrose car park. This parking also heightens the danger for pedestrians such as myself wishing to cross from Waitrose towards the Repton Manor building, which is an established line of desire for the post box and the new properties in Manor Way. This danger is exacerbated at night and in inclement weather.

I would additionally comment that the bus stop clearways (which are not part of the proposed order) as shown on your map in light blue in Sir John Fogge Avenue are sorely needed as quickly as possible.

Despite the current double yellow lines (which are on your map as dotted black lines, rather than as the legend shows them; and apparently not subject to a proposed revocation under this Order?), Ashford Borough Council's apparent inability to enforce this particular prohibition on parking, right by both existing bus stops, makes things very difficult for bus passengers and the bus drivers alike.

<p>Lancaster Way</p>	<p>I want to give my very full support to the parking control measures suggested for Godinton ward, where we currently live. The proposed restrictions are much needed, particularly as they affect the streets surrounding the Waitrose store on Repton Avenue and Sir Bernard Paget Avenue.</p> <p>I have long been bothered by Waitrose customers parking on those two roads. I have even complained to the managers of Waitrose, who said they fully agreed but were unable to do anything about it. I understand there have already been collisions on those roads as a result of the parking – fortunately none yet have involved serious injuries to pedestrians.</p> <p>I am a driver and a pedestrian, and I often shop at Waitrose. When I use my car, it is no problem to park in the parking lots – there are always plenty of spaces. The customers who park on the roads outside are really being incredibly lazy, and seem unbothered by the inconvenience they cause. If it were just a matter of inconvenience it would not be so bad. I pass Waitrose daily walking my dogs, and it is frequently a hazard to try to cross the road with so many vehicles parked there. The many children who live locally and who walk near Waitrose are especially at risk.</p> <p>My only comment is that the ‘no waiting’ area could be extended fully around Waitrose on Repton Avenue. It seems, from your plans, that a stretch of</p>	<p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to amend the scheme without re-starting the consultation process, however Members may, on considering the representations made during consultation, recommend that additional restrictions not included within the currently proposed scheme are consulted upon.</p>
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	<p>road will not be included. People often park there in order to go in and get a free coffee from the coffee shop – there is no other conceivable reason for wanting to stop there. I do think those people should also be obliged to park in the parking lot.</p> <p>On the other ‘no waiting’ areas, I also think these are very necessary. Those in Repton Park are precisely where there is always difficulty manoeuvring due to parked cars just near junctions.</p>	
Romney Point	<p>I am and live at ... Romney Point, Repton Park, and would like to comment on the parking control scheme in the area embracing the entry in Repton Park from the A20 ie. Sir John Fogge Avenue. Also the two roads leading off it ie. Romney Point and Lancaster Way. For some years we have had double yellow lines on both sides of Sir John Fogge which are totally ignored by the residents of that area. This includes the blocks of flats.</p> <p>This is a bus route and fairly recently a bus stop was installed, one on each side, but due to inconsiderate parking, often the bus has to stop in the middle of the road.</p> <p>I have never seen a traffic warden patrol here which is why the restrictions are ignored. People have been allocated garages, some distance from their residences and in a lot of cases they do not use them for their car but use them as</p>	<p>The double yellow lines presently marked on Sir John Fogge Avenue were not implemented by the Borough Council, and were most likely installed by the developer prior to the adoption of Sir John Fogge Avenue as a part of the public highway network. As such, these lines have no legal status and cannot presently be enforced by our Civil Enforcement Officers.</p> <p>Our intention through this Order is to formalise and extend these restrictions to prevent obstructive parking in unsuitable locations in Sir John Fogge Avenue and its junctions with adjoining roads, and to back up this prohibition with the ability to carry out enforcement against vehicles parked in contravention of the restrictions.</p>

	<p>storage.</p> <p>In many cases I am sure a family will have not one but two cars for which no provision was made in the planning phase.</p> <p>In Romney Point, with cars parked facing flat numbers 1-17 (odd numbers only) and therefore jutting out into the road it is often very difficult to squeeze through if cars are also parked outside No2 and no.4. No thought is given to emergency vehicle access.</p> <p>Cars are often parked opposite my house on the pavement as there is no space where the driver lives.</p> <p>While I support the imposition and policing of parking controls it will simply move the problem to other areas as there is simply not enough provision made available on the estate for vehicles.</p>	
Romney Point	<p>We started renting this flat in March and were very happy with being able to park outside (this is one of the reasons we picked this flat). Now for some reason this is not going to be possible. If you have bothered to come to Repton Park, you would have seen that their is very limited parking as it is and now it is going to get a lot worse, which is ridiculous.</p> <p>My partner's family is from Sheffield and come to visit us a lot, which obviously means at least one</p>	<p>The parking controls proposed for the north eastern side of the Romney Point carriageway will only prevent parking within 10 metres of its junction with Sir John Fogge Avenue; which is defined under article 243 of the Highway Code as an unsuitable parking location (Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space). On the south western side of the carriageway it is recognised that authorised parking spaces have been constructed as a part of the street design, and so the 'no waiting at any time' restrictions have not been extended beyond the limit of these parking spaces.</p>

night's stay. Where will they be able to park now?

I will continue to park outside where I live until you provide me with another parking space.

I look forward to hearing from you with where my new parking space will be.

In reply to your last email I don't believe you answered my question where can I park? As you stated in your email (see below) I am allowed a space to park and if the proposal comes in to place were will this be?

"It is our understanding that the parking provision standard for this development was set in line with the national planning policy guidance in effect at the time permission was granted (Planning Policy Guidance 3, or PPG3) which stipulated that parking within new residential developments should be provided at an average of no more than 1.5 parking spaces per dwelling."

You also stated some observations, one in particular stands, out as I'm not sure what you mean (see below)

"We have observed vehicle parking to the front of Nos. 1 to 17 Romney Point (on the north eastern side of Romney Point itself) on the pavement adjacent to the building frontage, which in itself presents a potential hazard to other road users, notably through forcing pedestrians to walk in the carriageways and so increasing the possibility for

It is our understanding that the parking provision standard for this development was set in line with the national planning policy guidance in effect at the time permission was granted (Planning Policy Guidance 3, or PPG3) which stipulated that parking within new residential developments should be provided at an average of no more than 1.5 parking spaces per dwelling.

Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide justification to effectively condone or permit parking in unsuitable locations through not implementing the restrictions proposed. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place.

We have observed vehicle parking to the front of Nos. 1 to 17 Romney Point (on the north eastern side of Romney Point itself) on the pavement adjacent to the building frontage, which in itself presents a potential hazard to other road users, notably through forcing pedestrians to walk in the carriageways and so increasing the possibility for conflict between pedestrians and motor vehicles travelling along this stretch of carriageway.

It is my understanding that the allocated parking spaces for Flats 1-17 Romney Point are located in the parking court to the rear of the flats themselves. Whilst these proposals will prohibit parking in contravention of the Highway Code, they will not prevent vehicle parking in other locations within the Repton Park estate, including within Romney Point itself.

	<p>conflict between pedestrians and motor vehicles travelling along this stretch of carriageway."</p> <p>If you had really observed a problem with the parking on the pavement outside No's 1 -17 then you would have also noticed that there is no clear pavement at all! on this side of the road, so how can you say that people are parking on the pavement when there isn't one.</p> <p>I can understand no parking on the main road (Sir John Fogge Avenue) as there are bus stops and the road does narrow quite a lot, but to say that we can not park on Romney Point seems a little extreme as on the south western side of Romney point there are recognised authorised parking spaces which have been constructed as a part of the street design with a pedestrian walk way between the parking spaces and the building.</p> <p>Again I would ask, if the proposal comes into place were can I park my car?</p>	<p>Whilst the road surface has been raised around the junction of Sir John Fogge Avenue, Lancaster Way and Romney Point, on the north eastern side of Romney Point the delineation between footpath and carriageway is continued (as on the north eastern side of Lancaster Way) with the drainage channel indicating a separation between footpath and carriageway.</p>
Romney Point	<p>I am concerned about the plans for parking restriction around the Romney Point area. I have attached a map to make explaining easier.</p> <p>To allow traffic and buses to move unobstructed along Sir John Fogge Avenue, the addition of new and extended double yellow lines to the existing lines would be useful. However, extending the lines onto Romney point and Lancaster way would cause unnecessary removal of parking</p>	<p>We have proposed restrictions for Sir John Fogge Avenue to prevent vehicle parking in locations where it would cause a danger or obstruction – including junctions, pinch points and on the principal approaches to and from the junction with the A20 Maidstone Road. As a part of this we must also include the junctions with adjoining roads so as to preserve a consistent approach to the prevention of obstructive and dangerous parking at these junctions with Sir John Fogge Avenue.</p> <p>As a part of this approach, we have proposed restrictions that</p>

spaces for residents. The parking is tight enough already and removing these spaces would not allow any space for the residents to park. These cars would then be moved to other nearby areas displacing other residents from parking outside their homes, removing the space to park on Romney Point and Lancaster way would push the cars further into the estate causing a knock-on effect.

I don't think the solution to one obstruction is to put about conditions to cause another, potentially worse, obstruction. The amount of traffic that flows down Romney Point and Lancaster Way is limited, and is usually only residents. Buses do not go down Romney Point or Lancaster Way, so I fail to see how adding parking restrictions to these roads is going to affect the buses passage.

Another solution would be to expand the size of Sir John Fogge Avenue where it constricts (between the junctions of Sir John Fogge Avenue with both Lancaster Way and Romney Point and the bus stops), this would allow buses to pass as well as create additional spaces for residents to park. The pavement is large in this area. Furthermore some of the cars that park on Sir John Fogge Avenue are blue badge holders that stop outside their houses, causing difficulties for the buses, rather than moving them elsewhere I would instead advocate increasing the road size.

would prohibit parking at these junctions in line with article 243 of the Highway Code, which informs drivers that they should not stop or park within 10 metres (32 feet) of a junction except in an authorised parking space. We have therefore extended the 'no waiting at any time' restrictions on Sir John Fogge Avenue into its adjoining side roads by 10 metres from the junction (excluding areas where this would involve prohibiting waiting within authorised parking places). On the south western side of both Lancaster Way and Romney Point it is recognised that authorised parking spaces have been constructed as a part of the street design, and so the 'no waiting at any time' restrictions have not been extended over these parking spaces.

Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide justification to effectively condone or permit parking in locations defined as unsuitable within the Highway Code through not implementing the restrictions proposed. It must be remembered that part of improving safety on Sir John Fogge Avenue will involve ensuring that vehicles can proceed into and out of side roads with clear visibility splays and minimal obstruction caused by vehicles parked in an obstructive manner

It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place. Similarly, whilst Blue Badges do provide a concession for disabled motorists to wait for up to three hours on a double yellow line, the Department for Transport guidance issued to Blue Badge holders advises that the Blue Badge should not be used to park

Also the proposed bus stop clearway falls outside where the bus stop is located. Which seems to defeat the original objective of these planned parking controls.

I can understand preventing vehicles parking where it would cause an obstruction such as the area near the A20 junction, but extending this to the adjoining roads hardly seems necessary. Your current plans will, at the time of writing this, displace 14 cars. It hardly seems necessary to remove all these spaces to allow a bus through. I work from home a lot and hardly see anyone get on or off the bus at the only stop in this estate, the bus is empty most of the time. It seems displacing all these cars to allow a service that no one uses to get through is a waste of time. There is little/no other traffic apart from residents along these side roads.

This seems strange that you are following the 10m rule, I don't think that I have ever seen restrictions that go anywhere near 10m, your plans also do not show a prohibited zone of 10m. If you still plan on doing this then providing authorised parking spaces would be the answer. There are only 8 spaces for much much more households.

There is not enough parking for each household to have 1 car each parked here as it is. The locations are not unsuitable as there is more than enough space for traffic to flow on the side roads. Even

on yellow lines in unsuitable locations, including within 10 metres of a junction.

We have observed vehicle parking around these junctions (on the north eastern sides of Lancaster Way and Romney Point in particular) on the pavements adjacent to the building frontages, which in itself presents a potential hazard to other road users through forcing pedestrians to walk in the carriageways and so increasing the possibility for conflict between pedestrians and motor vehicles travelling along this stretch of carriageway.

The present stopping position of the bus on the north western side of Sir John Fogge Avenue (point P in the image attached to your email) is incorrect and is due to be amended by the County Council's Transport Integration team. Expanding the width of the carriageway on Sir John Fogge Avenue would fall under the remit of the County Council, however given the extremely high cost (in terms of physical works, relocation and redirection of utilities and reinforcement of the sub-base of the existing pavement), and disruption (to residents, motorists and services) associated with such works I would deem it extremely unlikely that this proposal would be carried out.

As noted in my previous email, we have extended the 'no waiting at any time' restrictions on Sir John Fogge Avenue into its adjoining side roads by 10 metres from the junction except in areas where this would involve prohibiting waiting within authorised parking places which form a part of the street design (such as on the southern side of Romney Point at its junction with Sir John Fogge Avenue)

Once we have started the consultation process we are unable to make amendments to a scheme without abandoning and

with a full complement of cars the usable road width is larger than other parts of the estate with no cars parked. Visibility is not a problem either. The only problem with the junction is that there is no road marking at all to signify the junction or any right of way. (I am referring to the junction of Sir John Fogge Ave with Romney point and Lancaster way)

The parking does not cause an obstruction, I have never seen, or heard of, a bus getting stuck at this particular junction. The blue badge holders are parking within the guidance, it just causes annoyance to the buses. Adding restrictions will not change the position of the blue badge holders parking, the buses will still have the same problem. Cars do not have any problem.

There are no marked pavements in front of these buildings. Cars have more than enough room to avoid pedestrians, it is a quite residential area where the only traffic is people parking outside there homes. there is no problem here.

It is usually the case with the council that it tries to fix a problem and produces another problem. I am aware it would cost more money to increase the parking space, but it would solve the problem of obstructions without creating another problem. I am aware that the council is under funded and under staffed, but reducing the parking space would really impact negatively on the entire estate. I really appreciate how hard your job is but please

restarting the consultation process.

	<p>consider another option.</p> <p>Just as a summery I object to the proposals, they seem to not have been planned very well. Displacing this many residents parking to allow empty and unused buses to go through seems pointless and unproductive. I agree with extending the already marked double yellow lines towards the A20 junction, past where the lights are.</p>	
<p>Sir Bernard Paget Avenue</p>	<p>I am writing to express my full support for the “no waiting at any time” parking restrictions that have been proposed for Sir Bernard Paget Avenue and hope that they will be implemented as soon as possible.</p> <p>Inconsiderate parking of residents and shoppers in front of Waitrose and along the road, including cars and vans parked with all four wheels on the pavement and across the pedestrian crossing, has been a persistent problem. It has made it increasingly dangerous not only as a driver but particularly as a pedestrian.</p> <p>You may be aware that I have previously contacted the council about this very issue because my mother,, is currently unable to reach my house because the pavements and tactile pedestrian crossings are obstructed by parked vehicles. Even if she were to attempt to cross the road, drivers would be unable to see her between parked vehicles.</p> <p><i>We moved into our new home this year and since doing so have witnessed the pavements</i></p>	<p>The implementation of a ‘no waiting at any time’ restriction will allow our Civil Enforcement Officers to enforce against vehicles parked in contravention of the restrictions even if they are parked entirely on the pavement adjacent to the restriction itself. Such restrictions are in effect across the full width of the carriageway and any adjacent verges or footways which form part of the adopted highway.</p> <p>Matters pertaining to the movement of traffic on the highway (such as the installation of give way markings, lane markings and speed limits) and the placement of bollards on highway land will fall within the responsibility of the County Council’s Highways and Transportation team and should be addressed to them accordingly.</p>

on our road blocked by inconsiderate residents and customers of Waitrose.

Whilst we whole heartedly support the proposals, having already raised our concerns verbally and via email with the council and our PCSO, we are still concerned that they will not truly address the issues faced.

The introduction of a no waiting at any time restriction will deter the responsible drivers, to enforce this restriction will require a warden to regularly pass through the area and issue tickets to those not adhering. Therefore can the council not also include bollards, as can be seen at the top of Sir Bernard Paget Avenue and partially along Repton Avenue, on the pavement to stop all forms of pavement parking, along with the no waiting at any time restriction? This would not only actively encourage drivers to abide by the signage, but also force them to utilise the 190 spaces in the car park made readily available.

Second to this, will the council also be at the same time of adding double yellow lines, also painting the give way markings required for the junction that is the entrance to Waitrose car park? I dare not count the number of times we have almost been driven into by other drivers as they exit the Waitrose car park and assume that we will be turning into the car park, and not continuing further on to our private car parking area.

<p>Sir Bernard Paget Avenue</p>	<p>Waitrose are very pleased that the proposals for Sir Bernard Paget Avenue, providing they are properly enforced, will address satisfactorily the current unsafe/obstructive parking practices that currently take place that impede delivery vehicles attempting to access the Waitrose service yard.</p> <p>Waitrose are concerned, however, that the proposals for Repton Avenue between Sir Bernard Paget Avenue and Templar Way include gaps in the areas covered by waiting restrictions which we expect will attract displaced parking from Sir Bernard Paget Avenue. We are content that that on the north side of Repton Avenue (ie between that covered by Gw14 03-0083 and Gw14 03-0084) presumably coincides with the existing bus stop restriction marked with a broad yellow line. Parking on the south side of Repton Avenue (ie between that covered by Gw14 03-0087 and Gw14 03-0088), however, will continue to impede delivery vehicles attempting to access the Waitrose service yard as the road narrows on the approach to Sir Bernard Paget Avenue. Waitrose understand that it may be desirable to allow some on-street along this part of Repton Avenue but are not content that sufficient account has been taken of the space required for 16.5m articulated HGVs to pass and turn into Sir Bernard Paget Avenue without encroaching on the opposing traffic lane. Waitrose consider this will require the proposed gap in waiting restrictions to be shortened (ie the length 10.6m quoted in Gw14 03-0087 will need to</p>	<p>Members requested that some parking should be retained in the vicinity of the Waitrose store, and accordingly we have not proposed restrictions for a length of carriageway on Repton Avenue to the north of the Waitrose store where the road is of sufficient width that vehicle parking can be tolerated.</p> <p>It is important to note that the 10.6 metre distance noted within entry Gw14 03-0087 is the distance the lines extend from a point taken in line with the eastern building line of Waitrose, and not the kerb line of Sir Bernard Paget Avenue. We have noted the requirement for HGV access to Sir Bernard Paget Avenue and accordingly have proposed restrictions which would prevent parking on Repton Avenue within 15 metres of the junction with Sir Bernard Paget Avenue and so provide sufficient space for HGVs to pass any parked vehicles and turn into Sir Bernard Paget Avenue.</p> <p>Unfortunately once we have commenced formal consultation on a scheme we are unable to vary that scheme without re-starting the formal consultation process; however we will present a report on the consultation results to the Ashford Joint Transportation Board at its meeting of 9th December 2014; and Members can recommend that additional controls (extensions to the proposed scheme) are consulted upon.</p>
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	be increased).	
Sir Bernard Paget Avenue	<p>Since receiving the notification from you dated 23rd October I would like to formally ask that you alter/ amend/ consider the proposed 'no waiting at any time' restrictions for Sir Bernard Paget Avenue, Ashford.</p> <p>As a resident of this street I would like to make you aware that there are 22, 1 and 2 bedroom apartments above Waitrose.</p> <p>Whilst we all do have 1 assigned parking space per property there is no visitor/ additional car parking. With modern families having more than one car I do not see the proposed restriction as viable and or fair to the residents of the street.</p> <p>I understand that consumers of the Waitrose store are causing traffic/ congestion issues parking outside the shop and agree that some parking restrictions should apply during trading hours.</p> <p>I would like to ask that the restrictions only apply during the store opening/ trading hours or during daytime hours when the road is in use.</p> <p>Between the hours of 9pm and 8am the shop is closed, the road is not used and is a residential street. I therefore do not see why such harsh restrictions of 'no parking at any time' are proposed.</p>	<p>Whilst the peak flow of traffic along Sir Bernard Paget Avenue may be presently limited, extant planning permission exists to convert the Repton Manor Barns on the western side of Sir Bernard Paget Avenue (opposite Waitrose) to a pub/restaurant and development of the land parcel to the south of Waitrose (beyond the point at which Sir Bernard Paget Avenue is presently stopped up) is underway, and both of these matters will increase the amount of traffic requiring access along this road beyond the present hours of operation of Waitrose.</p> <p>It should also be noted that planning permission was granted in November 2013 for the store's trading hours to be extended to allow trading from 7am to 11pm Monday to Saturday, from 10am to 5pm (or as permitted by Sunday trading laws) on Sunday and from 8am to 8pm on Bank Holidays. Furthermore, the conditions attached to this planning permission entail that deliveries to the store may be made between the hours of 6am and 11pm.</p> <p>Sir Bernard Paget Avenue also reduces in width from its junction with Repton Avenue to the car park entrance to Waitrose, and is only of sufficient width (even at its widest point) to support parking on one side. We have observed vehicles on both sides of the carriageway regularly parking partly or wholly on the adjacent pavement or kerbing due in part to the width of the road. Such parking is not only hazardous to pedestrians and other road users but will over time damage these surfaces and may also damage any underlying services, as these areas are not constructed to support the weight of vehicular traffic. It is reasonable to expect that such parking practices would continue if a prohibition on waiting were not in force.</p>

		<p>Once the above factors are taken into consideration, implementing a limited waiting restriction would be of little benefit. However, Members requested that some parking should be retained in the vicinity of the Waitrose store, and accordingly we have not proposed restrictions for a length of carriageway on Repton Avenue to the north of the Waitrose store where the road is of sufficient width that vehicle parking can be tolerated and will not impact within 10 metres of the junctions with Templer Way and Sir Bernard Paget Avenue.</p>
<p>Sir John Fogge Avenue</p>	<p>We have just received the proposal for parking restrictions in Sir John Fogge Avenue. Perhaps you would like to explain where residents are meant to park, and where we are to tell visitors to park when coming to see us. As usual with new estates there is no forward thinking as to where people are supposed to park. We only have 1 car in the household, however many of our neighbours have 2 or 3. With the amount of traffic that uses Sir John Fogge Avenue I cannot see why so much of it needs to be restricted, there is a pinch point about half way up where there is a bend and parked cars cause a problem, especially when buses are trying to get round, but apart from that the road is wide enough at the A20 junction end to accommodate parking on both sides and allow traffic to pass in both directions. The road that does need parking restrictions is the road that leads down to Waitrose car park, as people parking there obstruct the road and it is not possible to get a car in both directions, this then leads to cars backing up onto the main road.</p>	<p>The restrictions proposed for Sir John Fogge Avenue will only prevent parking in those locations where it would cause an obstruction or danger, such as around junctions and on the approaches to the junction with the A20 Maidstone Road. It is our understanding that the parking provision standard for this development was set in line with the national planning policy guidance in effect at the time permission was granted (Planning Policy Guidance 3, or PPG3) which stipulated that parking within new residential developments should be provided at an average of no more than 1.5 parking spaces per dwelling.</p> <p>Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide justification to effectively condone or permit parking in unsuitable locations through not implementing the restrictions proposed. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place.</p> <p>Controlled parking zones, in which permits can be issued to motorists to allow them exemption from limited waiting</p>

	<p>I confirm I object to the majority of the proposals and wonder if a parking permit proposal could be put forward.</p>	<p>restrictions within marked on-street parking bays would require that all areas of Sir John Fogge Avenue and the surrounding streets are denoted as either suitable for parking (and so subject to a limited waiting restriction in the form of an on-street parking bay) or unsuitable for parking (and so marked with double yellow lines); and as such the set-up of a permit scheme would inevitably impose a higher level of restriction within an area than that presently proposed and would not provide additional on-street parking within the estate itself.</p>
<p>Sir John Fogge Avenue</p>	<p>I am writing to comment on the proposed parking restrictions to Repton Park, and to Sir John Fogge Avenue in particular. I would like to object to these measures in the strongest possible terms. I believe that these measures are designed to improve safety - have there been any accidents/incidents where this has been a problem? Has it been risk assessed? And if so, when did this happen? What evidence is there that there is a safety risk, and that these measures are likely to improve that?</p> <p>Sir John Fogge Avenue remains a slow-traffic road with road humps, and I think that accidents and safety are not likely to pose a problem in this area. Added to that is the poor planning for residents' parking, as both myself as well as many of my neighbours are having to park out on the main road.</p>	<p>The intention of the restrictions within Sir John Fogge Avenue is to increase safety for road users and facilitate the movement of traffic, and proposes restrictions in locations where waiting vehicles would present a hazard or obstruction to other road users. We have been notified by the bus operator of incidents wherein buses have struck bollards on Sir John Fogge Avenue as a result of manoeuvring around cars parked in obstructive positions along Sir John Fogge Avenue.</p> <p>Article 242 of the Highway Code dictates that motorists must not leave their vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road; whilst article 243 advises motorists of various locations where they should not stop or park, including opposite or within 10 metres (32 feet) of a junction (except in an authorised parking space), and at or near a bus stop.</p> <p>The restrictions we have proposed for Sir John Fogge Avenue will aid the movement of traffic through these roads and improve safety for all road users through various means, including the prohibition of parking on junction approaches (which will ensure that visibility splays for at these junctions are kept clear); the prohibition of parking on the approach to the junction with the</p>

		<p>A20 Maidstone Road (which will enable vehicles to enter the left hand filter lane with ease) and the installation of bus stop clearways (which will enable buses to draw parallel with the kerb at bus stops and provide step-free access for passengers)</p> <p>Whilst households may be in possession of more vehicles than they have off-street provision for, this does not provide justification to effectively condone or permit parking in locations defined as unsuitable within the Highway Code through not implementing the restrictions proposed. It must be remembered that the purpose of the adopted highway is to facilitate the movement of traffic, and whilst on-street parking is generally condoned where it does not form an obstruction or danger, there is no underlying right to parking on-street unless this is within an authorised parking place.</p>
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Appendix 5 – Cobbs Wood responses

Street	Comments	Officer's response
Bridge Road	<p>After consultation with the Council approximately two years ago with several Companies in Bridge Rd, i.e., etc. I find it both disappointing and distressing that the Council simply ignores the concerns and request by the Companies who are paying the majority of the taxes in Bridge Rd. Further to the aforementioned Companies I can also assure you that we,, also trading in Bridge Rd as well as agree with the request that was put through two years ago to remove the parking restrictions in Bridge Rd.</p> <p>In turn, the Council has now decided to ignore the request of six out of the eight Companies on the forefront of Bridge Rd and do precisely the opposite of what was requested. Furthermore there are no signs at the top of Bridge Rd specifying that it is a "dead end", thus causing big articulated lorries to come down for no reason at all.</p> <p>I would therefore like to formally petition the plans as set out in your letter, since once again you are not considering or representing the needs and requests of the majority of the Companies in Bridge Rd.</p>	<p>In formulating the proposed restrictions for Bridge Road, we have proposed removing a length of the existing single yellow line restriction where possible to increase the provision of on-street parking within Bridge Road, however we have not proposed removing other restrictions within Bridge Road as this would effectively condone parking in obstruction of vehicle accesses to premises within Bridge Road and within the turning head at the south-western extremity of Bridge Road.</p> <p>Road signs pertaining to the movement of traffic (i.e. the implementation of a 'no through road' sign at the entrance to Bridge Road) fall under the remit of Kent County Council and requests for such signage should be directed to them accordingly.</p>
Brunswick Road	<p>Further to your letter dated 23rd October 2014 I would like to make a brief comment on the proposals around our premises the address of which is below and is also indicated in blue on attached drawing.</p>	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p>

Upon a site visit it was agreed that the best solution was as follows:

- To increase the length of the existing no waiting between 8am and 6pm (indicated "A" on attached drawing) as a little more room was required for large lorries to enter or leave our premises.
- To remove the existing no waiting between 8am and 6pm (indicated "B" on attached drawing) as there are no large vehicles entering or leaving our premises at this end.

I cannot object to the new scheme as there are no alterations outside our premises.

However, the removal of the restriction adjacent our shop entrance (which is not required as it is not any kind of entrance) would create more parking on the estate and therefore help prevent the displacement of vehicles to residential areas.

Where is the argument to keep this area of restricted parking?

Members therefore determined that 'no waiting at any time' restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions through this section of Brunswick Road should not be altered at this time. Accordingly, the alterations previously discussed at our site visit have not been included in the final scheme now proposed for consultation.

Whilst the removal of certain lengths of restriction in the Brunswick Road between its two junctions with Hilton Road formed a part of the previously discussed scheme, this was coupled with implementing new 'no waiting at any time' restrictions in areas not presently restricted in order to better improve the protection of accesses and junctions through preventing parking in unsuitable locations.

The possible removal of the length of restriction in question was predicated on the implementation of restrictions in locations where they would prevent parking in obstruction of premises accesses. To remove certain restrictions without implementing others could potentially exacerbate congestion and obstruction issues within Brunswick Road through removing existing 'passing gaps' for traffic moving along the road during the hours of restriction.

Within Carlton Road, Hanover Close and the cul-de-sac end of Brunswick Road the full lengths of all kerbs are presently restricted between 8am and 6pm, and as such the removal of certain lengths of restriction can be achieved in these areas without unduly giving rise to increased congestion within these areas through retaining on-street parking in unsuitable

		locations during the present hours of restriction.
Brunswick Road	<p>I wish to record a few points for the record;</p> <ol style="list-style-type: none"> 1. We operate a business in Units Brunswick Road, Cobbs Wood Industrial Estate, Ashford TN23 1EL 2. I have highlighted our site as below; 3. Our operating hours are 07:30 – 16:30 Monday – Friday and Saturday 07:30 – 13:00 <ol style="list-style-type: none"> a. Often working with overtime 4. We employ some 35 staff on site 5. All of our staff park their vehicles on site 6. In addition we have 5 commercial [vans] again on our site for loading/unloading 7. Neighbours, [who employ some 25 staff] who operate behind us, have the same ‘complaint’ that we have; it is DANGEROUS when entering and exiting from our site(s) at certain times of the day 8. The recent new WTS is in operation has brought a substantial amount of heavy traffic, this together with the bus company and other users of the industrial estate is perhaps described as very busy at times. 9. After discussions with KCC single yellow parking lines were painted to try and stop some parking immediately around the WTS and of course our site entrance <ol style="list-style-type: none"> a. This certainly helped 10. The main continuing concern is that quite often lorries [often continental] park on the single yellow lines overnight and will not leave until they are ready which can be in the region of 08:30 and often on Saturday mornings. This morning, by way of 	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p> <p>Members therefore determined that ‘no waiting at any time’ restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions through this section of Brunswick Road should not be altered at this time.</p>

example there is a lorry parked on the yellow line outside us and it is 08:18. The single yellow line stops where the tail of the lorry is.

- a. This prevents us from bringing our staff and supply lorries entering our site safely
- b. Occasionally lorries park across our entrance and the response from drivers is “because we can park here until 08:00”!
- c. In the event in leaving our site [cars or lorries] safely we have to negotiate into the middle of the road until we can see
- d. As a separate issue the drivers use the ‘tree’ area in front of our factory as ‘public toilets’
- e. There are examples of where lorry drivers appear to exchange small boxes of ‘goods?’ to van drivers that arrive and go quite quickly
- f. We have painted double yellow lines on our own site to stop lorries parking overnight, it appears to have worked

11. Is it not possible to change the single yellow lines outside our site to double yellow lines; I cannot see any reason not to do so.

12. I do understand the objections from local residents and support the comment “concerns over displacement of parking from the industrial estate into adjacent residential areas” but without sounding like an alarmist there is an accident waiting to happen.

I hope you don't mind in sending you this note but I do feel something has to happen to reduce the risk of accidents simply due to the difference it would

	<p>make in upgrading the single yellow parking line to a double.</p>	
<p>Brunswick Road</p>	<p>Whilst the re-designating of the section of road around the entrance into the Cobbs Wood estate and the junction with Brunswick road is very welcome and will address some of the issues we have with lorries accessing our yard when other vehicles park opposite our entrance, we would ask that you consider extending the waiting restrictions further along Brunswick road. This request is made for the following reasons.</p> <p>This section of road is a continuous bend and during the working week vehicles parked along the side nearest to Chart road force through-traffic to drive on the wrong side of the road completely unsighted, When the parked vehicles and/or the through traffic are heavy goods vehicles, which they often are (this being an industrial estate,) this is obviously more dangerous.</p> <p>Exiting our yard with the road restricted to single file by parked vehicles puts our staff and visitors at risk.</p> <p>Because of the width of the road and the number of lorries which use the estate for overnight parking, if parking is to be allowed on the side of the road furthest away from the Chart road outside normal working hours, they tend to park on the pavement, which breaks down the curbs, damages the walking surface and breaks the access covers. It also makes the road even more hazardous to negotiate with</p>	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p> <p>Members therefore determined that ‘no waiting at any time’ restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions through the section of Brunswick Road to the north east of your premises should not be altered at this time.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process</p>

	<p>barely a vehicle width left and drivers climbing in and out of lorries and wandering about in the road.</p> <p>Whilst we understand the concerns expressed regarding the displacement of parked vehicles to the surrounding estates, we believe the safety issues posed by allowing vehicles to park in the areas indicated outweigh this and should be given priority. It should also be remembered that many of the vehicles which are parked along Brunswick road during the day do not belong to people working on the estate, but to people who commute by coach and use the estate for free parking and by an increasing number of traders who use the road as a shop window to sell their vehicles.</p> <p>Parking along this road has, for a long time, been a major problem for us and this is an excellent opportunity to resolve all of the issues in one go. We would appreciate due consideration being given to the above suggestions to maximise the benefits for all users of this road.</p>	
Brunswick Road	<p>We are in favour of increasing the parking restrictions on Cobbs Wood Estate but we have two areas of serious concern as follows:</p> <ol style="list-style-type: none"> 1. The proposal allows for a small area of unrestricted parking in Hannover close (highlighted in orange on the enclosed map) that is currently restricted. Vehicles often park illegally in this area and when they do it makes turning in and out of Hannover close dangerous as the space available 	<p>In the drafting of a scheme of parking controls for the Cobbs Wood estate Members expressed concerns that a full reconfiguration of the restrictions on the Cobbs Wood estate would result in an increased displacement of estate vehicles into adjacent residential areas.</p> <p>Members therefore determined that ‘no waiting at any time’ restrictions should only be proposed at the principal entrances into the estate from Chart Road and Carlton Road, and that the extent and severity of wider restrictions throughout much of the</p>

becomes too restricted.

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and ourselves all run HGV vehicles so there are a lot of HGV vehicle movements every day in and out of Hannover close and removal of the current restriction will make those movements more dangerous. If they see them in time, then any vehicles turning into Hannover close will have to stop in Brunswick Road and wait for any vehicles exiting Hannover close. If they do not see the vehicles in Hannover Close before turning in then there will be two vehicles facing each other in the single lane that is left next to the parked vehicles in Hannover Close and the road will be blocked which is what currently often happens when vehicles are parked illegally in Hannover close. We believe that all of Hannover close should be no parking at all times.

2. There is a section of Brunswick Road by the Junction of Brunswick Road and Hilton Road (highlighted in orange on the enclosed map) that is currently unrestricted for parking and is left unrestricted in the proposal. We would like to see this area become restricted to no parking at any time. When vehicles are parked in this area it makes turning right out of Hilton Road into Brunswick Road very dangerous as the road layout makes it impossible to have clear vision into Brunswick Road when there are vehicles parked there and a photograph is attached to show this. Parking in this area restricts this section of Brunswick Road to single lane traffic which is both dangerous and

Cobbs Wood estate should remain unaltered. The exceptions to this were within Bridge Road, Carlton Road, Hanover Close and the cul-de-sac end of Brunswick Road where it was felt that certain lengths of restriction could be removed and on-street parking could be tolerated (in locations where the road was sufficiently wide to support parking on one side and vehicles would not be parked opposite or within 15 metres of junctions and vehicular accesses to premises).

Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process

	<p>currently the cause of constant congestion as shown in the attached photograph. This area is opposite the entrances to two large areas of industrial units and also the entrance to which makes the current situation even more dangerous. This area is so dangerous that I was very surprised to see this area remain unrestricted in the current proposal. It was once a restricted area and only became unrestricted some years ago when the lines were repainted and I strongly believe that this was due to some sort of error at the time because there was never any proposal received to change the restrictions.</p>	
Hanover Close	<p>We support the introduction of parking spaces on Hanover Close</p>	

Appendix 6 – Loudon Way responses

Street	Comments	Officer's Response
Chestnut Close	<p>By introducing the proposed parking restrictions in Loudon Way from it's junction with Chart Road, on both sides of the road, only to a point just north west of the junction with East Lodge Road, will cause the existing vehicle parking problem to simply migrate to the unrestricted parking section of Loudon Way to it's junction with Cypress Avenue.</p> <p>There being a strong possibility that parking will in future occur on both sides of Loudon Way from it's junction East Lodge Road up to it's junction with Cypress Avenue, thus causing a bottle neck for traffic flow along Loudon Way and cause visibility and access issues for vehicles attempting to enter Loudon Way from Cypress Avenue.</p> <p>The proposed parking restrictions, at any time, should extend on both sides of Loudon Way from it's junction with Chart Road to it's junction with Cypress Avenue. There not being any property along this section of the road requiring parking. the traffic flow between Chart Road and East Lodge Road is heaviest, but traffic flow along the rest of Loudon Way does not decrease significantly enough to not warrant the extension of parking restrictions to the junction with Cypress Avenue. It is at this junction where traffic flow along Loudon Way reduces significantly, not East Lodge Road. Traffic flow along Loudon Way being at it's peak of</p>	<p>Within Loudon Way these restrictions are intended to prohibit obstructive and unsafe parking practices between its junctions with Chart Road and East Lodge Road where the flow of traffic into and out of Chart Road is heaviest.</p> <p>Whilst some displacement of parked vehicles is a by-product of the implementation of parking controls, it must be remembered that parking can be more readily supported along Loudon Way beyond its junction with East Lodge Road owing to the lack of property frontages, the width of the carriageway (which is sufficient to support parking on one side of the road) and the relatively few accesses into side roads.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process.</p>

course at the morning and evening rush hours, add to this the significant amount of traffic entering the estate to access Godinton School and the flow along the whole length of road is high.

Loudon Way and Cypress Avenue form part of the bus route which serves the estate and the existing parking along Loudon Way from Chart Road already effects the free flow of all traffic including buses. In fact the parking on the days when it is most severe extends almost to the junction with Cypress Avenue, therefore making exiting Cypress Avenue difficult because of the reduced visibility caused by the parked vehicles.

Parking along Loudon Way where there are no property frontages could be more readily supported it could be argued. You state that this being the case and the "width of the carriageway is sufficient to support parking on one side of the road". This I could possibly agree with however the proposals do not include parking restrictions to be introduced on one side of the rest of Loudon Way to the junction with Cypress Avenue.

As I stated in my original response I fear that the existing parking will simply migrate further along Loudon Way up to the junction with Cypress Avenue and possibly occur on both sides of the road which will cause even more problems and introduce a bottle neck to the free flow of traffic. Loudon Way being the only access, at present, onto the estate for all traffic including the

	<p>emergency services.</p> <p>While I support the waiting restriction proposals re Loudon Way I feel that an opportunity has been missed to solve the parking problem in one go and Order. The extension of parking restrictions would have cost nothing extra when included in the existing proposals and the cost of installing the yellow lines would have been small – no signing required.</p> <p>I fear that this issue will have to be revisited in the future and therefore cost even more money to solve.</p>	
East Lodge Road	<p>As a resident of Godinton park residential housing estate, have the proposers of the scheme taken into consideration the effect of the no parking lines on the occupants of the houses in the nearby roads . I accept that the parking in Loudon Way is not safe and creates a traffic hazard, but where will the owners of these vehicles park, East Lodge Road is going to be a car park on a residential estate, will the owners of these houses be able to park,enter or leave their own properties in a safe manner.</p> <p>I will be interested to hear if a proper investigation has taken place before the decision had been taken to implement these parking controls. I know any objection will not have a bearing on the outcome but do wish the council etc thought about their residents before knee jerk reactions are put in</p>	<p>Some displacement of parked vehicles is an inevitable by-product of the implementation of parking controls, however it must be remembered that parking can be more readily supported further along Loudon Way beyond its junction with East Lodge Road due to the lack of property frontages, the width of the carriageway (which is sufficient to support parking on one side of the road) and the relatively few accesses into side roads. These restrictions are intended to prohibit obstructive and unsafe parking practices between its junctions with Chart Road and East Lodge Road where the flow of traffic into and out of Chart Road is heaviest.</p> <p>Parking in front of an entrance to a property (e.g. a dropped kerb for a driveway) is prohibited under rule 243 of the Highway Code, and any such obstructive parking can be enforced against by the Police should it occur. It should be remembered however that both East Lodge Road and Loudon Way form a part of the public highway and any motorist may park within these roads provided</p>

	<p>place.</p> <p>I support the proposals from a Health & Safety view, but am very unsupportive of the fact that there are no contingency plans as to where the vehicles are going to park once the restrictions are in place. There are at the moment 15 cars in Loudon Way and 23 cars parked on the Brunswick Road area(13.30 Wednesday 12th November) where do you think these vehicles are going to park, as we already have the bottom of East Lodge Road filled with Brake Bros cars and the area around Lime close used by the refuse and garage workers from Cobbs Wood.</p> <p>I realize that the roads are part of the free highway but find that comment from you very flippant as you obviously do not live in these roads, which after all when I bought my property after a land search through the council was deemed to be residential and not a proposed car park. I appreciate that parking over a dropped kerb is unlawful but cars parking opposite my drive would make it extremely difficult to safely access the road.</p>	<p>that they comply with the articles of the Highway Code and any formalised parking restrictions in force within the roads.</p> <p>It is important to note that whilst we have undertaken assessments and surveys of the vehicle parking between Chart Road and East Lodge Road in determining these restrictions, no decision to implement controls has been made. Following the end of the consultation period we will present a report on the consultation (containing all responses received both in support of and objecting to the proposals) to Members for their consideration and a decision on whether or not to implement the scheme as proposed.</p> <p>As a part of this scheme we are proposing the removal of certain lengths of restrictions from the Cobbs Wood estate where parking can be tolerated in order to provide estate workers with an alternative to parking on surrounding residential streets, including a 51 metre length on Bridge Road (adjacent to Brake Bros) and further lengths of restriction on Brunswick Road, Carlton Road and Hanover Close.</p> <p>Unfortunately once we have commenced formal consultation on a scheme we are unable to vary that scheme without re-starting the formal consultation process.</p>
Thornlea	<p>I refer to the above notice from which I see it is intended to put in place parking restrictions in Loudon Way from the junction with Chart Road to East Lodge Road. As there is a further bus stop almost opposite the entrance to Cypress Avenue, would it not be prudent to extend the restriction to Cypress Avenue to eliminate traffic congestion on Loudon Way. Particularly during the periods 8 to</p>	<p>The restrictions within Loudon Way are intended to prohibit obstructive and unsafe parking practices between its junctions with Chart Road and East Lodge Road where the flow of traffic into and out of Chart Road is heaviest.</p> <p>On-street parking can be more readily supported along Loudon Way beyond its junction with East Lodge Road owing to the lack of property frontages, the width of the carriageway (which is</p>

	<p>9.15 am and 3 to 3.45pm, this road sees its heaviest daily usage between Monday and Friday. This would then give better access to the whole of the Godinton estate, where a number of elderly and infirm people live who, from time to time, sadly have to call on the emergency services.</p>	<p>sufficient to support parking on one side of the road) and the relatively few accesses into side roads.</p> <p>Unfortunately, once we have commenced formal consultation on a scheme we are unable to include further restrictions without re-starting the consultation process.</p>
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Appendix 7 – Statutory Consultee responses

Consultee	Comments
Stagecoach	<p>Stagecoach supports the proposals contained in this scheme. The enhanced parking restrictions can be expected to improve road safety (especially for pedestrians), and reduce delays to buses caused by uncontrolled parking. The bus stop clearways will improve access to bus stops, making boarding and alighting safer for bus users, especially those with mobility impairments.</p>
Kent Police	<p>Having studied this proposal, Kent Police have no specific comments or observations to make regarding these proposals, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> · 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 restriction 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. <p>Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.</p> <p>Kent Police would object if corner protection does not extend for 10m from any junction, for two reasons:</p> <ul style="list-style-type: none"> • Section 243 of the Highway Code states; DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. • Regulation 24 of the Road vehicles Lighting Regulations 1989 states that you may park on a road at night, which is subject to a 30mph speed limit or less and the vehicle is parked parallel and close to the kerb and no part of the vehicle is less than 10m from a junction.

Kent Invicta Chamber of Commerce

The Chamber Ashford Economic Development Group has discussed the proposals by e mail and very few positive or negative comments were received.
The Chamber also asked members in the area to respond to the consultation and some responses were received which indicate general support for the proposals, however some points of detail were raised, in particular around allowing some parking for loading and unloading of vehicles for a set time period and safety concerns around removal of restrictions on some roads.
Below are extracts from responses from members who operate in the Cobbs Wood area.

We are in favour of increasing the parking restrictions on Cobbs Wood Estate but we have two areas of serious concern as follows:

1. The proposal allows for a small area of unrestricted parking in Hannover close that is currently restricted. Vehicles often park illegally in this area and when they do it makes turning in and out of Hannover close dangerous as the space available becomes too restricted.,and ourselves all run HGV vehicles so there are a lot of HGV vehicle movements every day in and out of Hannover close and removal of the current restriction will make those movements more dangerous. If they see them in time, then any vehicles turning into Hannover close will have to stop in Brunswick Road and wait for any vehicles exiting Hannover close. If they do not see the vehicles in Hannover Close before turning in then there will be two vehicles facing each other in the single lane that is left next to the parked vehicles in Hannover Close and the road will be blocked which is what currently often happens when vehicles are parked illegally in Hannover close. We believe that all of Hannover close should be no parking at all times.
2. There is a section of Brunswick Road by the Junction of Brunswick Road and Hilton Road that is currently unrestricted for parking and is left unrestricted in the proposal. We would like to see this area become restricted to no parking at any time. When vehicles are parked in this area it makes turning right out of Hilton Road into Brunswick Road very dangerous as the road layout makes it impossible to have clear vision into Brunswick Road when there are vehicles parked there and a photograph is attached to show this. Parking in this area restricts this section of Brunswick Road to single lane traffic which is both dangerous and currently the cause of constant congestion as shown in the attached photograph. This area is opposite the entrances to two large areas of industrial units and also the entrance to which makes the current situation even more dangerous. This area is so dangerous that I was very surprised to see this area remain unrestricted in the current proposal. It was once a restricted area and only became unrestricted some years

ago when the lines were repainted and I strongly believe that this was due to some sort of error at the time because there was never any proposal received to change the restrictions.

..... operate in the heart of the Cobbs Wood Estate, with gated access onto Hilton Road, Brunswick Road and also onto Bridge Road. We expect to have two or three large lorries (mostly curtain sided) to our site each day which require us to use fork lifts to load/unload at any of those gates, taking between 15mins to 30mins a time. This does mean lorries are parked for the loading duration at those kerbs. do not use or require any parking on the road other than the loading/unloading of lorries as we provide on-site parking for our employees. Generally we have room to load and unload smaller vans on site, also.

With regard to kerbside loading and unloading, I can advise that have carried out a risk assessment for the use of our fork lifts on the public highway when unloading lorries. I am very pleased to learn that the parking on Cobbs Wood is under review as the issue of parked lorries and left trailers is an issue during working hours, particularly when we are dealing with kerbside deliver

There is usually significant on road parking as you turn onto Brunswick Road, especially in the mornings. The parked vehicles obscure any vision of traffic coming from the right until into the middle of the road. Drivers have to inch forward to try and get some view of the traffic coming towards them from the right, leaving the front of their vehicle exposed.

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