
Park Farm South and East proposed parking controls

To: Ashford Joint Transportation Board – 9 December 2015

By: Health, Parking and Community Safety Manager

Classification: For consideration by the Board.

Ward: Park Farm South, Weald East

**Background Papers: “Park Farm Order 2014 (Bluebell Road & Violet Way)” report to JTB 9th September 2014
“Park Farm Order 2014 (Bluebell Road & Violet Way) Update Report” report to JTB 9th December 2014
Tabled Paper to JTB 9th December 2014**

Summary: This report details the outcome of a formal consultation on parking controls for areas of Park Farm South and East for consideration by the Board.

1.0 Introduction

- 1.1. This report provides details on a formal consultation on parking controls for certain areas of Park Farm South and East to facilitate the introduction of an extension to the B Line bus service. Board members are asked to consider the results of this consultation and advise whether or not they support the introduction of the proposed controls.

2.0 Background

- 2.1 A formal consultation on the introduction of parking controls in certain areas of Park Farm South and East was carried out between 24th July and 15th August 2014, with results brought before the JTB for consideration on 9th September 2014 where the Board deferred making a recommendation on the proposed controls for Bluebell Road pending a site visit for Board Members.
- 2.2 A site visit for Board Members was conducted on 4th December 2014 ahead of the Board's meeting on 9th December 2014. At this meeting, the Board resolved to reject the implementation of proposed restrictions and ask Officers to look at alternative bus routes.

3.0 Assessment

- 3.1 The agreement and approval of bus routes is not within the purview of the Joint Transportation Board and did not form part of the consultation

process; however in accordance with the Board's recommendation Officers from both Kent County Council and Ashford Borough Council have met with representatives from Stagecoach several times since the Board's meeting of December 2014 to discuss the viability of alternative bus routes.

- 3.2 The running of bus services to Park Farm South and East via Bluebell Road and the accommodation bridge was determined to be the only viable route by which to provide a bus service to both estates and link through to Cheeseman's Green once the link road is completed.

4.0 Consultation

- 4.1 The scheme was proposed and advertised in line with statutory requirements between 24th July and 15th August 2014. The consultation was advertised through notices placed on the Ashford Borough Council website, in the local newspaper and on street furniture along the route of the proposed controls. Copies of deposit documents were made available for public viewing on the Ashford Borough Council website, at the Ashford Gateway Plus and at the main reception of Sessions House, Maidstone. Letters enclosing plans were also sent to 421 properties within the vicinity of the proposed controls, the Ward and Divisional members for the area, Kingsnorth Parish Council and statutory consultees including the emergency services, Road Haulage Association, Freight Transport Association and Kent County Council.

- 31 responses were received to the consultation, including responses from Kent Police and Kent County Council's Traffic Engineer for Ashford.
- 13 supported the proposals.
- 2 did not support or object.
- 14 objected to the proposals.
- Kent Police and KCC raised no objection to the proposals.

- 4.2 A plan of the proposals is included as Appendix 1.

5.0 Objections

- 5.1 The objections to the proposed controls related primarily to the impact on existing parking practices for the properties on Bluebell Road, and covered a number of points:

- 5.1.1 Concerns were expressed that the restrictions will displace traffic to other areas or increase congestion in other areas. Concerns were also expressed that the off-street parking provision was unsuitable or insufficient for the demand existing on Bluebell Road. **During all surveys and at the time of the Board members site visit capacity existed in parking courts to the rear of properties fronting Bluebell Road to accommodate vehicles parked on street and on the footways in Bluebell Road.**

- 5.1.2 Several respondents also stated a desire to retain parking and access to the front of properties in areas where controls were proposed. It is important to note that exemptions exist allowing for drivers to stop on yellow lines for the purposes of loading and unloading and to allow passengers to board or alight from their vehicle. **The scheme will only introduce parking controls to prevent vehicle waiting, and will not introduce a loading ban.**

6.0 Procedure

- 6.1 The role of the Joint Transportation Board in regard to Traffic Regulation Orders is to comment, and in this instance the Board is asked to indicate whether it supports the recommendations of Officers made on analysis of the consultation results.
- 6.2 The Board does not have powers to approve or reject a bus route, or determine the licensing of bus services, such matters being within the remit of the Traffic Commissioners.
- 6.3 If the Board resolves not to support the implementation of the proposed parking controls, this matter will be referred directly to Kent County Council (as the Highway Authority) to determine whether or not the Order should be made and the proposals implemented.

7.0 Recommendation

- 7.1 Officers are recommending that the JTB support the implementation of the proposed parking controls, which will facilitate the introduction of bus services to Park Farm South and East to aid a modal shift towards bus travel in line with the agreed transport policy of Ashford Borough Council.

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Appendix List	
<i>Appendix 1</i>	<i>Plan of proposed scheme</i>

Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th September 2014

Report Title: Park Farm Order 2014 (Bluebell Road & Violet Way)

Report Author: Ray Wilkinson, Engineering Services Manager



Summary:

This report details the results of formal consultation conducted between 24th July and 15th August 2014 on a proposed scheme of parking controls for certain roads within the Park Farm South and East residential estates, Ashford; presenting Officer's analysis and further recommendations.

The scheme proposed focuses on two specific areas within Park Farm: in Bluebell Road, where restrictions have been requested by the bus operator to address obstructive parking issues and so facilitate the running of extended bus services into Park Farm East; and in Violet Way where restrictions have been requested by the developer to address obstructive parking issues.

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 should be approved.

Key Decision: YES

Affected Wards: Park Farm South, Weald East

Recommendations: **That the Board considers the results of the formal consultation and recommends 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: Park Farm Order 2014 (Bluebell Road & Violet Way)

Purpose of the Report

1. This report details the results of formal consultation conducted between 24th July and 15th August 2014 on a proposed scheme of parking controls for certain roads within the Park Farm South and East residential estates, Ashford; presenting Officer's analysis and further recommendations.

Issue to be Decided

2. The scheme proposed (shown in appendix 1) focuses on two specific areas within Park Farm South and East – Bluebell Road and Violet Way. The restrictions proposed in Bluebell Road have been requested by the bus operator to address obstructive parking issues and so facilitate the running of extended bus services into Park Farm East.
3. Implementing the restrictions proposed for Bluebell Road forms one of four effective 'steps' in the delivery of extended bus services into Park Farm South and East; the others being:
 - a) The Highways Agency granting technical approval for use of the accommodation bridge by buses (a letter from the Board Chairman to the Chief Executive of the Highways Agency is attached to this report as Appendix 3);
 - b) The agreement of a subsidy from the SPG6 fund for the initial operating timescale of the extended bus service (in addition, Stagecoach have affirmed their belief that the service would be commercially viable after this initial subsidy period – see Appendix 4)
 - c) The agreement and installation of an enforcement regime to limit vehicular use of the accommodation bridge and provide bus priority.
4. The restrictions within Violet Way have been requested by the developer and will prohibit obstructive parking on the major access to Park Farm East from the southern orbital and A2070 (Hamstreet Bypass). Residents have frequently expressed concerns about vehicle parking on this approach and the adjacent roundabout, and the restrictions have been designed to address these issues.
5. The Board should consider the results of the formal consultation and determine whether to recommend:
 - a) Implementation of the scheme as proposed
 - b) Implementation of the scheme (deferred for no longer than 18 months from the commencement date of the formal consultation)
 - c) Implementation and a supplementary consultation on an additional scheme of restrictions
 - d) Abandonment of the scheme
6. The proposed restrictions would only prohibit vehicle parking in those locations defined as unsuitable (illegal) under the Highway Code.

Background

7. The Ashford Borough Local Plan (adopted in June 2000) outlined that development at Park Farm South and East (site 17) should enable a significant proportion of trips to be carried out by public transport, and furthermore should feature (as part of the transport infrastructure of the site) a dedicated pedestrian/cycle/bus link between the two parts of the development site. Indeed, policy S17.6 from the Local Plan noted that such a crossing “is a key part of the transport system to serve this area”, and that “This link is part of a wider network of bus routes linking to Cheeseman’s Green”.
8. The Pelham Homes Park Farm South and East Development Brief (2001) detailed that the accommodation bridge would provide a bus priority link between the two parts of the development and function as either a dedicated bus/cycle/pedestrian link or be open to all vehicle movements. Paragraph 11.22 of the brief states that ‘Any on-street parking should be provided in bays or widened sections of carriageway which maintain 6 metre wide sections of carriageway free from obstruction’.
9. Planning permission for the development was granted at a meeting of the Planning Committee on 25th April 2002. At a subsequent meeting of the Committee held on 17th December 2003 it was clarified that the accommodation bridge would be designed for buses, cycles and pedestrians rather than accommodating all traffic. The use of the accommodation bridge (and consequently Bluebell Road) as a bus route linking Park Farm South and East is outlined further in the Section 106 agreement for the development.
10. The Section 106 agreement for Park Farm South and East was registered as a Local Land Charge on 20th January 2006. Prior to the expiration of the charge (on 14th August 2014), results of the Local Land Charges Register (LLC1 or personal search) for properties in the area to which the charge applies would have revealed this Section 106 agreement. A copy of the agreement has been available on the Borough Council’s website since 14 January 2013. Prior to that, copies would have been provided on request. Similarly, replies to an official local authority search request would also have revealed the planning history of the site relevant at the time of the search.
11. Signage indicating a prohibition of vehicle movement across the bridge except for buses and cycles has been in situ on the Bluebell Road side for some time.

Consultation

12. A formal public consultation was conducted between 24th July and 15th August 2014, with letters outlining the proposals and the procedure for responding to the consultation delivered to a total of 421 properties and 28 statutory consultees. Notices of intention were simultaneously published in the Kentish Express and erected on site, and documents outlining the order (including plans and a statement of reasons) were placed on deposit at Ashford Gateway Plus, Session House Maidstone and the Ashford Borough Council website.

13. 29 responses were received from the general public as well as responses from Kent Police and Kent County Council (who raised no objection to the proposals) and Stagecoach, who expressed their support for the restrictions in Bluebell Road as a means to facilitate the running of extended bus services into Park Farm South and East via the accommodation bridge, and extending further into Cheeseman's Green (Finberry). The responses from Kent Police, Kent County Council and Stagecoach are included in Appendix 4.
14. The content of all responses received during the consultation period is included in Appendix 4 to this report. A table showing the origin points of public responses and a percentage breakdown of response rate is shown below.

Street	No. consulted	Support		Object		No indication		Total		No response	
		No.	%	No.	%	No.	%	No.	%	No.	%
Bluebell Road	77	3	4%	11	14%	0		14	18%	63	82%
Poppy Mead	68	2	3%	1	1%	1		4	6%	64	94%
Orchid Court	44	2	5%	0	-	1		3	7%	41	93%
Bramble Walk	22	2	9%	0	-	0		2	9%	20	91%
Damara Way	34	1	3%	0	-	0		1	3%	33	97%
Jacobs Court	11	0	-	1	9%	0		1	9%	10	91%
Violet Way	77	1	1%	0	-	0		1	1%	76	99%
Beltex Way	5	0	-	0	-	0		0	-	5	100%
Broadview Close	43	0	-	0	-	0		0	-	43	100%
Herdwick Road	29	0	-	0	-	0		0	-	29	100%
Skylark Way	11	0	-	0	-	0		0	-	11	100%
Scotney Close*	-	1		0		0		1			
No address given	-	1		1		0		2			
Totals	421	13	3%	14	3%	2	0%	29	6%	395	94%

*No direct mailing was carried out to residents of Scotney Close

15. Of the 29 responses received, 14 were from properties directly fronting the proposed restrictions. Of these, 13 were from properties within Bluebell Road (11 objecting and 2 supporting) and 1 was from Violet Way (supporting).
16. The response rate for this consultation as a whole was lower than officers expected, and varied significantly by street. It can be expected, and was generally borne out in the responses received, that those households adjacent to or fronting the proposed restrictions (and thus most likely to be directly affected by them) will elicit the highest frequency of responses.
17. The responses received covered various grounds, not all of which fall under the purview of this consultation or proposed scheme. Those comments made which were pertinent to this consultation addressed various common points, the most frequently made of which (occurring in 5 or more responses) are listed below.

Comment summary	No.
Restrictions should be extended / other areas included	13
Available off-street parking is insufficient / unsuitable	11
Scheme will displace traffic / increase congestion	10
Want to retain parking / access in front of property	10

Footway parking should be addressed / is of concern	9
Objection to intended bus route	7
Available off-street parking is sufficient / underused	5

18. Less frequently occurring comments covered other points such as: the absence of restrictions reduces traffic speed (2), the scheme would reduce congestion (1), additional off-street parking areas should be provided (1), the restrictions would impact on parking by patrons of a business in the estate (1) and the scheme would not address safety issues (1). 2 responses also cited a desire not to have traffic calming measures, despite no such measures being proposed under this scheme. A full analysis of the most commonly made comments is included as appendix 2 (paragraphs 32 – 50).
19. Whilst this consultation does not address the routing or extension of bus services directly, the Bluebell Road restrictions are intended to facilitate the running of extended bus services (through prohibiting vehicle parking in locations defined as unsuitable under the Highway Code) and so officers felt it pertinent to include a record of these comments for analysis.
20. The approval of bus services and routes falls under the purview of the Traffic Commissioner, and consent to run the extension of this bus service will require their approval of the route, however there are no difficulties foreseen in obtaining this approval.

Geographic analysis

21. 17 responses received during the consultation period contained comments that specifically addressed the restrictions proposed for Bluebell Road. Of these, 13 were received from properties directly fronting the restrictions in Bluebell Road, with 2 of these responses supporting and 11 objecting to the scheme. Of the 4 other responses, 1 arose from a property in Bluebell Road not fronting the proposed restrictions (supporting), 2 arose from other streets (Damara Way – supporting, and Poppy Mead – objecting) and 1 did not provide address details (objecting).
22. By comparison, only 2 responses specifically addressed Violet Way, with 1 response received from a property fronting the restrictions and in support of them. The other response arose from Damara Way (supporting).

Alternatives considered

23. The implementation of this scheme (in part or in full) could be deferred for a period not exceeding 18 months from the date of first advertisement, or until such time as bus travel via the accommodation bridge is realised (whichever is sooner), however instances of obstructive parking (on junctions, bends, and footpaths, for example) will continue to occur without restrictions being in force, and cannot continue to be condoned by the authority on the basis that a through route for buses is not presently open.
24. Given the concerns over specific areas where additional parking controls have been requested and the high proportion of obstructive parking (including on footway parking) reported to Officers, a supplementary consultation on a wider scheme of parking controls further into Park Farm South and East could

be carried out in addition to implementing the proposed restrictions; however this would require additional funding contributions to realise.

25. Abandonment of the scheme is not recommended, as these proposals would provide a safety benefit to road users (including pedestrians) in the estate through addressing unsuitable parking practices in the identified areas of Bluebell Road and Violet Way; and furthermore would facilitate the long-planned delivery of extended bus services into Park Farm South and East via the accommodation bridge.

Officer's Recommendation

26. The restrictions proposed in Violet Way have received no notable objection, and have elicited little response from those residents whose properties front the areas in question. In light of this and the tangible improvement to highway safety that these restrictions would achieve, it is the recommendation of Officers that these restrictions should be implemented.
27. Although there has been objection to the restrictions in Bluebell Road, this has been limited and it must be remembered that the principal focus of objections has been the desired retention of parking to the front of properties (in locations where parking should not take place) and the inadequacy of off-street parking provision in the estate.
28. Such responses (collated) were received from only 16 households during the course of the consultation – equivalent to 4% of all properties directly consulted and 21% of all properties directly fronting the restrictions on the western side of the A2070.
29. In light of the low response rate and the necessity of these restrictions in halting unsuitable and unsafe parking practices and facilitating the passage of public service vehicles into Park Farm East via the accommodation bridge, it is the recommendation of Officers that the Board should recommend implementation of the full scheme as proposed.

Conclusion

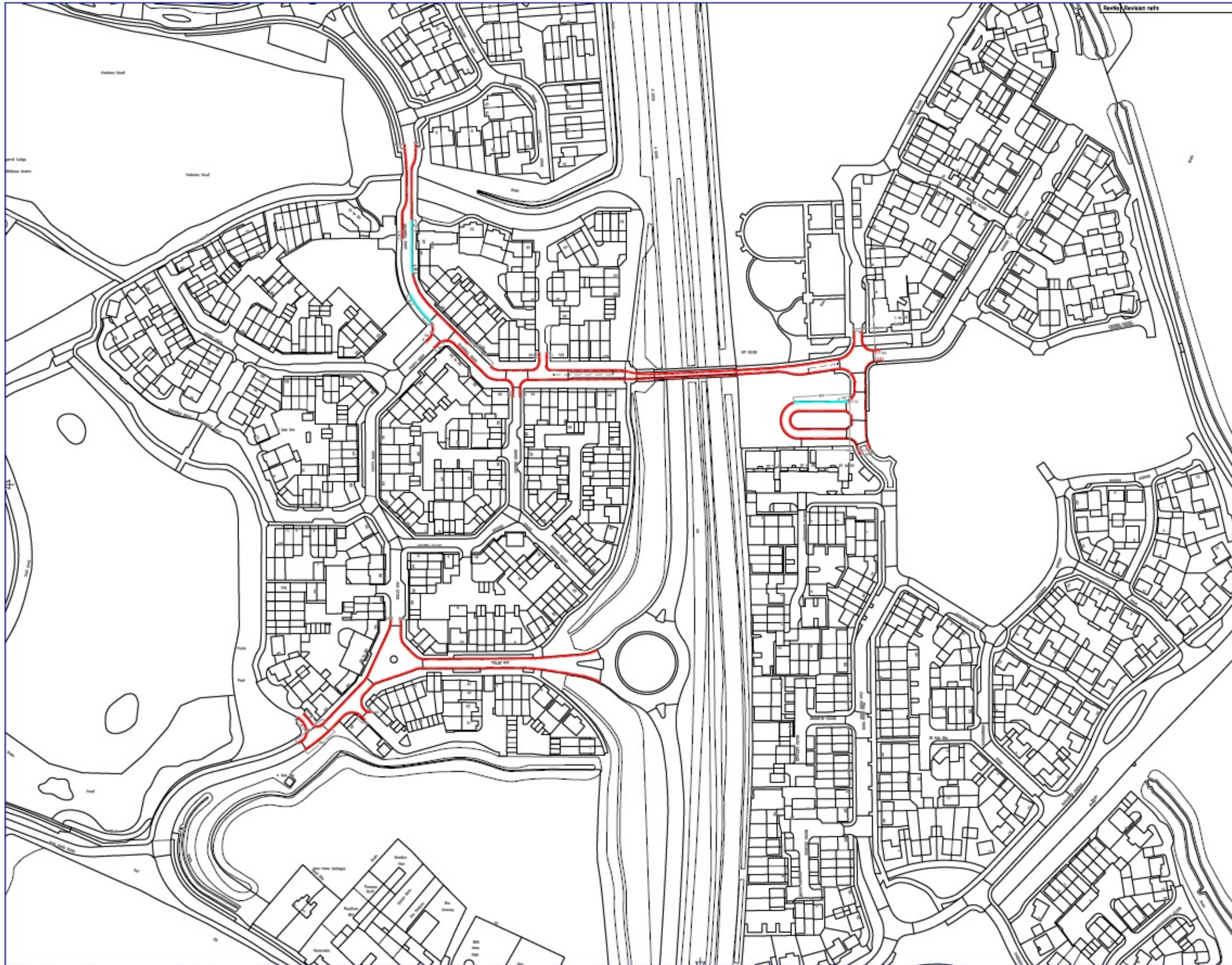
30. On assessment of the representations made during the consultation period it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and so implementation should be approved.

Portfolio Holder's Views

31. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk



Revis/ Revision note

Date Signature/Checked

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	—

ASHFORD
BOROUGH COUNCIL
 CULTURE AND THE ENVIRONMENT
 Civic Centre, Tamary Lane, Ashford, Kent, TN23 9PL
 Tel: 01233 331111 fax: 01233 645654

PROJECT
 PARK FARM, KINGSNORTH, ASHFORD SCHEME

DRAWING
 PROPOSED WAITING RESTRICTIONS

SCALE	1/1000	DATE	JULY 2014
DRAWN	R.J.W.	DATE	JULY 2014
DRONE	PARK FARM 2014/01		

Restrictions should be extended / other areas included

32. As shown above, the most frequently made comment was for the extension of restrictions to include other areas, including the junctions of Violet Way with Bramble Walk, Violet Way with Poppy Mead, Violet Way with Orchid Court, Poppy Mead with Bramble Walk and further restrictions requested in Bluebell Road, Bramble Walk, Damara Way, Finn Farm Road, Orchid Court, Poppy Mead and Scotney Close.
33. There was little correlation between requests for extensions and concerns over displacement and congestion increases (only 3 responses contained both comments), suggesting that the majority of requests have been made in response to existing problems on other parts of the estate.

Available off-street parking is insufficient / unsuitable

34. Of 11 responses citing this concern, 9 were from properties directly fronting the proposed restrictions on Bluebell Road, and whilst these properties would in effect 'lose' on-street parking, it must be remembered that the on street parking observed by officers outside these properties is in contravention of the Highway Code (within 10 metres or opposite a junction, on bends and where the road is too narrow to support parking).
35. Owing to the narrow width of the carriageway to the front of those Bluebell Road properties immediately adjacent to the accommodation bridge, vehicle parking to the front of these properties (as observed by officers) is contained entirely on the footway. Such parking is in contravention of the Highway Code (rule 244) and cannot be condoned under the proposals. Furthermore, driving a vehicle on the footway is an offence under the Road Traffic Act 1980, and so any motorist utilising the footway for parking throughout the estate may be liable for prosecution.
36. Whilst it is recognised that households may be in possession of more vehicles than they have sufficient space for within off-street provisions, this cannot provide justification for parking illegally.

Scheme will displace traffic / increase congestion

37. Some displacement of traffic is an unavoidable side-effect of the implementation of any parking controls; however care must be taken to ensure that the introduction of controls does not simply move traffic to adjacent unsuitable areas.
38. Some consultation responses have suggested (and officers have observed) that the off-street parking provision to the rear of the properties is underused, and so such facilities may be able to accommodate a proportion of any on-street parking displaced through the implementation of the scheme.
39. 6 of 10 responses citing this concern arose from properties directly fronting the proposed restrictions in Bluebell Road, with 1 response from an adjoining

unrestricted street (Poppy Mead), 2 responses generated from streets on the eastern side of the accommodation bridge and 1 response provided without address details. The negligible level of concern from properties in unrestricted streets over displacement and congestion provide little evidence to support alteration or abandonment of the scheme for this reason.

Want to retain parking / access in front of property

40. There is an apparent confusion over the exemptions of 'no waiting at any time' (double yellow line) restrictions shown in the responses, and so more in-depth analysis of these comments is presented herein. Of 10 responses citing this concern, 7 raised points addressing specific queries over loading and unloading of vehicles, the boarding or alighting of passengers from vehicles (including disabled persons) and the ability of emergency service vehicles to access the front of properties in restricted areas.
41. It must be remembered that loading and unloading and stopping to pick up and drop off passengers are exempt from 'no waiting' restrictions for so long as these activities are being carried out; and emergency service vehicles responding to a call are similarly exempted from 'no waiting' restrictions.
42. 4 of the 10 responses cited concerns over the loss of general household parking outside properties as a result of the restrictions, however these properties front areas where (as defined under the Highway Code) parking should not take place, irrespective of the presence of formalised restrictions. As such, parking in these areas cannot be condoned under a scheme of restrictions designed to address obstructive parking practices in unsuitable and unsafe locations.
43. 2 responses cited concern that the implementation of restrictions would force property owners to be in breach of restrictive covenants placed on their properties (namely, to not park vehicles on the estate roads or access ways). Officers have disputed these claims on the grounds that the restrictions would, in fact, reinforce such a covenant through preventing parking on the estate roads and access ways where restrictions were imposed.

Footway parking should be halted / is of concern

44. There was a strong correlation between responses citing this concern and requesting extensions to the scheme (6 of 9 responses concerned about footway parking also requested that other areas were addressed). Footway parking, as noted in paragraph 19, is in contravention of the Highway Code (rule 244) and through driving a vehicle on the footway to park also constitutes an offence under the Road Traffic Act 1980.
45. Civil enforcement of footway parking in other streets is not possible without extending the proposed scheme to address other areas, which would extend beyond the brief of the original scheme request.

Objection to intended bus route

46. While the restrictions proposed for Bluebell Road (and Finn Farm Road) have been requested to facilitate the running of extended bus services via the accommodation bridge, this consultation does not cover any proposal regarding the routing or timetabling of buses, physical works to alter the road layout adjacent to the bridge or the installation of equipment to control use of the bridge; and so such objections to the bus service, though related, do not fall within the purview of this consultation.
47. As noted in paragraphs 7 - 11, the use of the accommodation bridge to provide a dedicated bus, cycle and pedestrian link has been an intended feature of the Park Farm South and East developments since publication of the development brief in July 2001, which outlined that bus routes would be provided through the development to ensure that all development was within 400 metres of a service, with priority being given to bus services where possible.
48. Whilst the delivery of bus services into the development has been subject to delays, it remains an aspiration to extend bus services into Park Farm East and further into the Finberry development (once link roads are completed) and in time linking the B- and K-Line bus services to create a loop service between the town centre, Park Farm, Finberry and the William Harvey Hospital.

Available off-street parking is sufficient / underused

49. 4 of 5 responses including this comment were made in support of the scheme, with the fifth response making no clear indication of support or objection. This response contrasts with comments received principally in opposition to the proposal regarding the provision of off-street parking. Taken in context together, the presence of both response types would suggest that whilst the level and standard of parking provision may be unsuitable or insufficient for some households, this is not the case for all households within the estate.
50. Parking on public streets is in effect only permissible through the implied consent of the local highway authority, and in truth should not be viewed as a definite alternative to off-street provision. Due consideration should be given to an individual household's parking needs and the off-street provision afforded to a property prior to householders purchasing or entering into a tenancy agreement for a property.



Mr Graham Dalton
Chief Executive, Highways Agency
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RH4 1SZ

Cllr Charlie Simkins
c/o Members Desk
Kent County Council
Session House
Maidstone
ME14 1XX

8th August 2014

Dear Mr Dalton

RE: Accommodation Bridge over the A2070 – Park Farm South and East, Ashford, Kent

I am the Kent County Councillor for Ashford Rural West and Chair of the Ashford Joint Transportation Board. It is of continuing concern to the Board that the delivery of extended bus services to new developments at Park Farm South and East utilising the accommodation bridge at Park Farm that spans both the A2070 Hamstreet Bypass and the Ashford-Hastings railway line has been subject to on-going delays due to a variety of factors.

The proposed extension to the provision of public transport is a much-needed facility, and the required funding has already been secured from the SPG6 'Green Infrastructure' fund. It has been the intention since the earliest days of this major development that a bus service would operate through the estate via the accommodation bridge. Indeed, this is included in the development brief for Park Farm South and East (2001) and the subsequent S106 agreement (2005). Outline technical drawings for improvements to the bridge have even been generated as early as 2003 (Buchanan Consulting Engineers).

The County Council has prepared detailed technical drawings of required upgrades for Highways Agency approval; Ashford Borough Council (acting on the County Council's behalf) have begun consultation on a scheme of parking controls to facilitate bus travel on the approaches to the bridge; the developer has constructed a temporary bus turnaround on the eastern side of the bridge and the 'kick-start' funding for the first three years of bus service operation has been secured through the SPG6 fund.

Whilst the type and form of enforcement system to regulate use of the accommodation bridge is still to be determined, this is being discussed regularly between the County Council and Borough Councils, and now it seems as though the entire proposal is at risk of stalling until the grant of Technical Approval for works to be undertaken on the accommodation bridge is forthcoming from the Highways Agency.



It is my understanding that the bridge as an asset was transferred from Kent County Council to the Highways Agency when the Highways Agency trunked the A2070, and the bridge is not believed to be in split ownership (between the Highways Agency and Network Rail), unless the Highways Agency reached an agreement with Network Rail subsequent to the trunking.

I am informed that although it is not believed Network Rail own any of the bridge, because the bridge spans the Ashford to Hastings railway line Network Rail will need to be co-signatories to the approval documents with the Highways Agency. The County Council has already engaged with Network Rail to set up a Basic Asset Protection Agreement to assist the approvals process.

I understand that when the County Council wrote to the Highways Agency (addressed to Kevin Bown, Asset Manager for Area 4) on the 9th May 2014 to seek views on the concept design, the response received gave cause for optimism – and I understand that an internal meeting was to be convened by the Highways Agency, with attendance from the HA's technical consultant (BBMM), NetServe and possibly Network Rail. To date the County Council has not received any further feedback from the Highways Agency regarding this matter, suggesting that no further progress has been made.

In order to make progress securing technical approval for use of the accommodation bridge as part of a planned extension to the public transport network, I would be grateful if the Highways Agency could with all possible expediency convene an internal meeting to clarify the following:

- What needs to be done and by whom
- The relevant approvals procedure(s)
- The associated timescale

As possible guidance on the way forward, officers at the County Council have proposed the following steps be taken to progress matters:

- The first stage of the approvals should be to agree the Category of the approvals. This will determine which documents from BD2 then need to be completed.
- Once the Category of the approvals is known your structural consultant can complete the approval documents and submit them for comment and ultimately approval.

The Highways Agency has previously advised the County Council's officers on two separate occasions that the accommodation bridge could satisfactorily cater for vehicular traffic (namely buses), and thus I would hope that formal technical approval would be forthcoming:

"No separate agreement required, if there is no change to the structure except usage as you have set out. It is designed for such use." (email from John Burns, November 2010)

"the bridge does not have a weight limit on it, so there are no issues with Buses using it." (email from Kevin Bown, September 2012)

The Joint Transportation Board, working with the County Council, Network Rail and the Highways Agency would like to agree to the most expeditious means of implementing an extension to the existing public transport network to incorporate Park Farm South, and connect this into the newer phases of Park Farm East and through further into the Finberry (formerly Cheeseman's Green) development, as a priority objective.

As the County Council is leading on work to progress the delivery of a scheme to improve the accommodation bridge through spend of already collected S106 monies, any formal responses should be copied to the relevant County Council officer (James Hammond) in the first instance.

The Board are keen to see this project advanced as a matter of urgency, and so on their behalf I must request that feedback is provided in respect of the previously supplied concept design for the



accommodation bridge, and an indication as to whether the Highways Agency would support a possible alternative option for the bridge that retains the status quo – for the bridge to be used as a 'link' on the public transport network but with no changes to the existing layout.

The Board's next meeting is set for Tuesday 9th September 2014, and I would sincerely hope that both I and the County Council's officers will be in a position to offer news of good progress regarding the accommodation bridge to the Board at this time. I look forward to receiving your response.

Yours sincerely,

Mr Charlie Simkins
Chair of the Ashford Joint Transportation Board
County Councillor for Ashford Rural West



Street	Comments	Officer's response
Bluebell Road	<p>When looking at this initially it seems sensible to have some parking restrictions, however when looking fully at what is planned it would seem there is very little consideration taken into the complete lack of thought to where people are going to park their vehicles.</p> <p>I have previously written an email to say it is good that some restrictions are put in, but not to the level that is being planned.</p> <p>You have 3, 4 and 5 bedroom houses with one parking space and garages that are not big enough for family vehicles. These houses can also have young adults (17,18,19) living in them who also have a vehicles. If you put in the full planned restrictions then you are going to have pure anarchy of people dumping cars and parking directly on pathways and across other people garages and parking area's. Which is going to be totally unacceptable. It has already been confirmed to me in an email from the council that parking on the pathways is not illegal and no parking fines can be given for this and that is a police matter.</p> <p>The level of congestion and safety for people will actually be worse and not better. I have lived in the area for 5 years and there has so far been no issues with how the roads currently stand, so my question in these circumstances are why change something that is currently ok?</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides.</p> <p>While footway parking can only be enforced against by the Police in the absence of formal restrictions, if the restrictions proposed were implemented they would apply across the full width of the carriageway lane on which they had been marked, and the adjacent footway. In effect, even if a vehicle were to park fully on the footpath 'behind' a double yellow line, the restriction would still apply and could be enforced.</p> <p>At present there are regular incidents of vehicles parking in obstructive and unsafe positions within the areas proposed for restriction including parking on footpaths which forces pedestrians to deviate from the footpath and walk in the road. It is our understanding that the majority, if not all properties within the estate are provided with an off-street parking amenity at an average of 1.5 spaces per dwelling</p>

	<p>Currently the designated parking area's are fully used and there is no space for any further vehicles, so the new restrictions will cause the estate to become a very unpleasant place to live. This is not going to be acceptable.</p> <p>I also understand there is a planned bus route leading directly through and over the bridge at Bluebell Road. It is also believed that this is planned to be a double lane in front of the houses by the bridge? If this is true then this will cause myself and others directly by the bridge a lot of disruption.</p> <p>All those people that have purchased their properties within the last few years, within the searches that have been produced, none of the new property owners have had the intended bus route show up as intended plans. How can this be the case?</p> <p>Can someone please respond to tell me what the intended bus route is and whether the intention is for one or two lanes?</p> <p>I can confirm I oppose totally to the route for the buses and the level of restrictions due to be put in place, especially down Bluebell Road itself. The homeowners intend to complete a petition against these and I suggest it would be a good idea to hold a meeting with homeowners and those who are</p>	<p>(in line with Planning Policy Guidance 3, which was in effect at the point when the development was registered).</p> <p>Whilst it is understood that there may be households with more cars than they have off-street provision for, this is not a 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>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a link between the estates for buses, cycles and pedestrians.</p> <p>Further to this a report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. The proposed restrictions for Bluebell Road will facilitate this through introducing formal</p>
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Appendix 4

	<p>making the intended plans so that they can be understood and discussed in details.</p>	<p>restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> <p>Adjustments to the physical layout of the bridge and adjacent approach on Bluebell Road will fall under the remit of Kent County Council (as the local highway authority), and as such comments and questions regarding these should be addressed to their Highways and Transportation team, however it is understood that widening of the approach will be required to allow buses to pass each other on the approach (as on the eastern bridge approach).</p>
<p>Bluebell Road</p>	<p>Just to let you know that I totally agree with your plan regarding double yellow lines, as I have been a resident for nearly 7 years. You may wish though to ensure that when the plans go ahead that something is also done about parking on public paths. About 75% of the residents who live along Bluebell Road and Orchid Court simply park upon the pathway, not half on half on, actually directly on the path, to avoid the tight road space and no doubt save door mirrors. I have complained to ABC before about this but was told it's a matter for the police.</p> <p>See if you can include something about this when you make your new controls please as its impossible for young mums and dads pushing buggies to navigate the roads. If it isn't addressed you will simply enlarge an already big problem.</p>	<p>Footway parking can only be enforced against by the Police in the absence of formal restrictions such as double yellow lines. There are difficulties in enforcing against this in that a warranted Police Officer can only enforce against vehicles driving onto the footway if they are witness to this, and any other enforcement would have to be against vehicles parked in an obstructive or dangerous position. We would recommend that any footway parking which is forming a dangerous obstruction is reported to the Police non-emergency number (101) in the first instance.</p> <p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process. Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part</p>

		of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.
Bluebell Road	I live at Bluebell Road and we are all very happy with the current arrangements and do not need parking restrictions outside our own houses. I object to any form of yellow lines on my own doorstep and will not support any inconvenience or unnecessary controls on my freedom to park my car outside my house. I am unsure exactly what the restrictions are – it says no waiting – all I want to do is continue to park my car outside my house as I have always done – if there is no change to this there is no objection – if there is I object on the basis that I want to be able to park my car near my home.	<p>The no waiting restrictions proposed would be double yellow lines, where waiting by vehicles would be prohibited at all times. The restrictions proposed for the road space adjacent to the frontage of your property would prevent vehicles parking opposite the junction of Bluebell Road serving Nos. 63 to 99 Bluebell Road – an area defined under Rule 243 of the Highway Code as unsuitable for parking (opposite or within 10 metres of a junction).</p> <p>Parking should not take place in this location, and in the absence of double yellow lines can be enforced against by the Police on the grounds that the vehicle would form an unnecessary obstruction of the public highway. The proposed restrictions would formalise this prohibition and enable enforcement to be carried out through civil rather than criminal enforcement powers.</p> <p>These restrictions are required to facilitate the passage of public service vehicles (buses) along Bluebell Road to serve the estate to the east of the A2070/Ashford to Hastings railway line (travelling via the accommodation bridge) through preventing obstructive vehicle parking on the approach to the Bridge and on junctions, bends and areas where the road is too narrow to support vehicle parking. It is our understanding that all properties within Bluebell Road have an off-street parking facility provided within parking courts to the rear of the properties as an alternative to parking on-street; and the restrictions proposed would only affect those areas where parking</p>

		would be unsuitable as defined under the Highway Code.
Bluebell Road	<p>As a resident of Park Farm I have some concerns about the proposed parking changes for Park Farm. My concerns are:</p> <ol style="list-style-type: none"> 1. There will be no, or very limited, vehicular access to the front of my property. This will be a great inconvenience especially for shopping. My husband has a back injury and the carrying of shopping from further distances at the back of the property will be detrimental to his health. In addition, I think it is unreasonable to propose changes that will result in property holders not being able to park at any time at the front of their property. 2. There is insufficient parking for residents and visitors at the rear of the property. 3. When the property was purchased it was not expected that a two lane bus access would pass by the front of the property thus reducing privacy and increasing traffic and noise. It is already difficult to get enough rest due to light pollution immediately outside the property, add to that traffic passing by the front of the property until 11 pm in the nights there is increased risk of health problems associated with stress and lack of adequate rest. 4. I think it is unfair that the proposed changes only affect a few homes, placing these properties at an unfair advantage to other properties that will have unlimited access to the front of their properties, with no compensatory arrangements proposed. 	<p>Whilst it is noted that vehicular access to the frontage of properties is desirable, it must be remembered that the streets in question form a part of the publicly adopted highway network, and property owners do not have an inherent right to park on the street outside their property. Indeed, there is a widely held misconception regarding parking on-street – in actuality there is no right enshrined in law to parking on-street. In the case of this development it is recognised that the majority (if not all) properties are provided with off-street parking as an alternative to parking on-street, however motorists may stop on double yellow lines in order to load and unload their vehicle (provided that they do so only where their vehicle would not cause an obstruction or danger to other road users).</p> <p>Off-street parking provision within the estate was set to provide an average of 1.5 parking spaces per household were provided off-street throughout the development (in accordance with maximum parking provision standards at the time as set out in Planning Policy Guidance 3), and in accordance with National Transport Policy, an aim of the development was to reduce reliance on the private car and encourage alternative means of transport.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed as part of planning permission being granted on the Park Farm South and East development that the accommodation</p>

	<p>I am definitely not happy with the proposed changes and would hope consideration is given to the above points and the possible deleterious effect these proposed changes may have on property holders living in Park Farm.</p> <p>I am not arguing for parking at the front of my property but for the right to have access. Please can you add the point below in your report of the consultation results to the Joint Transportation Board:</p> <p>Some properties have limited access to the rear of their property which prevents such things as a delivery truck having access to the rear of the property, such deliveries are usually made at the front of the property. If bollards are placed to prevent access to the front of the property it will be with great difficulty that residents will be able to carry out simple tasks such as the removal or transfer of large items of furniture on or off their property.</p> <p>A second point related to parking is the fact that on occasion I have needed to hire a small minivan, to transport family and friends, which I may need to park overnight. These changes will prevent me from parking such a vehicle anywhere near my property. This is not a regular occurrence but is an example of how the proposed changes may result in severe inconvenience and additional mental stress to find solutions around these problems.</p>	<p>bridge would provide a link between the estates for buses, cycles and pedestrians – this is outlined within the Development Brief.</p> <p>A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. Further details of the need to widen the carriageway to facilitate two way bus travel via the bridge are also contained within the section 106 agreement, with the attached plan from March 2003 showing a consultant’s assessment of the required works.</p> <p>Members expressed concerns about unduly reducing the on-street parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p>
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	<p>My concern is about the right to have easy vehicular access to the property in which I reside.</p>	
Bluebell Road	<p>The main cause of my concern is not the yellow lines themselves, but the impact on parking within the estate once they are implemented. The houses within the estate simply haven't been provided with enough parking provision meaning that once the yellow lines are enforced throughout the estate parking will become a nightmare. There is without doubt need for parking restrictions in some places on the estate as drivers tend to ignore the highway code making some junctions impossible to navigate safely however the current proposal seems to concentrate solely on the proposed bus route, ignoring those of us with cars and nowhere to park them. The only real junction that causes issues is the junction of Orchid Court and Violet Way, which has been left out of the current proposals.</p> <p>I live at ... Bluebell road, an area which has been identified to have yellow lines up and down its length, leaving only provision for parking ... vehicles outside ... Bluebell road. ... Bluebell road has a parking space in the rear courtyard area and a garage. The garage is too small to fit a car in ruling that out of the equation. The parking space is adequate only for one vehicle. There are two visitors spaces in the courtyard area which are meant solely for visitors vehicles however due to existing pressure on parking are constantly occupied by neighbours cars. Currently we have to park one vehicle in the street, we have already</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. Unfortunately once we have commenced formal consultation of a proposed scheme we are unable to add in further restrictions to address other areas without re-starting the consultation process.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code). Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations (such as opposite or within 10 metres of a junction).</p> <p>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>been victims of vehicle crime once in the last 2 years so you can understand that this is a last resort however there really is no choice. Along with my immediate neighbours I would estimate there being some 15 vehicles without anywhere to park meaning that the courtyard is going to become dangerous and impossible to park in. The simply is no alternative and will put pressure on the rest of the estate causing issues where there are no yellow lines and forcing people to park where they shouldn't due to necessity.</p> <p>It is presumed that the yellow lines along Bluebell road are solely to provide access for the bus, it should be noted that there has never been an issue with large vehicles using Bluebell road, in fact articulated lorries are regular visitors due to errors on their sat navs. They seem to be able to pass the parked cars with no problems so I don't understand why it is necessary to yellow line the bus route. I believe Stagecoach intend to use large double decker buses which are wholly unsuitable for the estate in any case. The older part of Park Farm has much wider roads and no houses directly on the main roads hence why the buses run there with no issues. This new part of the estate has been very poorly planned in terms of parking provision and bus route provision (I understand this was due to planning framework at the time of planning permission.)</p> <p>I would propose that the bus would have no trouble operating without the yellow lines, and that the</p>	<p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link, and the proposed restrictions will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code.</p>
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	<p>impact on local residents would be considerable given the parking provision within the existing estate.</p>	
Bluebell Road	<p>Whilst we agree that certain areas of the parish do require urgent parking restrictions these seem to have been overlooked (Poppy Mead/ Orchid Court junction is particularly dangerous).</p> <p>We live at the very end of Bluebell Road and we along with the other residents do not have issues with parking, in fact this is probably the only area of this part of the estate that works without any problems.</p> <p>I am also worried that if the bridge is open to traffic (bus & Taxi) bikes and other cars will use it (as scooters do now),as the likelihood of having camera surveillance seems pretty remote if the Godinton Road fiasco is anything to go by.</p> <p>If a no waiting at any time restriction is placed directly outside of our property we will have the added problem of deliveries and removal lorries parking, as access to the rear of our property is by fog(flat over garage) only and looking at the plans delivery vans and removal lorries would in fact have to park a considerable distance away, something which I am sure you will agree is not acceptable.</p> <p>My other concern is that no.10 on the restrictive covenants by the transferee states that we must not park on or obstruct the estate roads or accessways.</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides. Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Ashford Borough Council is involved in on-going discussions with Kent County Council regarding the pursuit of camera enforcement for the accommodation bridge, however it should be noted that camera enforcement (although preferable) is not the only available option with regard to enforcement of the bridge's use.</p> <p>Vehicles may stop on double yellow lines in order to load and unload a vehicle; however this exemption only applies</p>

	<p>By bringing these restrictions into place they will in fact cause us to do this and be in breach of our covenant.</p> <p>I note from the minutes of the Joint Transportation committee that this is priority number 5 for ABC/KCC. With this in mind it and the likely time span that this is going to take, would the road joining Rutledge Avenue and Finsbury not be open and would buses not already be using this and serving the Bridgefield community</p> <p>Can you please note our comments and note that we are strongly against the proposed changes in Bluebell Road.</p>	<p>for vehicles stopped in locations where they would not cause an obstruction (i.e. parked in locations defined as unsuitable under the Highway Code), and for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has stopped, the vehicle should be moved.</p> <p>We have observed repeated instances of footway parking outside the Bluebell road properties immediately adjacent to the accommodation bridge which should not be condoned or encouraged, despite the presently limited flow of traffic in this area. Rule 244 of the Highway Code outlines that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so, as such parking can obstruct and inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.</p> <p>Indeed, parking in this location would seem to be in contravention of rules 242 (do not leave your vehicle where it causes an unnecessary obstruction of the road), 243 (...) and 244 of the Highway Code; and by inference from your email, point 10 of the restrictive covenants by the transferee (on grounds of obstructing the estate roads or access ways). The restrictions proposed will prevent such parking from occurring and so rather than bringing households into breach of this covenant would in fact formalise it.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the</p>
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		<p>A2070/Ashford to Hastings rail line. It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a link between the estates for buses, cycles and pedestrians and extend into the newer development (and when open, into the Finberry development) via Damara Way.</p> <p>Further to this a report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link. The proposed restrictions for Bluebell Road will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p>
<p>Bluebell Road</p>	<p>I am absolutely appalled at the suggestions being made for the traffic calming, waiting restrictions and parking controls being considered for our residential area.</p> <p>My points, which I need to be considered during this consultation are :</p> <p>Firstly, we do not need 'traffic calming' at the end of Bluebell Road - it is one of the few parts of this area which are 'calm' for traffic.</p>	<p>We are not proposing any traffic calming measures as a part of this scheme, and as alterations to the highway designed to reduce traffic speeds or dictate the flow of traffic administered directly by Kent County Council, concerns regarding any such proposals should be addressed to their Highways and Transportation team. The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line.</p> <p>It is outlined within the 2001 Development Brief for the Park</p>

	<p>My house has an allocated garage (which can only accommodate a small car) and 2 parking spaces at the back in a communal parking area. Sounds fine - until you realise that these parking spaces are in a small area and in tandem and therefore it would be extremely difficult for my end car to be able to park let alone back out or turn around to drive out. It would be IMPOSSIBLE for the first two cars in my tandem parking line to move ANYWHERE at all! The space behind our row of houses is woefully inadequate for the amount of cars that would have to park there should we lose the parking at the front of our houses. I would welcome most heartily a site visit to this area so it can be explained to me how on earth this small area could cope with the TWENTY cars which would have to park, move around and drive into and out of the area. It may be possible, with a LOT of shuffling to reverse out through the narrow archway - however we would then be reversing onto a road where children play and incidentally - if you visited then you would see that a car has already knocked into the corner of the wall belonging to the apartment above this narrow archway. This incident came about because the rubbish bins are put out adjacent to this narrow archway as there is nowhere else for them to go either!</p> <p>Because of the unsuitable space behind our homes we would be forced to park away from our houses, causing even MORE congestion on these narrow roads. Already in Orchid Court there are cars</p>	<p>Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a dedicated bus, cycle and pedestrian link between the older and newer estates. The proposed restrictions for Bluebell Road will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. Unfortunately once we have commenced formal consultation on a set of proposals we are unable to consider additional areas for inclusion without re-starting the formal consultation process.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code). Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p>
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	<p>parked ON the pavement (yes! - not half on, half off - but parked completely ON the pavements) When I walk my dog in the mornings I walk on the road in places as the pavement is used for parking cars! It seems utterly ridiculous to introduce parking controls at the end of Bluebell Road which is one of the very few areas on this part of the estate where the parking actually works, and force us onto other, already congested neighbouring roads! Why are you making problems at our end of Bluebell Road when, as I previously said, it is one of the few areas with no parking problems at the moment? These are 4 and 5 bedroom houses in our row and as such it is expected that we would have a minimum of 3 cars per household.</p> <p>In the covenant of our house purchase contract it clearly states that we are not to park on the estate roads and access ways - if these parking controls were enforced then we would be in breach of our contract because you would leave us no option but to do so.</p> <p>Should I be denied vehicle access to the front of my house, then it would also make it impossible to have furniture or any large item delivered to, or taken out of my home. What could I do if I were to move? My house has four floors and the only way to get furniture and large items in and out of my home is through the front door - the house has four floors and the only other exit door is on the ground floor down a narrow and curved stairway. Should I</p>	<p>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. It is hoped that prospective residents would consider their parking needs in relation to the off-street parking provision afforded to each property before purchase and, considering the contractual covenant regarding on-street parking detailed in your email, purchase properties with sufficient off-street parking to accommodate all household vehicles required.</p> <p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside the properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988; and furthermore rule 244 of the Highway Code outlines that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so.</p> <p>Indeed parking in this location would, by inference from your email, be in contravention of the restrictive covenant (on grounds of obstructing the estate roads or access ways). The restrictions proposed will prevent such parking from occurring and so rather than bringing households into</p>
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	<p>have to stay in a house because I cannot move the contents out of it?</p> <p>In my opinion Ashford Borough Council's proposals are completely unworkable for us residents at the end of Bluebell Road and I look forward to being involved in the consultations and sincerely rely on them being fair to everyone involved in this fiasco.</p> <p>Thank you for taking the time to read, absorb and seriously consider the problems which I am being forced to consider and which are being proposed by Ashford Borough Council.</p>	<p>breach of the covenant mentioned in your email would in fact formalise it.</p> <p>Vehicles may stop on double yellow lines in order to load and unload; however this exemption only applies for vehicles stopped in locations where they would not cause an obstruction (i.e. parked in locations defined as unsuitable under the Highway Code), and for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has ceased, it should be moved.</p> <p>Following the end of this current consultation it will be necessary for the results to be reported to the Joint Transportation Board (we are aiming to report this to the Board's meeting of 9th September 2014) in order for Members to consider the responses received and make a determination on whether the scheme should be implemented as proposed, amended and put out to further consultation or abandoned.</p>
Bluebell Road	<p>We are writing to you to express our concerns and objections to the proposed ' parking and waiting restrictions' that Ashford Borough Council wishes to implement in the Park Farm area of Kingsnorth as well as the proposed developments to accommodate the bus route between Park Farm south and the Bridgefield development to the East.</p> <p>We currently live on Bluebell Road in a 3 bedroom house. The property benefits from a garage and parking space which is at the rear of the property. There are no road markings to the front of our</p>	<p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside those properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988. Furthermore rule 244 of the Highway Code outlines that motorists should not park partially or wholly on the footway unless there are specific</p>

	<p>house which means, that at present we can park a vehicle at the front of our home enabling my wife and young daughter to use the front door avoiding the steep steps to our back entrance. We also have regular visitors and they are currently free to park nearby, which is vital as there are no designated visitor or communal areas allocated for their use. Our neighbours also benefit from the lack of parking restrictions, some of which have 3 vehicles to each household and rely on being able to park on the road near to their homes. The current parking facilities designated to our properties are desperately inadequate and would fall short under current environmental planning standards. It would not be practical or safe to expect my wife to park her car in the garage as she would not be able to get our baby and child out of the car in the garage. She would have to leave them unattended in the road while she puts the car away and gets it out. I work long hours, often 7am-7.30pm and would not expect to have to come home and shuffle cars around in out of the garage which is what I'd have to do so my wife can park in her space. Also, where are visitors meant to park? (ABC) advised my wife to park an extra car behind our parking space. If we all did that then we would be preventing people even accessing their one space and garage. We would not be able to have any visitors as they will not be able to park. Bluebell Road works, why change it? There are no parking problems, but this plan will create big problems. We live in big 3,4,5 bedroom houses, it is</p>	<p>signs permitting them to do so.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code) including opposite and within 10 metres of junctions and where the road is too narrow support parking on one or both sides. Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> <p>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. It is hoped that prospective residents would consider their parking needs in relation to the off-street parking provision afforded to a property and purchase properties with sufficient off-street parking to accommodate</p>
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	<p>not acceptable to compress parking even further. We want to use our front door. If this plan goes ahead we will be forced to use our back door as access, not ideal having to climb steep concrete steps with children, shopping etc and very dangerous in snow and ice.</p> <p>The introduction of parking restrictions along Bluebell Road would, as I see it, cause a number of fundamental issues and create concerns for safety amongst drivers and pedestrians alike.</p> <p>Double yellow lines along certain roads would cause displacement of vehicles which would then need to park elsewhere, namely on roads that would have no restrictions causing unnecessary congestion at best and confrontation between neighbours at worst. Many 'through' roads in the area already suffer from overcrowded and unsafe parking. These 'through' roads would ideally be the ones which would benefit from restricted parking as many of them are already reduced down to a single carriageway by overcrowded parking.</p> <p>Refuge and recycling are collected from the rear of the houses. If residents were to park where suggested dustcarts would find it impossible to manoeuvre without causing damage to, other vehicles. As it is they have to drive into our parking space to be able to reverse and turn round.</p> <p>How would emergency service vehicles access houses with no front access? With parking taken away there will be cars parked all over the place round the back and many people have more than two cars and that's not including any visitors.</p>	<p>their household vehicles.</p> <p>There is not a prohibition on vehicle stopping (other than that imposed by a bus stop clearway) included in these proposals, and vehicles may stop on double yellow lines in order to load and unload; however this exemption only applies for vehicles stopped in locations where they would not cause an obstruction and stopped for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has ceased, it should be moved. Emergency vehicles are exempted from parking controls when responding to an emergency.</p> <p>It is outlined within the 2001 Development Brief for the Park Farm South and East developments that the accommodation bridge (at the end of Bluebell Road) would provide a dedicated bus, cycle and pedestrian link between the older and newer estates. The proposed restrictions for Bluebell Road will facilitate this through introducing formal restrictions on unsuitable parking locations as defined in the Highway Code, and preserving sufficient road width to facilitate bus travel along the road.</p> <p>Widening of the approach road to the bridge and matters pertaining to regulating the movement of vehicles (including the implementation of control systems to enforce prohibition on general vehicle movement) fall under the remit of Kent County Council's Highways and Transportation team, and should accordingly be addressed to them, however there are no plans to widen the bridge itself to two lanes.</p> <p>As noted above, the Development Brief for Park Farm</p>
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	<p>Where do removal lorries and vans go when we move? They will not be able to get round the back and turn. It is not reasonable to expect to have to move everything out of the back door and down the steps.</p> <p>Same for deliveries, if there is no stopping at any time where do delivery vans and lorries stop? They will park up on the road blocking buses.</p> <p>..... also informed my wife of Kent Highway's plan to create a double lane bus route on Bluebell Road and to widen the existing accommodation bridge and approach. Two buses every fifteen minutes? Is this really needed when there is already access via Finn Farm Road?</p> <p>Our road is quiet, peaceful and safe, a key reason we chose this house. The proposals will change this totally. We'll be looking out onto a double lane road for buses and taxis (which do not drive slowly). They'll be passing very close to our houses and along side our lounges and bedrooms. We have concerns for our privacy, noise, pollution from bus fumes having to get up the hill, affect on the foundations of our houses and safety. Surely, as speed humps are no longer permitted in front of houses because of the damage it causes to the foundations and structural integrity of the property, buses running this close to our house will effect us? Have surveys been conducted to assess the impact on our properties?</p> <p>We are aware the bus route plans will follow on from this which we will be opposing with our neighbours. The bridge as it is is not strong</p>	<p>South and East outlines that the accommodation bridge will serve as a dedicated bus, cycle and pedestrian link, and this brief further outlines that the development would provide parking at an average of 1.5 spaces per property (in line with Planning Policy Guidance 3) and seek to discourage use of the private car and encourage travel by alternative transport means, including through the provision of bus services with the aforementioned link via the accommodation bridge.</p>
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	<p>enough, advised my wife KCC will be widening the bridge to two lanes and strengthening it. Is it really necessary to spend so much money when there is already an existing bridge and access road?</p> <p>Has a survey been done to see how much demand there would be for the bus service?</p> <p>The opening of the bridge will encourage use by non-regulated vehicles. The Beaver Road bollards and Godinton Road traffic lights are both systems that are inadequate at stopping unauthorised traffic We already witness mopeds using the closed bridge. Very concerning as most of the occupants of our road have young children.</p> <p>We don't want our road ruined, we want to be able to use the space outside the front of our houses, to use our front doors, to be able to invite guests over without having parking problems and arguments with neighbours. No other parking solution is being offered which is adequate enough for the properties that we live in. We do not understand why a footpath cannot be created out the front and give us diagonal parking spaces, this would be a solution. Or better still ask the residents to buy the land in front of our houses because we would do that. We will do everything in our power to oppose this plan and the plan for the bus route. It is not wanted or needed, there is a bus stop and route perfectly close to here as it is and another access route and a second once Finberry is completed.</p>	
Bluebell Road	I have many concerns with the restrictions, firstly our family has two vehicles, one which is parked in	In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within

	<p>our allocated space and the other outside the front of our house. With these double yellow lines we will have no where to park one car. Our car park has very limited visitor spaces, with both my neighbours having more than one car each i feel many people will struggle to find a safe place to park.</p> <p>The bus route planned is a rather straight bit of road. If everyone park sensibly I am sure a bus could fit through with no problem & omcoming traffic could pull in & give way. Singleton Hill has tighter, bendier roads yet it is a bus route with no parking restrictions.</p> <p>As i said before I run my business from home. I have opened up a salon where people can visit me for beauty treatments. If there is double yellow lines along the road outside my house my client's will have trouble parking. I am worried this will lose me business.</p>	<p>the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code) including opposite and within 10 metres of junctions and where the road is too narrow to support parking on one or both sides. Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the parking provision afforded to each household within the estate, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> <p>The restrictions proposed for the road adjacent to your property are so intended to prohibit vehicle parking within 10 metres of the adjacent junction in accordance with the Highway Code. Any vehicles parking in this location at present (without formalised restrictions) would do so in contravention of rule 243 of the Highway Code, and could be liable to prosecution (on the grounds of wilful obstruction of the highway) under the Highways Act 1980.</p> <p>The restrictions for Bluebell Road have been requested by the bus operator to prevent obstructive parking which would interfere with the efficient running of bus services through the estate via Bluebell Road and the accommodation</p>
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		bridge. We regularly liaise with Stagecoach to discuss service reliability issues arising from obstructive parking practices, and where possible pursue schemes of parking controls to prevent such practices occurring.
Bluebell Road	<p>I live at ... Bluebell Road, just before the current pedestrian bridge crossing. We moved here in 2008, knowing that the area in front of the houses was likely to be a bus only route and are generally in favour of this.</p> <p>1) Without some kind of traffic management on the bridge, such as bollards, cars will try and drive over. The current signs do not deter cars from trying, they do regularly! This will be worse once the new development is progressing. There is a pedestrian footpath crossing the entrance to the bridge. This is well used by groups such as, children on bicycles, rollerblades and scooters, also pedestrians, dog walkers and others. I am certain that without stopping cars short of the bridge there will be serious accidents. Already cars drive in front of the houses at speed thinking they are going to cross the bridge.</p> <p>2) The original indications were that it would be a single carriageway road, as supported by the current road presentation. The original proposals were for a one way road, why are 2 carriageways needed?</p> <p>3) If there is a 'no waiting' rule, does this include refuse lorries, delivery lorries, removal vans,</p>	<p>In order to allow for buses to pass each other while waiting to cross the single carriageway bridge, widening of the approach road to the bridge will be required, however this and all matters pertaining to regulating the movement of vehicles (including the implementation of control systems to enforce prohibitions on general vehicle movement) fall under the remit of Kent County Council's Highways and Transportation team, and should accordingly be addressed to them.</p> <p>It is recognised that a reliable and effective enforcement regime will be required in order for the bridge to function as intended, and to this end the Borough Council have requested the installation of a system utilising automatic number plate recognition (ANPR) cameras to enforce the intended prohibition on vehicle movement (with certain exemptions) between Bluebell Road and Finn Farm Road via the accommodation bridge.</p> <p>A 'No waiting at any time' restriction will not prevent vehicles from stopping for the purposes of loading or unloading or allowing passengers to board or alight the vehicle, provided that in doing so the vehicle would not form an obstruction of the highway. In this vehicles would be permitted to stop for so long as the vehicle in question is being constantly loaded and unloaded. Once constant loading or unloading of the vehicle has ceased, the vehicle should be moved immediately to a suitable parking place.</p>

	<p>ambulances etc. These vehicles will not be able to access the houses from the rear of the properties due to the tight turning space and parking.</p> <p>4) The layout within some properties, ours included, means access from the back door prohibits entrance into the house due to the tight turning space on the stairs to access floor level.</p> <p>5) Access from the front of the properties is needed, even if parking is prohibited. Will 'blue badge' holders be able to park, or at least be dropped off. Our family circumstances mean that at times the only way one of us can access our property is using the front door, due to distance and other factors. If it is a 2 lane carriageway, this must be possible.</p> <p>6) There are no 'visitor spaces' at the back of our houses. Where can essential visitors park, such as medical professionals?</p> <p>7) Is the parking elsewhere going to be addressed? Reference is made by Ashford Borough Council in respect of obstructive vehicle parking. Does this include prohibiting cars from completely blocking pavements? I anticipate that the restrictions in front of properties will shift cars elsewhere, even if all garages and parking spaces are used.</p> <p>8) Will the bus timetable be extended to allow cars to be reduced. The current timetable starts too late</p>	<p>Emergency service vehicles are exempted from waiting restrictions for the purposes of responding to an emergency call.</p> <p>As noted above, vehicles are be permitted to stop on waiting restrictions (provided they do not form an obstruction) for the purposes of allowing passengers to board and alight the vehicle. In addition, the provisions of the Blue Badge allow disabled motorists to park on a waiting restriction for up to three hours provided that this does not form an obstruction and that the blue badge and time clock are displayed.</p> <p>It is our understanding that the majority, if not all properties within the developments to the east and west of the accommodation bridge are provided with an off-street parking allocation (either in the form of a garage, hard-standing parking space or combination of both) as an alternative to parking on-street. Those areas which would not be subject to restriction under the proposal would be available for parking by residents or visitors.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>We have drafted proposals in accordance with these</p>
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	<p>in the morning and is not sufficient in the evening to provide an adequate service for working people. Will the proposed train halt be built? There is little point in having a great high speed link if getting to it is unacceptably difficult, a decent bus service is a reasonable expectation.</p>	<p>requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) such as within 10 metres or opposite a junction and where the road is too narrow to support parking on both sides. Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Matters pertaining to the timetabling of extended bus services should be addressed to the bus service operator (Stagecoach) as we do not hold copies of draft timetables for the proposed extension. The proposed rail halt does not fall under the purview of this consultation, and accordingly any queries regarding this should be addressed to our Planning and Development team.</p>
<p>Bluebell Road</p>	<p>Please accept this email as a strong objection against the proposed parking restrictions and bus lane route in Bluebell Road.</p> <p>Our objections are predominantly based on the restrictive amount of parking within the Bluebell Road area, which the proposal not only does not address, but will in fact restrict this even further.</p> <p>Park Farm is a residential housing estate, built not in the early 20th century but the last 25 years. Therefore, when being built it would have been appreciated that family's living in 3-4-5 bedroom houses would have have a need for parking, to accommodate at least 1 if not 2 or more family</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code).</p> <p>The Park Farm development brief (2001) proposed a view that the development would seek to discourage use of the</p>

	<p>vehicles. To now look to introduce further restrictions on this without any adequate alternatives or even thoughts on how to address it is hard to comprehend.</p> <p>The proposal seems to suggest that the reason for proposing these restrictions is to enable the implementation of the bus route from Bluebell Road to the Bridgefield estate. Whilst I have been informed that this bus route has been a consideration since 2001, this should not detract from the need to establish whether this route is actually necessary.</p> <p>There is already an operating bridge from Park Farm to the Bridgefield estate which would more than accommodate the proposed 4 buses per hour (whether this number of buses being necessary being a different argument). The route which the bus could follow via Poppy Mead already has provision for off road parking. Once into Bridgefield, the route to the current suggested bus stop (and turnaround road) would follow along Finn Farm Road, another road with provision for off road parking, presumably because it is a major route into the rest of the Bridgefield estate. With this in mind, it seems that this route is more suited than the current one being proposed.</p> <p>There are, without question, further lifestyle issues relating to the proposed parking restrictions which our neighbours have already brought to your</p>	<p>private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given). Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code.</p> <p>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. It is hoped that prospective residents would consider their parking needs in relation to the level of off-street parking provision afforded to a property before purchase and purchase properties with sufficient off-street parking to accommodate all household vehicles.</p> <p>The restrictions proposed will facilitate the running of extensions to the existing bus services in Park Farm to serve the newer development to the east of the A2070/Ashford to Hastings rail line. It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A</p>
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	<p>attention. It is the result of these and the above outlined reasons that we (the owners of bluebell road) strongly object to the current proposals.</p>	<p>report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of the restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East (and so provide alternative transport means in line with the development brief), and it is hoped that this service will extend further into the Finberry development to the northeast and form a loop service between the town centre, Park Farm, Finberry and the William Harvey Hospital. The identified route through the estate via Bluebell Road will enable more efficient bus services (through a shorter journey time and distance) by using the accommodation bridge as a bus priority measure.</p>
Bluebell Road	<p>I understand that you are proposing for a bus route past my house and then continuing over the bridge. What I can't understand is why you have decided to create a bus route over a bridge that in its current state will not support a bus. I therefore understand you will have strengthen this? At what cost to the taxpayers will this be? Why was this not done when the area was developed as the area at the other side which is to receive the buses has been in place and on the plans since our houses were being built.</p>	<p>This consultation addresses only parking controls, and consequently all matters pertaining to the accommodation bridge and any associated physical works to alter the highway should be addressed to Kent County Council's Highways and Transportation team. It is our understanding however that the developer for Park Farm South and East has already provided the necessary funding for any works which may be required to facilitate use of the bridge as a bus link.</p> <p>The proposed implementation of the restrictions within Bluebell Road will facilitate the extension of bus services</p>

	<p>Why can't the buses go up the Brenzett straight and onto the estate at the roundabout and over the existing bridge instead?</p> <p>In regards to the parking I don't understand why if highways are involved was this not this not done before or when the development was being constructed?</p> <p>Please can you tell me where we are going to park once these restrictions are in place? As the reason we park where we do is out of necessity not just for the fun of it? Most families in this day and age have more than one car and by allowing the builders to construct large houses without the correct or suitable parking is in itself ludicrous! So we have dealt with the lack of parking as best as we can. Yes sometimes you get the odd person who parks without consideration but that is an exception rather than the norm.</p> <p>I have stated above that the bus route has been on the plans for a long time. If this is not the case why have they chosen such an unsuitable route through a street that is congested at the best of times let alone how much worse this will be once the bus route comes through. The road also narrows from the traffic calming into the estate, surely this is not an ideal route for the buses?</p> <p>Also where I live why is our side is having parking restrictions? The bus stop is is further down and will</p>	<p>into Park Farm South and East (and so provide alternative transport means in line with the development brief), and it is hoped that this service will extend further into the Finberry development to the northeast and form a loop service between the town centre, Park Farm, Finberry and the William Harvey Hospital. The identified route through the estate via Bluebell Road will enable more efficient bus services (through a shorter journey time and distance) by using the accommodation bridge as a bus priority measure.</p> <p>It has been agreed since the earliest days of the Park Farm South and East development (outlined within the 2001 Development Brief) that the accommodation bridge would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The Park Farm development brief (2001) proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given). Whilst it is</p>
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	<p>not affect us. I think there should be more consideration into where the restrictions are as there will be over 30 cars if not a lot more! Where are these cars going to go?</p>	<p>recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code.</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite junctions and where the road is too narrow to support parking on both sides.</p> <p>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. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p>
Bluebell Road	We are writing to you in response to the	In the drafting of these proposals Members expressed

	<p>Consultation on introduction of parking controls within the Park Farm Estate, Ashford.</p> <p>As you can see from the address, we live at the one of the parts of Bluebell Road NOT to have any parking or waiting restrictions.</p> <p>It may seem surprising to mention this, but we strongly object to having this restriction-free zone in front of our property for the following reasons:</p> <ol style="list-style-type: none"> 1. This will not necessarily mean we could park our own car here; 2. And most importantly, we will have to put up with an immense level of disturbance and noise as these will be the only places where people would be able to freely park. This would be an infringement of our right to have some level of peace and quiet in our property. <p>As it stands at the moment, we do not know how much you are aware, Bluebell Road is treated as a 'free for all' area with no respect being shown by anyone, this has caused previous arguments and disputes over where cars are being parked. It is quite obvious this will only escalate once the proposed restrictions will be implemented. Unfortunately, most people in this area are too lazy to use their own parking spaces/garages at the back of their property, preferring the convenience of parking their vehicles on the main road to be as</p>	<p>concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code).</p> <p>We have drafted proposals in accordance with these requests and have only proposed restrictions within these areas where it is unsuitable for vehicles to park (as defined within the Highway Code) including opposite and within 10 metres of junctions and where the road is too narrow to support parking on one or both sides.</p>
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	<p>close as possible to their front door.</p> <p>There are claims being made in the local letter circulating that the garages are not big enough to park anything else, but a small car. This does not really carry any weight either. We have a large family car and can fit this in our garage without any problems.</p> <p>The other area suggested to be free for parking, which is adjacent to the new bus stop, would not cause any issues, in our opinion, as it is not directly outside a property.</p> <p>In conclusion, we strongly urge the Borough Council to take our points into consideration and amend the scheme accordingly, meaning parking restrictions to be extended in front of Bluebell Road.</p> <p>We thoroughly support the whole scheme per se as this would greatly improve the safety of both cars and pedestrians within the Park Farm Estate as it has become more dangerous leading to accidents in the last few years.</p> <p>I would appreciate if you could provide an acknowledgment of receipt of this letter and also some indication of the next steps in addressing our concerns.</p>	
Bluebell Road	<p>I currently live at number Bluebell Road, we moved</p>	<p>It was outlined within the 2001 Development Brief for the Park Farm South and East development that the</p>

	<p>here last June from London as we wanted to live somewhere less congested and quieter. We bought the property as we liked the idea that you would not drive up our road unless you lived there or were visiting, this was a huge selling point and I not sure we would have moved here had we known about the above proposals! We had the relevant searches carried out and unfortunately for some reason nothing was reported regarding the above.</p> <p>We feel very upset about the proposals and are strongly against any traffic or waiting restrictions, not only do myself and my partner drive but also my daughter and in a year and a half my son will also be of an age to drive, where are we all suppose to park?? You are proposing to take away any parking outside our houses, will you be supplying us with alternative parking? And if we have visitors where will they park? There is certainly not enough space to the rear of the properties.</p> <p>If the double yellow lines are put in will we be able to park on the pavement like residents do on other parts of park farm? At the moment the way we park is the least intrusive and most sensible way.</p> <p>We strongly object to any and all proposals.</p>	<p>accommodation bridge (at the end of what is now Bluebell Road would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April 2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of these restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East and so provide alternative transport means in line with the development brief, which proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given).</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have</p>
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		<p>drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite junctions and where the road is too narrow to support parking on both sides.</p> <p>Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code. 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. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p> <p>The carriageway to the front of your property is insufficiently wide to accommodate any on-street parking (as it narrows to a single lane on the approach to the bridge) and indeed we have observed repeated instances of vehicles parking entirely on the footway outside the properties immediately adjacent to the accommodation bridge. This cannot be condoned or encouraged, despite the presently limited flow of traffic in this area, as driving on a footpath without lawful authority is an offence under the Road Traffic Act 1988. Furthermore, rule 244 of the</p>
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		Highway Code details that motorists should not park partially or wholly on the footway unless there are specific signs permitting them to do so.
Bramble Walk	<p>I have no issue with the proposed restrictions on the plan, however could you consider adding restrictions on the corners of the junction of Violet Way & Bramble Walk. People tend to park right on the corner, both sides, even blocking the footway crossing points. This would assist vehicles turning into Bramble Walk from Violet Way.</p> <p>Generally the lack of parking restrictions and people parking all over helps reduce traffic speeds so is a good thing</p>	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p>
Bramble Walk	<p>We have been taking some time to look at the proposals on-line for the introduction of parking controls within the Park Farm estate and wanted to write briefly to say how pleased we are with them. These routes that you have identified are major arteries on the estate and currently and frequently clogged up with motor vehicles. Having these restrictions would certainly keep such crucial roads clear and therefore have our full support.</p>	<p>Thank you for your response to this consultation and your indication of support for the proposed restrictions.</p>
Damara Way	<p>Central to my thinking is that if you are to extend parking restrictions, you also need to address parking on/across public footpaths:-</p>	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without</p>

	<p>Bluebell Road: I agree with proposals, but what actions are proposed to stop pavement parking?</p> <p>Damara Way: Two bus stops are on the building plans, adjacent and opposite, the existing flats. Parking controls should be put in position now to cover the curved kerb area where there is existing planting. Flat residents should be encouraged to use their allocated car park.</p> <p>Finn Farm Road: Parking controls should be extended to include the kink in the road approaching the temporary bus turning circle. Cars park alongside the planted verge and emergency vehicles could face difficulty passing.</p> <p>Herdwick Close: I agree</p> <p>Orchid Court: Action should be taken to stop cars parking across public footpaths</p> <p>Poppy Mead: Action should be taken to stop cars parking across public footpaths. This is a school pedestrian access route!</p> <p>Violet Way: There is a pinch point approaching Bridgefield Stores which needs addressing.</p>	<p>restarting the formal consultation process. Those restrictions we have proposed would allow us to enforce against vehicles parked on the footway where a restriction is marked on the road. In effect, the restriction marked on the road applies to the full width of the carriageway lane and typically includes the footpath, enabling enforcement against vehicles parked even entirely on the footpath adjacent to a restriction.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>It is our understanding that the majority, if not all properties within the streets affected by the restrictions we have proposed have off-street parking, whether within a garage or as a parking space. Footway parking (in the absence of formal restrictions such as double yellow lines) can only be enforced against by the Police, however a Police Officer can only enforce against vehicles driving onto the footway if they are witness to this, and any other enforcement would have to be against vehicles parked in an obstructive or dangerous position. I would recommend that any footway parking which is forming a dangerous obstruction is reported to the Police non-emergency number (101) in the first instance.</p>
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<p>Jacobs Court</p>	<p>I am writing to object to the proposed traffic orders on Bluebell Road etc. advertised recently. I live at Jacobs Court.</p> <p>My objection is in six points:</p> <ol style="list-style-type: none"> 1. There is nothing wrong with the current traffic flow. Rather than make the taxpayer pay for ludicrous speed humps or traffic flow obstacles, the current pattern of parking restricts the flow in places to one way and is a natural limiter on speed and is thus safer; 2. The order will force drivers to park on other even narrower roads, such as mine, which will be a safety hazard; 3. Even after drivers park on other roads, there won't be enough space for all the cars kept in the area. Where does the council propose people should park? 4. As soon as the new houses currently in construction are finished the problem started by these traffic orders will get worse as existing residents seek to park on the as yet unregulated new roads; 5. It is natural for people to want to park outside their homes to let out their children or unload their shopping. At the moment they can do this, why stop them? 	<p>These proposals focus only on preventing vehicles parking in locations defined as unsafe under rule 244 of the Highway Code, and do not propose any physical alteration (such as speed humps) to the highway. Such proposals to alter the layout of the public highway would fall under the remit of Kent County Council (as the local highway authority), and comments regarding any alteration of the highway should accordingly be addressed to the county Council's Highways and Transportation team.</p> <p>It is our understanding that all properties within the developments to the east and west of the accommodation bridge are provided with an off-street parking allocation (either in the form of a garage, hard-standing parking space or combination of both) as an alternative to parking on-street.</p> <p>The restrictions proposed will only affect those areas where parking should not take place in accordance with rule 244 of the Highway Code. Whilst it is recognised that some households may be in possession of more vehicles than they are able to accommodate within the off-street parking provision afforded to their household, this cannot be used as a justification for condoning vehicle parking in unsuitable locations.</p> <p>Displacement of traffic is a by-product of any scheme of parking controls designed to prohibit existing vehicle parking in unsuitable locations, however it is our understanding that the new dwellings currently being constructed on the eastern side of the accommodation bridge will be afforded an off-street parking provision in line</p>
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	<p>6. If the concern is over access for emergency vehicles then the current experience with construction lorries bigger than fire engines shows that the roads are accessible, at least on Finn Farm Road.</p>	<p>with those dwellings already constructed. 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. It is hoped that prospective residents would consider their parking needs in relation to the off-street parking provision afforded to each property before purchase.</p> <p>It should be noted that the restrictions proposed for Finn Farm Road do not affect the frontage of any existing property but are intended to facilitate bus access to the temporary turning area constructed immediately to the south of the eastern approach to the accommodation bridge. It is intended that until such time as wider links through the Park Farm east estate are available the extended bus service will cross the accommodation bridge from Bluebell Road and use the turnaround as a stop on the eastern side before returning back across the bridge.</p> <p>The 'no waiting at any time' restrictions proposed will not prohibit vehicles from stopping for the purposes of allowing passengers to alight or for loading and unloading to take place. These activities can be carried out while waiting restrictions are in force, provided that drivers do not cause an obstruction or danger whilst carrying out such tasks (i.e. parking in an unsuitable location or preventing the free flow of traffic along a road).</p> <p>As noted above, the restrictions will address vehicle</p>
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		parking in unsuitable locations (Junctions, bends and where the road is too narrow to accommodate parking on both sides) in order to facilitate the movement (including turning) of larger vehicles along the roads in question.
Orchid Court	<p>I would like to mention that I have no objection to the plan to go ahead.</p> <p>But I would like to know why it takes something like this to be put in place, to remove the obstructive vehicles, when most clearly have their own garages to put their vehicles in. Aswell as they also obstruct the pavements, therefore pedestrians have to walk in the road.</p> <p>My other main concern is that there is no clear access at all for large emergency vehicles to get through to many houses that may be in need of help.</p>	<p>It is our understanding that the majority, if not all properties within the streets affected by the proposed restrictions have the facility for off-street parking, whether within a garage or a parking court. In technical terms any on-street parking can be viewed as an obstruction, however where such parking does not present a danger to other road users it is often tolerated.</p> <p>In the absence of regular Police enforcement of obstructive parking practices on-street (vehicle parking on junctions, bends and in other areas where it would cause an obstruction), it is necessary to address such parking practices through Civil Parking Enforcement. In order for Civil Enforcement to take place (through the issuing of Penalty Charge Notices), formalised restrictions such as double or single yellow lines must be marked on the public highway and be backed by a Traffic Regulation Order.</p> <p>The restrictions proposed will facilitate the passage of buses and emergency service vehicles along Bluebell Road and into the development on the eastern side of the A2070/Ashford to Hastings rail line by prohibiting obstructive parking occurring on Bluebell Road and its adjacent junctions; and will similarly prevent traffic congestion by prohibiting obstructive parking practices in and around the roundabout junction of Violet Way.</p>
Orchid Court	I live at orchid court, the parking in this area is terrible I have attached photos of parked vehicles	It is our understanding that the majority, if not all properties within the streets affected by the restrictions we have

	<p>that block the whole path so I have to walk myself and my 3 yr old into the road to get passed I have knocked on the doors to explain this to the drivers and have been rudely dismissed every time Perhaps u could help us with this terrible problem As u can see there totally covering the path to add to the matter most of these have off rd parking</p>	<p>proposed have off-street parking, whether within a garage or as a parking space. Footway parking (in the absence of formal restrictions such as double yellow lines) can only be enforced against by the Police on the grounds of dangerous obstruction.</p> <p>There are difficulties in enforcing against this as a Police Officer can only enforce against vehicles driving onto the footway if they witness this, and any other enforcement would have to be against vehicles parked in an obstructive or dangerous position. I would recommend that any footway parking which is forming a dangerous obstruction is reported to the Police non-emergency number (101) in the first instance.</p> <p>The restrictions we have proposed would allow us to enforce against vehicles parked on the footway where a restriction is marked on the road. In effect, the restriction marked on the road applies to the full width of the carriageway lane and normally includes the footpath.</p>
<p>Orchid Court</p>	<p>As a resident of Orchid Court may I highlight an area of concern. I have looked at the proposal and feel a no parking restriction needs to be put in place on the bend/junction leading from Violet Way, up towards Poppy Mead and right into Orchid Court (please see the attached plan and highlighted area.)</p> <p>To the left of the road (Violet Way) and on the bend leading up to Poppy Mead there are always several parked cars. This makes it difficult, in fact almost impossible to see if there are any oncoming</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>Unfortunately once we have commenced formal consultation of a proposed scheme we are unable to add in further restrictions to address other areas without re-</p>

	<p>vehicles. So when turning right into Orchid Court you basically have to just take a chance and go, hoping there is nothing coming towards you as you are on the wrong side of the road. This is very dangerous and on several occasions myself and friends/relatives visiting me have almost had accidents there. Also many of my neighbours have viewed their concerns about it.</p> <p>Please can I suggest a no parking at any time restriction is put in place in this busy area of the estate, before somebody has a head-on collision here. I understand most of the residents in this part of the road have parking spaces/garages round the back of their houses so there is no need to park right outside their front doors, and by doing so making the road very dangerous.</p> <p>I hope you will take my idea into consideration. I thoroughly approve of all the other restrictions you have proposed for Park Farm area.</p>	<p>starting the consultation process.</p>
<p>Poppy Mead</p>	<p>I have studied the plans online for the proposed parking controls within Park Farm estate and advise that I agree with the restrictions on parking and in fact believe that they need to go a lot further. There is often cars parked on the pavement in Poppy Mead (not two wheels but four) and the school run makes it very difficult to either get to or from my parking space.</p> <p>I hope your plans are successful.</p>	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and</p>

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		<p>prevent obstructive parking on the principal access to the estate from the A2070.</p>
<p>Poppy Mead</p>	<p>I live at the address above and hope you can expand on the parking changes around my area.</p> <p>I have checked the documents mentioned in your letter but the plan is not at all clear. Especially during school term times people park around this area and both sides of the entrance to here and everything stops as nobody can get in or out.</p> <p>It is the same all along Poppy Mead blocking doors, gates and entrances and even delivery to shop.</p> <p>Clarification would be appreciated.</p>	<p>In the course of preparing the proposed restrictions for this consultation, Council Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>As such, there is only one area of restrictions proposed for Poppy Mead: Double yellow lines which would prohibit parking on both sides of the road within 10 metres of its junction with Bluebell Road (adjacent to numbers 24 to 36 Bluebell Road). We have, in accordance with the requests from Members, proposed no further restrictions for Poppy Mead, and unfortunately once we have started formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Should you or any other resident experience any obstructive parking which prevents access to and from a property access or prevents vehicles from travelling along a road this should be reported to the Police non-emergency number (101) in the first instance, as the Police have the powers to enforce against obstructively parked vehicles where no formal restrictions (such as double or single yellow lines) are in force.</p>

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<p>Poppy Mead</p>	<p>We would like to inform that as the residents and home owners at Poppy Mead we welcomed with relief the above consultation.</p> <p>Since the year 2009 when we moved in, we have observed a lot of positive developments in our local area. The parking however and the road users have become a proper problem recently.</p> <p>The parking problem particularly relates to two areas: Poppy Mead and surroundings of Furley Park Primary School and The Poppy Mead road leading from the small roundabout to Bluebell Road.</p> <p>With regards to surroundings of Furley Park we have observed a very concerning misbehaviour of the road users, particularly parents who park very close to the school and making it very difficult for the buses to pass in the morning and making unable for the residents to reach the train station in the expected time. Additionally parents started parking their cars on our street and making difficult for the residents make their way to the private parking spaces.</p> <p>With regards to Poppy Mead road leading to Bluebell Road the drivers never respect the speed limit and we had many drivers forcing their way through that road.</p>	<p>In the course of preparing the proposed restrictions for this consultation, Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p> <p>In accordance with the requests from Members we have not proposed any further restrictions for the estate, and unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p>
<p>Poppy Mead</p>	<p>I would like to raise my concern over this proposal and would like to address my reasons for this.</p>	<p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within</p>

	<p>I have attached the plan issued as part of the proposal and have highlighted a couple of areas; the identifies my property on Poppy Mead.</p> <p>On the junction opposite my property where Poppy Mead branches there is a convenience store, as a result of this there is a lot of traffic constantly pulling up to use the shop.</p> <p>With the parking restrictions in place this is going to push the cars which normally park there up Poppy Mead, leading to obstructions for both residents and for pedestrians being able to safely cross the road with numerous parked cars.</p> <p>There is a communal parking area highlighted in blue. If cars are parked on Poppy Mead opposite this it is very dangerous to manoeuvre in and out of these spaces safely in terms of visibility of oncoming traffic and physical space in the road.</p> <p>In Poppy Mead and onto Violet Way there are already numerous cars parked all along the length leading to major visibility restrictions on corners and at junctions, this would only get worse with the proposal.</p> <p>Most roads in the estate due to the parked cars are down to single lane with very restricted areas to pass resulting in cars having to back-up the roads.</p>	<p>the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code). Unfortunately once we have commenced formal consultation of a proposed scheme we are unable to add in further restrictions to address other areas without needing to re-start the consultation process.</p> <p>Displacement of traffic is a by-product of any scheme of parking controls designed to address vehicle parking in unsuitable locations, however it is recognised that most (if not all) properties within the affected areas have off-street parking as an alternative to parking on-street. Whilst it is understood that there may be households with more cars than they have off-street provision for, this is not a justification to effectively condone or permit parking in unsuitable locations through not implementing the restrictions proposed.</p> <p>The Park Farm development brief (2001) proposed a view that the development would support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the upper limit for parking provision at the time planning</p>
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	<p>Violet Way and Poppy Mead are used as a through-fare for people coming off the A2070 and into Park Farm and are very busy roads throughout the day and evenings.</p> <p>The current communal parking areas are not large enough to cater for residents' second cars and visitors parking. With houses on Poppy Mead being 3-5 bedroom properties it is unlikely that each property only own 1 car. The garages provided by the developer are also too small to park most cars and be able to get out of the car.</p> <p>Safety is my main concern with both the number of young children that live in this estate and the current parking situation it seems that there is no regard for the impact in other areas of Park Farm with the imposed parking restrictions.</p> <p>I have highlighted an area in green on the plan and would like to propose that this is used as an additional parking area for residents, it has been unused since the build of the estate extension in 2009 and quite frankly is an eye sore. If it could be put to good use this would definitely ease the concern of a lot of residents around this area.</p> <p>Since this proposal has been proposed by both the Developers and Kent County Council Public Transport it would be useful to see details of the proposed bus routes and operational timetables and additionally when these parking controls are</p>	<p>permission was given). The proposed implementation of the restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East, and eventually it is hoped that this service will extend further into the Finberry development to the northeast.</p> <p>It is my understanding that the area highlighted in green on your plan has been retained by the developer for use as a pub restaurant, and as such I am unsure whether the developer would be willing to undertake the necessary works to provide a parking facility here. That being said I cannot speak for the developer and any request regarding your proposal should be addressed to them. Additionally, I do not hold details regarding proposed timetables or full routes for the bus extension, and queries regarding this should be referred to Stagecoach and Kent County Council's Transport Integration team for further information.</p>
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	planned to be introduced.	
Violet Way	<p>I fully back the proposals to prevent parking on the roundabout at Violet Way. I live on the roundabout and have done so for 7 years, all we ask is that it is made clear that as a homeowner living on the roundabout I can load and unload my car, I have suffered abuse on numerous occasions from other motorists when I do load or unload. Our main concern is the speed that vehicles now travel past our house, there will be a serious accident if measures are not taken to calm the traffic coming or going onto the A2070.</p>	<p>It is important to note that no vehicles should stop, even to load and unload, on a roundabout - parking opposite or within 10 metres (32 feet) of a junction is defined as an unsuitable parking location under rule 243 of the Highway Code, and so can be enforced against by the Police as a criminal matter.</p> <p>Vehicles may stop on double yellow lines in order to load and unload a vehicle; however this exemption only applies for vehicles stopped in locations where they would not cause an obstruction (i.e. parked in locations defined as unsuitable under the Highway Code), and for so long as the vehicle is being constantly loaded or unloaded – once the loading or unloading of the vehicle has stopped, the vehicle should be moved. Therefore, whilst stopping on a double yellow line can be allowed for loading and unloading purposes, the criminal offence of parking in an obstructive position remains, and so loading and unloading should not take place in this location.</p>
Scotney Close	<p>Just seen your proposed plans to the new plans for the "no waiting" areas on Park Farm and Bridgefield.</p> <p>I love them! Have been complaining for months about this and got told that those roads are not maintained by the council so great to see you doing something about it before someone is injured.</p> <p>The only thing I would also ask be considered is Finn Farm Road. I have successfully got double yellow lines placed as you first join the road up to Scotney close, however myself and other residents of Scotney Close still have trouble pulling out safely</p>	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the</p>

	<p>onto the road due cars parked all the way down making visibility of cars coming from the right (normally at speed) impossibly until its too late. Every house down that road has been assigned adequate parking at the rear/side of their properties but are simply to lazy to park around the back. A few residents have mentioned this on a Facebook group for the area, and would love to see the council listen to these concerns before an accident happens.</p>	<p>estate from the A2070.</p>
<p>No address supplied</p>	<p>I have read with interest ABC's proposals for the Park Farm 'no waiting' parking restrictions. Whilst I very much welcome the proposals and opportunity for consultation, it is slightly disappointing that the proposals appear to have been driven by the requirements of the developer and for a new bus route, without including those of the residents, whom have been petitioning ABC for many months. Nevertheless, I would like to suggest some small additional requirements to the proposal:</p> <ol style="list-style-type: none"> 1. The extension of no waiting to include the entire length of the connecting road of Poppy Mead, with joins Violet Way to Bluebell Road. This is the least safe road on the Bridgefield development, with cars parked illegally on blind bends, street corners, and pavements. It has become a link road from Park Farm to Kingsnorth and beyond, and now carries a regular volume of traffic. 2. The extension of no waiting from Poppy Mead to include Bramble Walk. The junction of Poppy Mead and Bramble Walk is often blocked by cars parked 	<p>Unfortunately once we have commenced formal consultation we are unable to add in additional parking controls beyond those shown on the Proposed Plan without restarting the formal consultation process.</p> <p>Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070.</p>

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	<p>right on the street corner, and cars parked directly opposite on the pavement, providing no access for emergency vehicles.</p> <p>3. The length of Bramble Walk, where badly parked cars give constant aggravation to refuse collection trucks, and would certainly cause issues for emergency access, particularly at Furley Park Primary School start and finish times, when Bramble Walk becomes an over-spill car park for drop off and collection.</p>	
<p>No address supplied</p>	<p>I note from the documentation that these proposals have been put forward by the bus operator and my concern is that these waiting restrictions are part of a much broader initiative to widen the road and bridge, and are not really anything to do with the safety of residents or concern about current congestion.</p> <p>I am also concerned by what appears to be a lack of transparency regarding these broader plans, which will completely alter the nature of this rather quiet, family street.</p> <p>If the restrictions go ahead, residents who are currently parking outside their own properties will be displaced onto side roads and there will almost</p>	<p>In order to allow for buses to pass each other while waiting to cross the single carriageway bridge, widening of the approach road to the bridge will be required, however this and all matters pertaining to regulating the movement of vehicles (including the implementation of control systems to enforce prohibitions on general vehicle movement) fall under the remit of Kent County Council's Highways and Transportation team, and should accordingly be addressed to them.</p> <p>It was outlined within the 2001 Development Brief for the Park Farm South and East development that the accommodation bridge (at the end of what is now Bluebell Road would provide a link between the estates for buses, cycles and pedestrians. A report on the development to the Ashford Borough Council Planning Committee of 3rd April</p>

	<p>certainly be more congestion and safety issues than at present. Whilst most residents have a designated parking area, there will be no spaces for visitors/workmen/delivery vans etc, who, I am sure you will agree, are part of everyday life.</p> <p>If I felt that these proposals were genuinely devised for safety of residents, my objections would not be so strong - however, I am fairly convinced that this is all about the bus route and nothing to do with those of us who actually have homes in this area.</p>	<p>2002 outlined that the accommodation bridge would provide a linkage between the two parts of the development for buses, pedestrians and cyclists, and indeed it is a part of the Section 106 agreement for the development that the accommodation bridge will function as a dedicated bus, cycle and pedestrian link.</p> <p>The proposed implementation of these restrictions within Bluebell Road will facilitate the extension of bus services into Park Farm South and East and so provide alternative transport means in line with the development brief, which proposed a view that the development would seek to discourage use of the private car and instead support alternative modes of transport, and accordingly parking standards were set in line with Policy Planning Guidance 3 (PPG3) which stipulated that parking on new developments should be provided at an average of 1.5 car spaces per dwelling (the central government set upper limit for parking provision at the time planning permission was given).</p> <p>In the drafting of these proposals Members expressed concerns about unduly reducing the parking capacity within the estate, and accordingly requested that the restrictions proposed were limited to those necessary to facilitate the extension of bus services into the newer part of the estate to the east of the A2070; and those necessary to reduce traffic congestion and prevent obstructive parking on the principal access to the estate from the A2070. We have drafted proposals in accordance with these requests and have only proposed restrictions in those areas where it is unsafe for vehicles to park (as defined within the Highway Code) including on bends, within 10 metres or opposite</p>
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		<p>junctions and where the road is too narrow to support parking on both sides.</p> <p>Whilst it is recognised that there may be households in possession of more vehicles than they have a sufficient off-street parking for, this cannot be used as a justification to condone parking in locations defined as unsuitable under the Highway Code. 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. As noted above, the proposed restrictions only address those areas where parking is defined as unsuitable under the Highway Code, and so should not take place even in the absence of formalised restrictions.</p>
Kent County Council (Traffic Engineer, Ashford and Swale)	I have no objections in regard to this proposal and have no specific observations to make, other than to say that well designed new housing developments should seek to avoid the necessity of additional parking controls wherever possible.	
Kent Police	<p>Kent Police in principle would have no objections to these proposals and have no specific comments or observations to make, but in general terms we would expect the following:</p> <p>In general terms we would expect the following for any prohibition of waiting proposals:</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 	

	<p>parking during hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.</p> <ul style="list-style-type: none"> • 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>
Stagecoach	<p>Thank you for the opportunity to comment on the proposed improvements for bus passengers in Park Farm.</p> <p>At present anyone from Park Farm South or East has to walk some distance to the bus stop west of the Bluebell Road/Reed Crescent roundabout. We believe that this is the busiest bus stop on Park Farm (although we have not done counts) because of the large number of people walking from the newer developments. Therefore we are sure that these many people will welcome the improved bus service closer to where they live, and it is perhaps surprising that you have received no positive comments from them as part of your consultation - indeed I do wonder to what extent the survey has canvassed views about the extension of the bus service or whether it was focussed on the properties immediately adjacent to the proposed road markings (indeed the consultation is entitled "Parking controls", so is unlikely to have got a balanced response in this respect).</p> <p>These higher density developments were always intended to have a bus service along Bluebell Road and property owners would have been aware of this when they moved in, not least because we understand that the developers are keen to see the bus service started in order to avoid further problems with parking and to make the latest houses more saleable. Unfortunately it has taken far too long to establish the bus service and consequently people have become dependent upon cars. There is an excess of demand for parking because the existing bus service does not represent a convenient alternative. The proposed routing via the specially constructed bus bridge ensures that residents in as many of the adjacent houses as possible have only a short walk to a bus stop whilst minimising the length of road upon which buses operate within the developments.</p> <p>We would agree with the proposed restrictions for the bus route (we have no view on the separate set of restrictions further south in the estate). The restrictions install corner protection, where parking should not in any case occur but where practice has shown that restrictions are necessary, lays out the bus stops which have</p>

	<p>hitherto not been marked on the road, and marks out frontage restrictions where there are bends in the road so that buses can pass other vehicles (because of the long wheelbase necessary in even smaller buses in order to allow step free boarding for the mobility impaired and wheelchair users). We would agree that the restrictions are necessary and well thought through but if any further adjustments are propose would readily consider the practicalities for the bus service.</p> <p>With the growing number of residents (notably secondary age children as the estate matures) it is vital that a bus service is established close to where people live in order to provide an alternative to multiple car ownership. Whilst one or two households may need to park their car slightly further from their door the wider benefits to the community of implementing these measures are significant. We believe that after an initial period of support there will be a commercially sustainable bus service in this development - there will also be an early opportunity to provide buses to Cheeseman's Green and direct access to the hospital as a result of establishing this routing.</p>
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Agenda Item No:

Report To: Joint Transportation Board

Date: Tuesday 9th December 2014

Report Title: Park Farm Order 2014 (Bluebell Road & Violet Way) Update Report

Report Author: Ray Wilkinson, Engineering Services Manager



Summary: The Board took the decision at its meeting of 9th September 2014 to defer decision on the proposed parking controls for Bluebell Road, Ashford pending a Members' Site Visit, scheduled to take place between publication of this report and the JTB meeting of 9th December 2014.

This report summarises the results of the previously held formal consultation on the proposals for Bluebell Road and presents details on the B-Line bus service, the intention behind extending this service into Park Farm South and East and assessments of two alternative routes (paragraphs 10-24).

Key Decision: YES

Affected Wards: Park Farm South, Weald East

Recommendations: **That the Board considers the results of the formal consultation and findings of the Members' site visit of 4th December 2014 and recommends implementation of the restrictions proposed.**

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 11th March 2014
'Park Farm Order 2014 (Bluebell Road & Violet Way)' report to JTB 9th September 2014, minutes of JTB 9th September 2014

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

Report Title: Park Farm Order 2014 (Bluebell Road & Violet Way)

Purpose of the Report

1. The Board took the decision at its meeting of 9th September 2014 to defer decision on the proposed parking controls for Bluebell Road, Ashford pending a Members' Site Visit scheduled to take place between publication of this report and the JTB meeting of 9th December 2014.
2. This report summarises the results of the previously held formal consultation on the proposals for Bluebell Road and presents details on the B-Line bus service, the intention behind extending this service into Park Farm South and East and assessments of two alternative routes (paragraphs 10-24).

Issue to be Decided

3. The Board is asked to consider the proposed restrictions for Bluebell Road in light of their observations of the area at the Members' site visit which is scheduled to take place between publication of this report and the JTB meeting of 9th December 2014 and decide whether to approve the proposed restrictions for implementation or reject the scheme.

Background

4. The Ashford Borough Local Plan (adopted in June 2000) outlined that development at Park Farm South and East should feature a dedicated pedestrian/cycle/bus link between the two parts of the development site as part of the transport infrastructure and as part of a wider network of bus routes linking to Cheeseman's Green.
5. The Pelham Homes Park Farm South and East Development Brief (2001) detailed that the accommodation bridge would provide a bus priority link between the two parts of the development and function as either a dedicated bus/cycle/pedestrian link or be open to all vehicle movements.
6. At a meeting of the Planning Committee held on 17th December 2003 it was clarified that the accommodation bridge would be designed for buses, cycles and pedestrians rather than accommodating all traffic. The use of the accommodation bridge as a link for bus traffic between Park Farm South and East has been identified as a key infrastructure component of Park Farm South and East since the earliest days of the development.
7. A scheme designed to address obstructive parking issues within two specific areas of Park Farm South and East (Bluebell Road and Violet Way, shown in appendix 1) was put forward to consultation between 24th July and 15th August 2014, during which 14 objections (from 421 properties directly consulted) were received, principally citing the unsuitability of off-street parking provision in the area, the desire to retain existing parking practices and concerns over the displacement of parked vehicles. At its meeting of 9th

September 2014, the Board recommended implementation of the restrictions proposed for Violet Way but deferred a decision on the Bluebell Road proposals pending completion of a Members' site visit.

8. 7 responses received during the consultation also cited objection to running buses over the accommodation bridge, and in response to resident comments Stagecoach have carried out assessments for two alternative routes, including running via Kingsnorth village (as suggested at the Board's meeting of 9th September) and connecting with Finn Farm Road through Park Farm South rather than via the accommodation bridge, which are detailed below.
9. Owing to concerns over delays in the delivery of bus services between Park Farm South and East, a provision of service involving buses entering the estate from the A2070 Hamstreet Bypass at Violet Way was previously assessed for feasibility as an alternative to running buses via Bluebell Road, however investigation demonstrated significant concerns over the long-term financial viability of this route.

The B-Line bus service extension

10. The bus route to Park Farm started in the 1990s as a subsidised route provided by Kent County Council. In 2009 Stagecoach invested in the route with improved vehicles, an increased frequency, buses on Sundays and extended coverage of the estate. As a consequence this route is operated on a commercial basis by Stagecoach with revenue from passengers more than covering the operating cost.
11. Additional journeys are provided for Kent County Council at 1810, 1910, 1925 and 2132 from the town centre to Park Farm at an annual cost of £27,450. As with all bus routes Stagecoach receives a rebate on part of the fuel tax paid and reimbursement for free travel by young people and pensioners – i.e. KCC elects to pay their fares for them.
12. The extension to Park Farm East not only offers the opportunity to provide a convenient bus service much closer to people's homes but also an enhanced frequency of service to the Park Farm estate as a whole. This will ensure that the service, once demand patterns have changed as people move house or change job, will have enough potential users to ensure its long term viability.

Alternatives considered

13. Stagecoach understands that an alternative route has been proposed by residents keen to avoid the bus using the extreme eastern end of Bluebell Road, and note that they would agree with them that the design of the road is odd for a bus route, understanding that the parking restrictions proposed are not convenient for the home owners.
14. This road was always intended as the through route for buses, which is why it was built up to the bridge. Stagecoach note that it is very disappointing that the route was not made available for buses by the local authorities many years ago as naturally those who live there at present plan their lives without the need for a bus service and are not surprised at the concerns expressed.

15. However, in the longer term Ashford needs to have more people travelling by bus if gridlock is to be avoided and this initiative is designed to help everyone by improving public transport and keeping the roads free for motorists who need to drive.

Route 1- via Kingsnorth crossroads, Church Hill and Finn Farm Road

16. Whilst fully understanding that this moves the route away from Bluebell Road, Stagecoach have noted that there are serious potential problems in Church Hill. The crossroads (adjacent to the Queen's Head) has poor visibility and restricted space for large vehicles to turn into Church Hill and highways specialists have raised concerns. In addition there are regular problems with parking around the Primary School, Church and Village hall, and no doubt residents would have similar concerns to those in Bluebell Road.
17. This route could not be operated as an extension of the existing B-Line route to Park Farm to (as it is not an extension from the end of the route but a diversion from the middle) and would require a separate bus from those used on the B-Line. It would probably only be possible to provide one bus an hour on this route for the same cost as four buses an hour could be provided with the original proposed route via Bluebell Road.
18. Usage from Park Farm East would only be about a quarter of that anticipated in the original plan, as the service would be much less frequent and take much longer to reach the town. Given the pressure on public finance, it is essential that once developer funding runs out the service must be commercially viable in order to continue running, and Stagecoach cannot see that this is likely.
19. There would be no improvement to the frequency of the existing Park Farm route, which would remain separate and the opportunity to provide a link from Park Farm through Finberry to the Hospital (which can be introduced as soon as the road to Finberry is completed without additional subsidy by diverting the K-Line) would be lost.
20. The appropriateness of using the southern part of Finn Farm Road for a bus route is questionable, and the lack of development in this area results in the bus covering extra miles where there are no people to pick up. Additionally, using the southern part of Finn Farm Road for buses would require many trees to be cut back and would fundamentally alter the character of that road.

Route 2 – via Poppy Mead, Violet Way and Finn Farm Road

21. Significantly more householders in Poppy Mead, Violet Way and Finn Farm Road would be inconvenienced by parking restrictions along the revised route, which has about 6 times as much frontage and which uses roads even less suitable (as a result of width and corners) than the eastern end of Bluebell Road.
22. The original development plan envisaged the bus service dissecting the development area and bringing the bus within easy walking distance of as many properties as possible, but passing directly outside as few of them as possible.

23. The extra distance would mean that the three buses in use would take longer to complete the route and consequently it would not be possible to increase the frequency of buses in Park Farm from every 20 minutes to every 15 minutes, and reduce the attractiveness of the service for users from Park Farm East as the route would be longer. The planned improvement to frequency of service is likely to make bus travel much more attractive for additional users who will consequently contribute to the financial viability of the operation as developer funding reduces
24. As noted in paragraph 20, use of the southern part of Finn Farm Road for buses would require many trees to be cut back and would fundamentally alter the character of that road.

Officer's Recommendation

25. The alternative route assessments provided by Stagecoach (and that carried out at an earlier stage in the development as discussed in paragraph 9) shows that running buses via the accommodation bridge as originally envisaged constitutes the only viable means to provide an improved frequency service through Park Farm which encompasses Park Farm South and East.
26. The future extension of bus services from Park Farm East to Finberry (and eventually onto the Hospital) will also be most readily enabled through use of the accommodation bridge linking Bluebell Road with Finn Farm Road as envisaged in the original development brief.
27. The restrictions proposed in Bluebell Road will only prevent parking which occurs in contravention of the Highway Code and thus should not take place. A Member site visit has now been completed and the Board are asked to consider the restrictions proposed in light of their observations during this visit.
28. On consideration of the route assessments provided by Stagecoach and the comments made during the consultation period, it is the recommendation of Officers that the restrictions for Bluebell Road should be implemented as proposed.

Conclusion

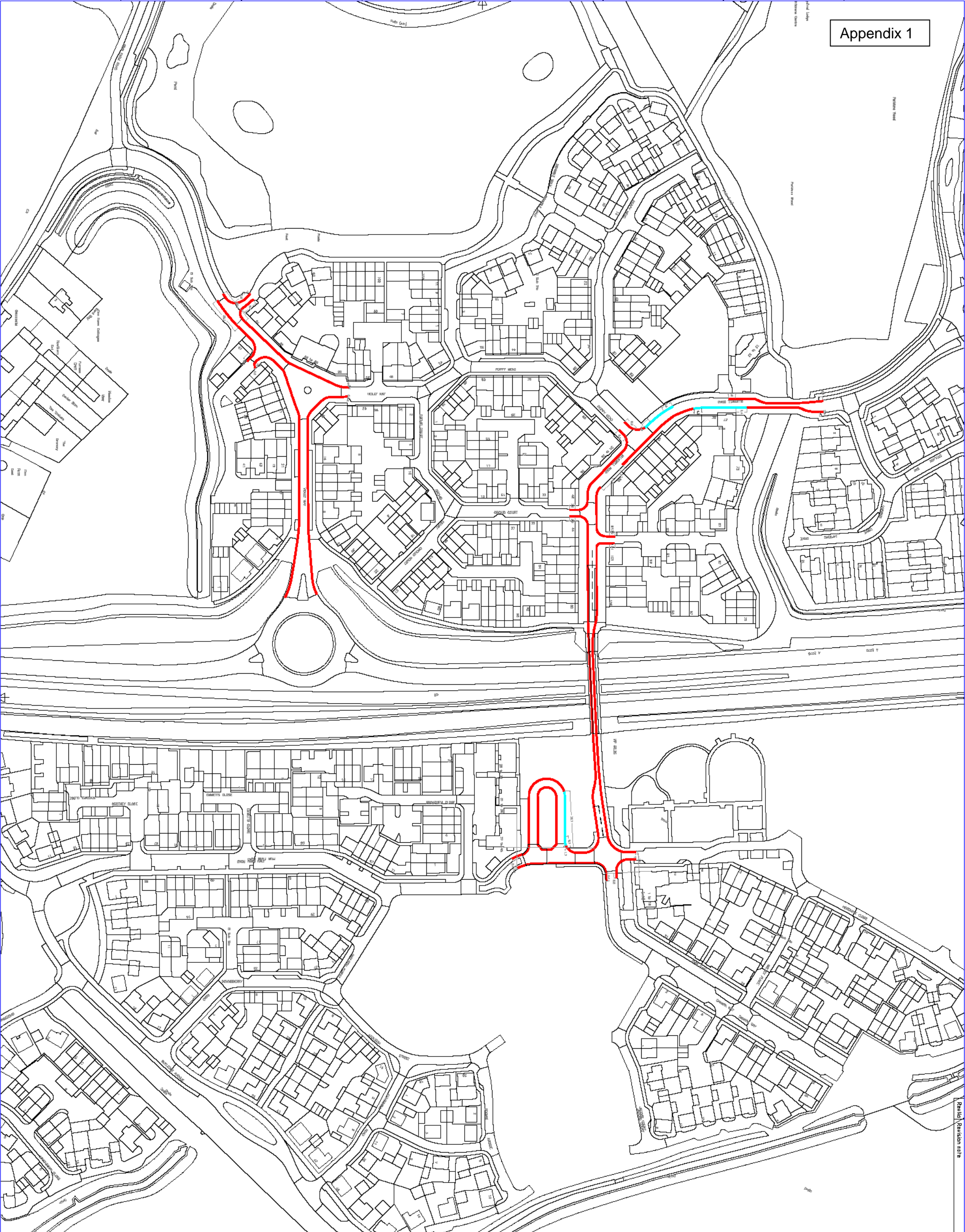
29. Assessment of the comparative viability of alternative routes has shown that the originally identified bus route utilising the accommodation bridge to link Bluebell Road with Finn Farm Road represents the most practical means of providing an extended bus service to Park Farm South and East.
30. On consideration of this assessment and the results of the consultation it is the advice of Officers that the benefits of this proposed scheme outweigh the merits of the objections received, and implementation of the restrictions proposed for Bluebell Road should be recommended.

Portfolio Holder's Views

31. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

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Revised/Revision sets

Date: [] Signature: [] Checked: []

KEY	
PROPOSED NO WAITING AT ANY TIME	—
PROPOSED NO WAITING BETWEEN SPECIFIED HOURS AT ANY TIME	—
PROPOSED BUS STOP CLEARWAY	—
EXISTING BUS STOP CLEARWAY	—

SCALE	1/1000
DATE	JULY 2014
DESIGNER	PARK FARM 2014/01

ASHFORD BOROUGH COUNCIL
CULTURE AND THE ENVIRONMENT
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PROJECT
 PARK FARM, KINGSNORTH, ASHFORD SCHEME

PROPOSED WAITING RESTRICTIONS