

Towards a Local Parking Plan for Snodland

Outline Assessment and Recommendations

Working Draft

This document contains the feedback received by Tonbridge & Malling Borough Council on the proposals developed from first stage of consultation with residents and businesses in Snodland. The initial exercise was carried out to scope the nature and extent of parking problems in the town, as perceived by the local community.

We have assessed and analysed all the comments and suggestions received and recommended responses that can be taken forward towards a Snodland Local Parking Plan. Between 19 January and 9 February 2009 there was a second stage of consultation in which previous respondents including surrounding Parishes were invited to comment on the analysis and the content of the proposed Local Parking Plan.

A Steering Group consisting of the County Councillor, Borough Councillors, and representatives of the Town Council, Snodland Chamber of Commerce, the Snodland Partnership and Borough Council Officers, have considered the representations and where possible have adjusted the recommended actions in the light of local views to enable us to produce a Local Parking Plan in its final form.

Copies of this document and the Snodland Parking Plan are available in Snodland Library, Town Council Offices and directly through the following services:

By post	by email	Directly on the Website
Transportation Team Tonbridge & Malling Borough Council Gibson Building Gibson Drive Kings Hill Kent ME19 4LZ	transport.services@tmbc.gov.uk	www.tmbc.gov.uk/snodlandparkingplan

Introduction

In 2002 the Borough Council adopted, and set up funding for, a Parking Action Plan to deal with the considerable number of requests that had been received about parking problems in the Borough. These requests included many from residents, businesses and local Borough and Town Councillors expressing their concerns about parking in Snodland.

The reported problems were widespread throughout the town and this suggested that any response had to be town-wide in scope rather than focusing on individual locations. It led to the conclusion that what the town needed was a thorough and comprehensive review of all on-street and off-street parking so that we could produce a Snodland Local Parking Plan.

This reflects the approach we have adopted at a number of other locations in the Borough where we and local people recognised that there was no point in dealing with parking problems in isolation if the immediate result was simply transferring them to other nearby locations. 'Knock-on' effects needed to be considered and this was best achieved through a Local Parking Plan approach.

Previous Parking Management in Snodland

A history of parking management in Snodland already exists, as demonstrated by the considerable amount of traffic regulations orders and associated yellow lining currently in place.

A number of concentrated but limited parking reviews have been carried out in the past. As would be expected, these focused on the usual parking 'hot-spots' – the town centre area around the High Street and the roads near the three local schools.

Consequently, this Local Parking Plan project is, at its core, a review exercise. Importantly, it provides an opportunity to consider all the existing restrictions in Snodland to judge how they are working in practice and to assess whether we need to refresh and adjust them to match present day traffic and parking conditions.

However, it is also an opportunity to consider how best to address new, more recent, concerns from residents and businesses about parking, whether these be related to the town centre or any other street or road in the town.

Summary

A broad assessment of parking in Snodland leads to a conclusion that what parking pressures there are appear to be locally generated and self-contained and there is no evidence of any significant commuter parking problem.

When we analysed the feedback it was clear that there were perceptions of parking problems on many roads. More often than not, these reflected the almost routine frustrations of residents about the parking behaviour of neighbours. These are not matters that can be addressed or resolved within a strategic review of parking. As far as this Snodland Local Parking Plan is concerned, all that can be done is to acknowledge that a problem exists but cannot be resolved as part of the Plan.

In many other streets, there were only a few responses and these were insufficient to demonstrate a broader desire or support for the sometimes quite radical changes suggested to existing parking arrangements.

As part of the consultation feedback, there was an absence of any comments or suggestions about parking in a number of roads in Snodland. Where this is the case, we will not be making any mention of them in the Snodland Local Parking Plan.

Parking generated by the presence of the three schools in the area was also of concern but again there is no realistic or practical solution in terms of stopping parents driving their children to school. The work on parking controls outside the schools from previous years has concentrated on discouraging drivers to park in inappropriate locations and in consideration of other road uses, residents and public transport services. The work of the schools to encourage less dependence the car through implementation of School Travel Plans initiatives is detailed in the Working Draft

The main output from the assessment exercise is a series of proposed actions related to the immediate town centre area and a review of the existing parking management measures around each of the schools. Overall it should result in some additional on-street parking opportunities in the centre of the town.

Rocfort Road car park is an important local asset and absolutely crucial in relieving parking pressures in the town centre. Like many of the surrounding roads, it is unregulated so introducing any form of control would be a major change and require profound consideration of operational policy to decide who should be allowed to use it and under what conditions.

Currently, it used well used by residents, shoppers and people who work in the town. The feedback suggested some frustration by each of the groups that its access to the car park was being compromised by the others and that there should be positive management of the car park to provide preferential treatment for them. However, the assessment work does not reveal any need

currently to embark on any operational policy of discriminating against one local group of drivers in favour of another. There are undoubted parking pressures in the town centre and in the car park but at the moment the 'light-touch' system appears to function, even if a little frustratingly, and gives all who need to park an equal access to local parking opportunities. **Consequently, the thrust of the Snodland Local Parking Plan will be to leave the current unregulated arrangements in the car park as they now are.**

Parking patterns on town centre roads east of Malling Road and Holborough Road are different from those in roads to the west of the town centre where the pressures between residents and shoppers are less acute. There were some isolated safety issues in the outlying estate areas which are also highlighted as part of the review.

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The Policy Context

Our responses to the comments, concerns and suggestions from the local community are guided by a number of broad policies that are worth setting out in this introductory section. These should help explain the aims we hope to achieve through proper parking management and the constraints that exist that limit the extent to which the aims might be achievable.

The broad policy aims of the Snodland Local Parking Plan are to:-

- **support the commercial vitality of Snodland**
- **assist parking opportunity for residents**
- **manage the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists)**
- **improve road safety**
- **improve the local environment**
- **improve the quality and accessibility of public transport**
- **meet the needs of disabled people, some of whom will be unable to use public transport systems and depend entirely on the use of a car**
- **manage and reconcile the competing demands for kerb space of: residents, shops, businesses, visitors, pedestrians, delivery vehicles, buses, taxis, private hire vehicles, coaches, cars, bicycles, and motorcycles**

In working to achieve these aims:

- **there will be a general presumption in favour of maximising the amount of parking consistent with highway safety.**
- **the Snodland Local Parking Plan will provide actions to deal with existing identified parking problems and it will do so in a way that avoids a simple transfer of the problem to neighbouring streets. However, it will also avoid speculating about where and how problems might arise in the future and what solutions might be required where**

no problems currently exist. If problems develop these will be dealt with through monitoring and future reviews of the Snodland Local Parking Plan.

Operational Policy Considerations

In the consultation responses and feedback for this, and all of the previous Local Parking Plan projects the Borough Council has drafted, there are a number of consistent comments and themes that are worth considering in this separate introductory section dealing with 'Operational Policy'.

<p>The role of the Borough Council</p>	<p>The Borough Council, in its own right, operates a number of public car parks in Tonbridge & Malling.</p> <p>It also carries out on-street parking management on behalf of the Highway Authority, Kent County Council, under an agency agreement.</p>
<p>The “Right to Park”</p>	<p>There is a popular misconception that there is an inherent right to park on a highway. Current practice is that parking is usually tolerated until such time as it compromises safety by restricting traffic flows, access, public transport services, or sight lines.</p> <p>Parking controls are reserved for essential sites where there is evidence of a persistent problem that requires intervention. Highway Authorities have a duty to use parking restrictions to maintain safety for other road users and they also have powers to assist with balancing the demand for roadside parking space or the competing needs of an area. However there is no duty for Highway Authorities to do so.</p> <p>The responsibility for finding safe and secure parking space lies solely with the driver.</p>
<p>Parking “Problems”</p>	<p>Many parking problems reported in the consultation relate to situations where there are simply too many cars for the limited space available in which to park.</p> <p>The scale of funding available to carry out the Snodland Local Parking Plan is insufficient to address this by providing for new off-street car parking, even if land were to be available locally for such a</p>

	<p>purpose.</p> <p>In the feedback, there are a number of suggestions that neighbouring tracts of important local amenity land be used for car parking; the recreation ground, for example. Given the fact that there is no funding for new car parks, it is not necessary to consider the question of whether building car parks on such crucial local 'green lungs' is a proper way forward.</p> <p>In summary, a parking problem may well exist but it does not necessarily mean there is a practical action that can resolve it.</p>
<p>Parking Priority</p>	<p>We will seek to make as much parking available on-street as can be allowed consistent with highway safety. From the comments and feedback, it is clear that the competition for parking is generated by legitimate local needs, be it from residents, shoppers and people working for local businesses or visiting the town on business.</p> <p>No one from any of these groups has particular parking priority as far as the Snodland Local Parking Plan is concerned and all have a proper and equal right to the available parking opportunities.</p>
<p>Permit Parking Schemes</p>	<p>Ideally, permit schemes are operated in areas where there are exceptional roadside parking pressures generated for residents and businesses by drivers who do not live or work in the area. Nor are they visiting on local business but, instead, use local roads and car parks as long stay storage facility generally for the purpose of commuting.</p> <p>Introducing permit parking for local residents and businesses is an effective way of freeing up on-street parking capacity by preventing such commuter parking.</p> <p>Permit schemes do not work where there is no element of undesirable parking that can be removed by permit controls. Permit schemes are not an effective or natural solution to deal with the problem of too many local residents, businesses and shoppers cars competing for a limited stock of road space.</p> <p>Some of the feedback from streets where there are acute parking pressures, although minor in the overall assessment of the response, seeks 'permit parking'. However, acceding to such requests would require discriminating against other groups of drivers, be they shoppers or workers from businesses, all of whom have an equal need and right to park locally.</p>

	<p>The first stage of consultation in Snodland has revealed that competition for on-street parking space arises almost entirely from local sources. There is no significant external element of parking that could justifiably be controlled to free up any useful amount of on-street parking for local residents and businesses. The parking management problem for Snodland is concerned with how best to balance locally generated competition for the available space. Currently, preferential permit parking is not a valid or effective way of achieving this and is not being recommended as part of the Action Plan.</p> <p>A further consideration is that any controlled parking scheme and its associated permits requires significant cost to set up, administer and maintain. Elsewhere the cost of a preferential permit scheme is borne by the permit holders who benefit from the administration, enforcement and maintenance of a scheme on their behalf. It is not a charge on the whole of the Borough. Similarly the management, maintenance and enforcement of a controlled car park is usually at the cost of those who use the car park and not a charge on the rest of the Borough residents</p>
<p>Enforcement of Restrictions at Schools</p>	<p>Traffic and parking management at either end of the school day are a national problem. The conditions around the schools in Snodland are similar to most other schools in the Borough and, indeed, nationwide. These locations have been the frequent focuses of earlier attention to deal with poor parking behaviour and are a regular case of enforcement action by the Borough Council's parking officers.</p> <p>Parents realise they are able to stop on waiting restrictions for the purpose of allowing passengers to board or alight so the presence of a Civil Enforcement Officer, while 'comforting' for those who wish to see a uniformed presence outside all schools at start and finish times, is a particularly ineffective means, on its own, of dealing with the traffic management problems at those times.</p> <p>Furthermore, at a practical operational level, it is simply impossible to have such a presence on a daily basis as the problems exist on roads around most school sites throughout the Borough for just a short time each end of the school day.</p> <p>Resolving traffic management problems at schools requires a much broader approach. School Travel Plans (STP) are in place in most schools and offer a positive means of encouraging alternative ways for pupils to travel to and from school. The Borough Council is happy to work with the schools,</p>

	<p>Police, PCSO and KCC to assist where possible to support and maintain work on school Travel Plans and in ensuring the traffic environment at the school gate is safe for young pupils and nearby neighbours.</p>
<p>Snodland Market</p>	<p>Snodland Market is well used and generally welcomed by residents and traders for the additional shopping facilities it attracts and the benefits these bring into town.</p> <p>The disruption to normal parking patterns is inconvenient but is generally accepted to be outweighed by the increase in visitors into the heart of the Town. The Snodland Partnership and Town Council have no plans to alter this arrangement or the location in the foreseeable future. Actions in the Snodland Local Parking Plan will seek to support the market in a balanced way in the light of other competing parking pressures.</p>
<p>Parking on the Footway</p>	<p>The current legal position is that the Police have powers to deal with instances of obstruction and the offence of driving on and off a footway.</p> <p>Unless a vehicle is parked on a footway contravening a restriction such as a single or double yellow line, Civil Enforcement Officers (formerly Parking Attendants) cannot take any action.</p> <p>Some pilot schemes have been trialled in other Kent districts using specific footway parking bans on particular streets. The contrast between these schemes and the effective summary powers the police are able to exercise is quite concerning. To make footway parking enforceable by CEOs requires a significant amount of obtrusive signing to accompany a traffic regulation order. It appears to be a particularly ineffective and costly way of dealing with the problem of footway parking and this Council is not considering doing so at this time.</p>
<p>Turning Heads</p>	<p>Parking in the turning area of a cul de sac is a frequent problem and is almost always one created by some residents themselves in the immediate neighbourhood. It can create problems of access and highway safety for larger service, delivery and emergency vehicles.</p> <p>Introducing waiting restrictions in such a situation prevents useful casual parking opportunity for visitors, for example, that could otherwise be tolerated.</p>

	<p>However, where the level of parking in a turning area creates a persistent problem for essential vehicles then double yellow lines may have to be considered to reinforce the rules of the Highway Code.</p> <p>A general conclusion from the consultation is that, while there are a number of turning heads in the residential neighbourhoods subject to some degree of resident parking, there is no pressure from the emergency services or refuse contractor meriting intervention at this stage.</p>
<p>Parking Enforcement</p>	<p>Often mentioned in the feedback to the consultation is that there be more enforcement of the waiting restrictions.</p> <p>The amount of parking enforcement activity in Snodland and elsewhere in the Borough is directly related to the number of officers in the parking team. It is a ten person team, including the supervisor. At this limited level of staffing, taking shift patterns into account and factoring in absences for annual leave or through sickness, the team is spread thinly across the Borough. Therefore it is simply impossible to have a uniformed presence at all the locations and times that some people would wish. Instead, the team seeks to achieve an effective enforcement service by varying the patterns of attendance at problem locations and by responding to requests from the local community when possible.</p> <p>The size of the parking team reflects the intention that parking enforcement in Tonbridge & Malling be fair and effective without being overbearing or intrusive. The team has arrived at its current strength through incremental additions over a number of years and is now judged to be the right size for to achieve the efficient, effective and non-oppressive service that the Council wishes to achieve. For this reason, there are no current plans to increase the size of the team so the only way there could be 'more enforcement' would be by carrying out less enforcement at other locations. As it is, the central shopping area and the roads around the schools receive a reasonable amount of enforcement relative to other parts of the Borough, consistent with the overall commitments on the parking team.</p>
<p>Obstruction of Access</p>	<p>Difficulty in gaining access to a property is not in itself sufficient justification for installing double yellow lines across a driveway or dropped kerb. White Access Protection Markings (APM) can be installed at locations where there is a demonstrable and persistent problem with obstruction. Although the APM is not enforceable, the Police have powers to deal with obstruction and its presence does tend to</p>

	<p>support the offence of obstruction if the police are asked to take action.</p> <p>Under the Traffic Management Act, the offence of obstructing a dropped crossing is potentially enforceable by Civil Enforcement Officers. However, detailed regulations governing signing requirements and the associated procedures are not yet in place so such obstruction remains a police enforcement matter.</p>
Vans Parked in Residential Areas	<p>There is no legislation that can be used to effectively discriminate against residents taking their work vans home and parking in the streets where they live. In some instances a condition on an Operator's Licence will prevent overnight parking by vehicles over 7.5t. However, the concerns in the feedback to the consultation relate to commercial vehicles that do not fall into this category since these are generally light vans pick-ups.</p>
Formalised Parking Areas	<p>Parking on a highway can only be allowed within the guidelines of the Highway Code, where road width, kerblines and access points allow. The Highway Code contains a list of sites where drivers should not park.</p> <p>A consequence of this is that formal parking management schemes generally result in a perception that there is less parking available. What happens is that some of the unacceptable parking that takes place on an informal basis has, of necessity, to be positively prevented rather than condoned.</p>
Use of Garages and Driveways	<p>A frustration evident in many responses from the mainly residential part of the town concerns pressures generated by some residents not using their garages or drives. Clearly, such behaviour has the capacity to create unnecessary parking problems but the fact is that even if it were appropriate for the Borough Council to intervene, there is no way to compel these residents to use their driveways or garages.</p>

Data Collection – Surveys and Consultation

Surveys were carried out during the autumn of 2008 on every road in the Parish area of Snodland. The use of Rocfort Road car park was also monitored at different times and on different days. The analysis and recommendations contained in this Working Draft are a result of combining the survey data for on-street and off-street parking conditions with ideas and suggestions contained in local responses.

Questionnaires were distributed in the autumn edition of 'Town Talk' and delivered to over 4,600 properties in Snodland. In addition copies were available in the Library and Town Council Offices. A total of 462 completed responses were received which represents just over 10% response. In addition to the current data, Snodland Labour Party donated results of Car Park and resident parking surveys of local residents which were carried out in 2006. These provided valuable additional and comparative data. The information given by the additional survey data supported the current concerns and responses to the present exercise.

There are a further two stages of consultation to be carried out before any proposals will be approved and any required legal work is started on implementation of an approved scheme. All feedback will be carefully considered and all stages of the process will be available for public inspection at the library, Town and Borough Council Offices or on the website link

www.tmbc.gov.uk/snodlandparkingplan

DPPB	Disabled persons parking bay
DYL	Double yellow line
SYL	Single yellow line
APM	Access protection marking (occasionally referred to as a 'dog bone')

Feedback, Assessment and Recommendations for the Snodland Local Parking Plan

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Apple Close</p> <p>Cul de sac</p> <p>Ave Width – 5.0</p> <p>Off St Parking – 65%</p> <p>Restricted parking – Corner protection - Malling Road junction</p> <p>Parking Pressure – Medium from local residents</p>	<p>Problems raised by respondents</p> <p>Residents from Malling Road parking in Apple Close</p> <p>Parking on footways in early evening</p> <p>Suggestions from respondents</p> <p>Make residents of Malling Road to park in Ham Hill WMC car park</p> <p>Priority residents parking for Apple Close</p> <p>Allocate residents permits in relation to available off street provision (and excluding those in Malling Road)</p>	<ul style="list-style-type: none"> • The cul de sac is quiet for most of the day and most residents have off street parking • Refer to general comments about parking in turning- heads and on footways • Some competition for roadside space is in the evening with residents of Malling Road who have no other place to park • Parking occurs in the turning areas • There is valid parking opportunity on this road but it could not be exclusively assigned to residents of Apple Close • There is little evidence in the responses of sufficient support for a permit parking scheme 	<p>Should parking in the turning area become a problem for essential service or delivery vehicles these areas might require DYL to preserve turning movements.</p> <p>Monitor the parking patterns for an experimental period of 18 months after implementation of approved measures</p>
<p>Annie Road</p>	<p>No representations received about parking on this road</p>		
<p>Ashbee Close</p>	<p>No representations received about parking on this road</p>		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Alex Hughes Close (To be adopted)	No representations received about parking on this road		
Bingley Close Cul de sac Ave Width – 5.5m Off St Parking – 70% Restricted parking Parking Pressure Medium	Problems raised by respondents Parking in the turning head Parking on and around the junction with Roman Road Residents of flats do not use their parking area but park on the road No suggestions from respondents Steering Group Private car park is not used because of lack of lighting which includes public footpath	<ul style="list-style-type: none"> Refer to general comments about parking in turning heads and use of driveways and garages Reported parking problems in this road are likely to be caused for residents by other residents and their visitors Turning areas should be kept clear to allow larger vehicles like the refuse freighter to turn. Subject to the usual concern about using DYLS in a residential cul de sac there may be justification for DYLS in this area if this became a problem reported by essential services or emergency vehicles 	Parking patterns to be monitored and if the parking situation deteriorates to the effect that the refuse freighter or emergency access is routinely and persistently prevented install restrictions to preserve the turning area Request to KCC to consider upgrade of lighting of footpath
Birling Road Rookery Hill The Groves Through Road (C22) Ave width 5.0 – 7.0 Off St Parking - 70% Except in the Groves 50% Restricted parking – corner protection around junctions Parking pressure a)High St to Rookery Hill - High competition between residents/shoppers and businesses b)Rookery Hill - Low	Problems raised by respondents Residents not using driveways or garages School times around Rookery Hill and St Katherines junction At the bottom - cars park too close to driveways Parking on the bend Speeding drivers Parking near the pond The Groves used as a business – car repair service Suggestions from respondents Need DYLS all along Birling Road and across dropped kerbs/disabled	<ul style="list-style-type: none"> Refer to general comments about using off street parking and school related traffic This is a busy C class road sometimes used as a short cut as it runs parallel to the A20 through the BART villages Management of parking in the narrow section of The Groves is essential to assist traffic flows Competition between residents is concentrated between Constitution Hill and Rookery Hill section where parking pressures apply to the 2 	The Groves Install formalised marked bays to determine where it is appropriate to park Install Access Protection across dropped kerbs to assist with highlighting driveways Extend DYLS around the bend in the vicinity of Dryland Road Apply corner protection to Pout Road junction

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>c)The Groves to Pout Road High between residents and affected by school related parking in the vicinity of St Katherines Lane</p>	<p>crossings Parking permits for residents at the bottom of Birling Road White bar markings across driveways Stop parking on the DYL on junctions DYL both sides in The Groves around blind bend Buses get stuck with the parking along here Enforcement to stop traders using the road for their business</p> <p>FEEDBACK - THE GROVES <i>There is not a problem with obstruction to drives and this will cut down on parking space</i></p> <p><i>How will the bays be set out and enforced as still be difficult to get in and out of property with cars parked opposite ?</i></p> <p><i>Asked for traffic calming but refused on the grounds that it would knock out parking bays</i></p> <p><i>Humps in Hollow lane have stopped speeding as does the parking – so regulating parking will cause more speeding</i></p>	<p>uncontrolled lay bys</p> <ul style="list-style-type: none"> • Dryland Road to Pout Road is also uncontrolled and in a high use area • Competition between residents and school traffic is high in the vicinity of St Katherines Lane junction and Dryland Road • There is no place to provide parent parking within the school site • There is valid parking opportunity but it needs to be managed to encourage drivers to park considerately and not endanger vulnerable road users • Access needs to be maintained for the local bus service and residents who both experience problems with access due to inappropriate parking at school times • There is little evidence in the responses of sufficient support for a permit parking scheme • 	<p>Birling Road</p> <p>Mark out parking bays in the lay bys</p> <p>We are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking</p> <p>STEERING GROUP <i>18/2/08The Snodland Partnership has carried out a full assessment and of speed and local traffic conditions in The Groves in response to local concerns about speeds and requests for speed reduction measures. The results showed there was no evidence to support the need for traffic calming in this section of road – Proposals agreed unchanged</i></p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p><i>Neighbours have not heard about any of this</i></p> <p><i>I object as I did for your previous plans for planned traffic control in the area</i></p> <p><i>Installing parking bays would only reduce roadside parking – visitors will have to park over 150 yds away</i></p> <p><i>Your recent speed survey showed there is not a speeding problem and you will not take any action</i></p> <p><i>There are no traffic flow problems so do not exasperate problems by putting this in Your proposals will force residents to have to turn to the council for assistance in turning their front gardens into car parks – in terms of conservation this is not a way forward</i></p>		
<p>Bramley Road Through Road Ave width 6 m Off St Parking 10% Restricted parking – Corner protection Parking Pressure – High</p>	<p>Problems raised by respondents Concerns about emergency access Insufficient parking space Works vans/footway parking Obstructive parking on both sides of road Shoppers parking</p>	<ul style="list-style-type: none"> • Refer to general comments about parking on the footway and commercial vehicles parking in residential areas • The carriageway is narrow and does not support 2 way traffic when vehicles are parked on both 	<p>Install one-way experimental traffic flows to free up additional roadside space on both sides of the road</p> <p>Uncontrolled permitted parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>between residents and customers to shops in Malling Road with some overspill when the car park is full</p>	<p>Parking on DYL and junction with Malling Road Residents parking Suggestions from respondents Buy 2 houses at the end of the road and create more residents parking space Need Parking permits Parking permits but not for vans Sell Road to each householder for parking Need Parking access to rear of properties from Recreation field Need One way road to create more parking space Mark out parking bays Convert Recreation ground for residents parking space</p> <p>FEEDBACK from letter drop</p> <p>Support - General queries on what the formalising of parking bays will mean Support – can we have a speed limit? Support – when is it happening?</p> <p>Support – but too many cars already and how will one way make it better?</p> <p>Continuing request for enforcement where 2t vehicles</p>	<p>sides of the road unless the vehicles are parked on the footway</p> <ul style="list-style-type: none"> • There is a high level of competition for parking space during the day between shoppers and residents which continues during the evening when residents are at home and the takeaway outlets are still operating • Opening the rear access to the houses via the Recreation Ground is something the residents will need to discuss with the landowner (Town Council) or through the Snodland Partnership • Formalised parking would significantly reduce the amount of parking capacity that exists if 2 way traffic is maintained but there would be benefits if one way traffic flows operated from Malling Road Junction to Recreation Avenue • There is little evidence in the responses of sufficient support for a permit parking scheme 	<p>areas to be marked out on both sides of the road where road width ,access and junctions allow</p> <p>Install minimum corner protection junction with Recreation Avenue</p> <p>STEERING GROUP 18/2/09 – Agreed proposal Deliver to all residents of Bramley Road and Recreation Avenue letter to ensure all are aware of this proposal. W/C 17/2/09</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Brook Lane Cul de sac Ave width 3 – 5 m Restricted Parking – Corner protection Malling Road junction Off Street Parking 90% Parking pressure – Variable between customers to the public house and residents</p>	<p>are parked in residential areas</p> <p>Problems raised by respondents Parking on road instead of using driveways or garages Parking on junction and corners Parking by visitors to Freemasons Arms Parking on footway</p> <p>Suggestions from respondents Need DYL around corner with Lakeside junction</p> <p>FEEDBACK</p> <p>6 residents (only one of which responded to the initial questionnaire) request in one letter that the Council look at 'restricted parking' facilities on the road outside and opposite the Freemasons arms</p>	<ul style="list-style-type: none"> Refer to general comments about using off street parking facilities and parking on the footway Competition is between residents their visitors and customers of the public house. Parking on the corner with Lakeside occurs whether or not there are spaces available in the PH Car park Corner protection will improve road safety but may transfer parking pressures to the purpose built lay-by in front of the houses 	<p>Install DYL on and around the corner of Lakeside and Vauxhall Crescent to preserve sight lines and improve traffic flows and safety</p> <p>Monitor parking patterns to determine any changes in parking patterns</p> <p>STEERING GROUP 18/2/09</p> <p>Agreed proposal to remain unchanged</p>
<p>Brook Street</p>	<p>No responses received about parking in this road</p>	<ul style="list-style-type: none"> Smurfitt Kappa in 2007 requested corner protection with East Street to improve sight lines when vehicles exit from Car Park 	<p>Install DYL on and around the corner of Brook St and East St to preserve sight lines and improve traffic flows and safety</p>
<p>Bull Fields</p>	<p>No representations received about parking in this road</p>		
<p>Busbridge Road Cul De sac Ave Width - 6.0 m Off Street parking – 95% Parking Pressure - Low</p>	<p>Problems raised by respondents Parking on DYL and corners Parking on Pavements</p> <p>No suggestions from respondents</p>	<ul style="list-style-type: none"> Insufficient evidence of a persistent problem to justify introducing restrictions Refer to general comments about parking on the footway 	<p>No specific action recommended for the Snodland Local Parking Plan</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Catts Alley (To be Adopted)	Problems raised by respondents Parking too close to junction Parking on DYL Vision blocked leaving Catts Alley No suggestions from respondents	<ul style="list-style-type: none"> Extended corner protection to improve safety at junction with Malling Road is already in place See general comment on enforcement 	No specific action recommended for the Snodland Local Parking Plan
Cemetery Road	No representations received about parking in this road		
Chapel Road	No representations received about parking in this road		
Charles Close Cul de sac Ave Width – 5.5M Off St Parking – 90% Un restricted parking Parking Pressure – Low	Problems raised by respondents Works lorries and large vans parking in the Cul de sac Obstruction to residents driveways and emergency services Parking on the footway Parking on and around corner with Birling Road Parking in the turning area Parking by non residents Suggestions from respondents Stop works vehicles parking Bollards on path Parking permits for residents cars only Stop parking on the corners and circle	<ul style="list-style-type: none"> Reported parking problems in this road are likely to be caused for residents by other residents and their visitors Restrictions to preserve the turning area and junctions can be considered Turning areas should be kept clear to allow larger vehicles to turn so there may be justification for DYL in this area if this became a problem reported by essential service or emergency vehicles See general comment on parking on the footway, commercial vans in residential area and obstruction There is little evidence in the responses of sufficient support for a permit parking scheme 	Parking patterns to be monitored and if the parking situation deteriorates to the effect that the refuse freighter or emergency access is routinely and persistently prevented install restrictions to preserve the turning area

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Church Fields	No representations received about parking in this road		
Clock Tower Mews	No representations received about parking in this road		
Constitution Hill/Paddlesworth Road Through Road Ave Width 6.0m Off Street Parking - 10% Restricted Parking – Corner Protection Parking Pressure – High at eastern end of the road High in the vicinity of Community Centre at school peak times	Problems raised by respondents New road markings are thought to be dangerous Residents parking on the brow of the hill obscure forward view of other drivers Parking up by the school is unsafe Ramps cause differential speeds Parking goes on all day when they catch the bus up to London Introducing parking bays is commendable instead of chicanes however these cause additional hazard as road width does not allow passage of 2 cars Suggestions from respondents DYL coming up from Paddlesworth do not go far enough – extend right up to Woodlands School traffic needs to be contained in the car park Restrict use of vans parked in road Residents permits for residents only Ban parking on the junction near the Monks Head Marked parking spaces to help with parking space Remove parking spaces by	<ul style="list-style-type: none"> • A traffic management scheme and zebra crossing was introduced at the end of Constitution Hill/Paddlesworth Road area earlier this year • Stage III Safety Audit did not recommend any changes to the scheme but the installation of an additional ADS is awaiting action • The scheme was commissioned by The Snodland Partnership in response to local concerns about highway safety generated by parents parking at each end of the school day • The school has actively encouraged parents to park in the Community Centre Car Park and use the crossing point to help improve safety and reduce congestion • Snodland Partnership has asked for results of Stage 3 Safety Audit and report on the operation of the scheme • Parking on the junction of High Street and brow of the hill on the approach to Woodlands causes safety problems with obscuring 	Install extended corner protection on and around Woodlands Avenue over the brow of the hill towards existing uncontrolled permitted parking bays marked in the vicinity of Community Centre - to improve visibility and sight lines Manage permitted parking areas with uncontrolled marked bays in the established parking areas from Monks Head towards Woodland Ave to prevent obstruction of the junction and driveways Monitor the effect of formalising parking spaces to see if there is a need to introduce further parking management on an incremental basis Review extent of DYL opposite Showground to ensure swept path of larger vehicles is not obstructed

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Woodlands as cannot see ahead</p> <p>Steering Group</p> <p>Access by HGV and trailer units to and from the show ground is compromised if parking is allowed opposite the gate</p> <p>FEEDBACK Agree with parking management but DYL opp showground 'over the top' as movements are infrequent and only in the day so SLY would suffice</p>	<p>forward view for opposing traffic flows</p> <ul style="list-style-type: none"> • There are benefits in managing all day parking from Birling Road junction up to Woodlands where residents are in competition with drivers who park all day but do not live or work in the area. This also includes overspill of parking from Birling Road • Refer to general comments about traffic at school sites and commercial vans parked in residential area • There is little evidence in the responses of sufficient support for a permit parking scheme 	<p>STEERING GROUP 18/2/09</p> <p>Concerns that parking opposite both Red and Green Gates to the showground should not be encouraged. The nature of the vehicle movements generated by the showground site is such that there large vehicles do require access at all times</p> <p>Proposal agreed without amendment</p>
Coombe Close	No representations received about parking in this road		
Corona Terrace Private Ownership	No representations received about parking in this road		
Coxs Close	No representations received about parking in this road		
Covey Hall Road	No representations received about parking in this road		
Delamare Gardens (Private Ownership)	No representations received about parking in this road		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Dowling Close	No representations received about parking in this road		
Dryland Road Cul de sac Ave Width 7.0 Off St Parking – 90% Un restricted parking Parking Pressure Low but subject to occasional overspill from St Katherines school at peak school times	Problems raised by respondents Parking top of Dryland Road and Rookery hill by parents from the school No Suggestions made by respondents	<ul style="list-style-type: none"> • There are already restrictions in place to encourage parking away from the junction however at school times these restrictions are largely ignored which causes safety problems for pedestrians and access for the bus service • See general note about enforcement at school sites 	No specific action recommended for the Snodland Local Parking Plan
East Street Cul de sac Ave width - 6 m No residents Parking pressure - Med from surrounding businesses	Suggestion from respondent May St /East St one way system to ease pressure	<ul style="list-style-type: none"> • There are no additional parking opportunities that could be created by formalising parking in this area or through installing one way traffic flow as the road is not wide enough to support parking on both sides • Smurfitt Kappa have asked for DYL when employees leave car park in East Street as parking on and around the junction with Brook St causes visibility problems for turning traffic 	Introduce Corner protection at Brook Street Junction
Edgeler Court (Private Ownership)	No representations received about parking in this road		
Freelands Road	No representations received about parking in this road		
Fletcher Gardens (Private Road)	No representations received about parking in this road		
Gassons Road	No representations received about parking in this road		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Godden Road Through Road Ave Width – 6m Off St Parking – 85% Unrestricted parking Parking Pressure - Low	Problems raised by respondents Residents not parking on driveways Residents bringing home company vans Parking on footway Suggestions from respondents Make residents use their driveways and garages by issuing permits Ban vans from residential areas and don't give them permits to park on a road	<ul style="list-style-type: none"> Reported problems in this road appear to be caused for residents through inconsiderate parking by other residents and their visitors so a permit scheme would be of no benefit See general comment on using garages and driveways. Parking on the footway and parking of commercial vehicles in residential areas 	Introduce corner protection around junction with Roberts Road to discourage parking by school traffic
Gorham Close	No representations received about parking in this road		Install corner protection with Roberts Road to regulate school parking
Hammonds Square (To be Adopted)	Problems raised by respondents People using pavilion café park and congest entrance to Hammonds Square No suggestions made by respondents	<ul style="list-style-type: none"> No evidence of a persistent problem which would support any action 	Install corner protection with Rocfort Road if more supporting evidence from further monitoring of the area
Hays Road (Private Ownership)	No representations received about parking in this road		
Hegerty Court (To be Adopted)	No representations received about parking in this road		
Hendy Road (part adopted path)	No representations received about parking in this road		
High Street West side Through Road Ave width – 8.0m Off St Parking – N/A Lay by restricted Mon – Sat	Suggestion from respondents Bull Pub should allow business employees to park in their empty Car Park No DPPB in this area	<ul style="list-style-type: none"> No reported problems with on-street parking however there is the need to consider the effect on this section of road (and Stevens Close) of managing Constitution 	Install new DPPB in vicinity of Pharmacy Regulate parking up to and including No 18/20 Install DYL to regulate parking

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>8.30am – 6.30pm to 30 minutes NR 30 minutes The remainder of the road is covered by DYL</p>		<p>Hill/Birling Road and the eastern arm of the High Street as this could be vulnerable for transfer of parking</p> <ul style="list-style-type: none"> • Need to maintain daytime limited parking in lay by • Parking on and around the junction of Constitution Hill is a safety issue 	<p>too close to the junction with Constitution Hill</p>
<p>High Street East side Cul de sac Ave Width – 7.5 m Off St parking – 20% Restricted parking – corner protection DPPB Loading Bay (At All times) SYL Mon – Sat 8.30 am – 6.30 pm Limited Waiting in lay by</p>	<p>Problems raised by respondents Difficult to park short stay Shortage of DPPB Drivers parking in loading bay Parking o/s Nat West Double Parking Taxi Parking Parking in Disabled bay Parking on DYL Parking o/s Co op All day parking causes problems Residents parking take up shoppers spaces Shoppers take up residents spaces Parking in the lay bys Delivery Lorries Parking on Footway No enforcement Parking on junction</p> <p>Suggestions from respondents Make it Pedestrians only except for deliveries Control delivery times with HGV</p>	<ul style="list-style-type: none"> • The parking and congestion pressures in this area are very high and concentrated between Malling Road and Queens Road junctions • The existing use of parking and loading space makes the best use of very limited roadspace in the vicinity of the shops • Unrestricted parking from Queens Road to the end by the former Red Lion Public House could be better managed by encouraging parking in permitted bays to prevent obstruction to traffic and access • See general comments about parking on the footway and enforcement • Persistent parking on DYL , DPPB and in the loading bay has a severe impact on traffic flows with high safety implications for pedestrians • It is not possible to create a pedestrian Zone in this section of 	<p>Revoke SYL between Queens Road and Waghorn road as this part of the High Street is no longer a through route to the Station and can support additional parking spaces</p> <p>Introduce DYL for Corner protection and mark out uncontrolled permitted parking area to maximise parking space with bar markings across driveways to provide additional parking opportunity for residents</p> <p>Stagger permitted parking areas to keep traffic speeds low and maximise kerbside parking</p> <p>Better signing for the loading bay to assist driver information</p> <p>STEERING GROUP 19/2/09 Agreed with the proposals for introducing additional</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Order Make shoppers use the car park and keep parking for resident More enforcement Give residents permits Make residents use car park keep parking for shoppers and businesses only Control length of stay Keep free High St Parking Limit parking to 2 hours only Restrict parking for taxis Short stay o/s Co op only More disabled spaces More DYL Take out parking altogether Enforce the loading bay Steering Group Town Centre Policing needed to deal with obstruction and Timing of deliveries to shops</p>	<p>road without reinstating 2 way traffic flows along Queens Road and thereby reducing parking capacity as it would still have to allow for larger delivery and emergency vehicle access on a 2 way basis</p> <ul style="list-style-type: none"> Any proposals to manage where parking is permitted in this section of the High St would also have to be considered in Queens Road/Ave/Waghorn to prevent parking pressures transferring to adjoining roads There is little evidence in the responses of sufficient support for a permit parking scheme 	<p><i>disabled persons car parking spaces in the car park bays closest to the High Street and the present DPPB In the High Street to provide additional limited waiting facility during business hours</i></p>
<p>High Street By pass to end at church</p>	<p>Problems raised by respondents Not enough parking spaces Spaces taken up with commuters and employees of MKWC No suggestions made by respondents</p>	<ul style="list-style-type: none"> Parking by rail travellers does take up some available roadspace but this occurs when rail travellers travel after peak hours and when the car park is full There is no evidence that the employees of Southern Water/MKWC use this area as an overspill car park There are some parking opportunities that could be freed up by formalising parking by marking out permitted bays although there 	<p>Introduce DYL for Corner protection and mark out uncontrolled permitted parking areas to maximise parking space with bar markings across accesses and driveways to provide additional parking opportunity for residents</p> <p>Stagger permitted parking areas to keep traffic speeds low and maximise kerbside parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		<p>may be transference to adjoining roads such as Church Fields where so far there are no reported parking problems during the current consultation</p> <ul style="list-style-type: none"> • SE Trains have not identified funds to take forward plans for alterations/extension to the Station Car Park 	
<p>Hodgson Crescent Cul de sac Ave Width – 5.5M Off St Parking – 50% Unrestricted parking Parking Pressure - Med - residents cars Some parking in turning head</p>	<p>Problems raised by respondents We lost some garages years ago and had to make car park space out of front garden</p> <p>No suggestions made by respondents</p>		<p>No specific action recommended for this the Snodland Local Parking Plan</p>
<p>Holborough Road Through Road Ave Width – 7.5 – 10 m Off Street Parking – 20% Restricted parking – junction protection and SYL Parking Pressure High</p>	<p>Problems raised by respondents Cars parking at junction with Parking j/w Lee Road on DYL Parking o/s fishing shop and fast food shops Vans parked for weeks without being moved Not a problem in the day Some residents have too may cars Evening parking is the worst when everyone is at home Parked cars restrict access by emergency vehicles Parking restricts access to roundabout Parking too close to j/w Willowside The road is too narrow</p>	<ul style="list-style-type: none"> • There are varied and high pressures for parking space at the northern end of the road where off street parking is at a premium and is subject to alleged overflow of vehicles from adjoining roads and the Holborough development • Refer to general comment on parking of commercial vehicles in residential areas, obstruction and driveway or garage parking facilities • At the southern end of the road competition from shops, the WMC, takeaways and residents is high • There is also anecdotal evidence that all day parking takes place by 	<p>Install DYL on all unprotected junctions to improve safety in particular at Willowside</p> <p>Mark out uncontrolled permitted parking areas to maximise parking space with bar markings across accesses and driveways to provide additional parking opportunity for residents</p> <p>Uncontrolled permitted parking areas staggered to assist with traffic flows, protect sight lines and maximise kerbside parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Lack of off-street parking New development does not have enough parking Residents vans and cars from Berkeley Homes park here as commercial vehicles are banned from this development Three town houses have off street parking but park on the road</p> <p>Suggestions from respondents Field Area the dead end after the junction with the by pass could be used for residents parking Build access road to rear of properties Would like permits at this end of the road Restrict he parking outside the shops Bays for residents protected by a lockable bollard Convert the Green area for residents parking Put in speed control from Bull Corner to by pass One way system from High Street to by pass for more parking</p>	<p>those who do not live or work in the area either car sharers of commuters catching the 764 Clarkes' Commuter bus to London</p> <ul style="list-style-type: none"> • Residents would need to take up the suggestion to open up access to the rear of their houses through the allotments with the landowner (Blue Circle or Berkley Homes?) or through the Snodland Parnership • The grassed areas are public highway and are not available for conversion to provide private parking facilities (Comment from KCC) • Proposed one way traffic flows northwards from Rocfort Road towards the by pass would free up a small amount of additional roadspace for parking but would create unacceptable longer journeys via the by pass to reach High Street (Comment from KCC) • There is little evidence in the responses of sufficient support for a permit parking scheme 	

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Holborough Development</p> <p>Not Adopted</p>	<p>Reported problems between residents and management Company for the development. Units have 1.5 parking spaces allocated and Management Co. have painted DYL and introduced charges for the visitors car park</p> <p>Private Enforcement Company is employed to manage parking in Visitors car park and on newly installed DYL</p> <p>KCC advised Management Company that TRO required prior to adoption if the DYL are to be enforced</p> <p>Management Company have offered to install an additional 10 visitors spaces</p>	<ul style="list-style-type: none"> • Parking matters on the Holborough Development are the responsibility of the developer using a private management company 	<p>Not included in the Snodland Local Parking Plan</p>
<p>Hollow Lane</p> <p>Through Road Ave Width 7.5m Off Street Parking – 95% Restricted Parking – DYL corner protection j/w Malling Road Parking Pressure - Low</p>	<p>Problems raised by respondents</p> <p>Speed bumps are too high and cause more traffic to use St Katherines adding to school run along St Katherines Lane Car trader causing congestion</p> <p>Suggestions from respondents</p> <p>Remove speed bumps to reduce increased traffic flows</p>	<ul style="list-style-type: none"> • No parking problems apparent either with residents parking or from roadside car trading • The speed management scheme was developed and installed through the Snodland Partnership and in direct response to local concerns about traffic travelling down hill too fast • Vehicles approaching the speed reduction cushions can safely negotiate them if the vehicles is 	<p>No specific action recommended for this road in the Snodland Local Parking Plan</p> <p><i>STEERING GROUP 18/2/09 Agreed- no conclusive evidence that van is continually causing a problem on the junction but site needs to be monitored for further evidence to support</i></p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>FEEDBACK <i>Review traffic calming in Hollow Lane and stop parking by residents van close to junction.</i></p> <p>Feedback 5/2/09 <i>Car has to stop at each hump as too high and deflection angle too steep. Encourages transfer of traffic around 3 school sites adding to congestion</i></p>	<p>driven at a suitably low speed</p> <ul style="list-style-type: none"> The cushions are constructed to DfT Standards and are placed at approved distances to maintain slow speeds for the length of the road Comments on Speed reduction measures to be forwarded to KCC/Town Council partnership 	<p><i>any future proposals</i></p>
<p>Holly Hill</p>	<p>No representations received about parking in this road</p>		
<p>Hook Close Cul de sac Ave Width – 5.5M Off St Parking – 100% Restricted parking – junction protection Parking Pressure - low -</p> <p>Some pressure from school traffic at peak times</p>	<p>Problems raised by respondents Parents parking in the cul de sac when there is a car park not far away (Community Centre) Parking on the junction with St Benedict Road</p> <p>Suggestions from respondents DYL in turning head Free permit parking in cul de sac Make parents use the car park Path from Roberts Road school needs protecting from parked cars</p>	<ul style="list-style-type: none"> Reported parking problems in this road appear to be caused only by inconsiderate parking by parents at each end of the school day There are occasional parking concerns for residents caused by other residents so a permit scheme would be of no benefit Parents are regularly requested to use the community centre car park as a drop off point rather than park in Roberts Road or in St Benedict Road and adjoining culs de sac Refer to general comment on parking in turning areas Corner protection exists around the junction and across where the footpath path emerges from the 	<p>No specific action recommended for this the Snodland Local Parking Plan</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		school <ul style="list-style-type: none"> There is insufficient evidence from other residents to support the need for a permit scheme 	
Kent Road Cul De sac Ave width 5.5m Off St parking 40% Parking pressure – High peak school related – Med	Problems raised by respondents Parents parking when collecting from Holmesdale Suggestions from respondents Use grass areas for more residents parking School to provide parking for parents	<ul style="list-style-type: none"> Grassed area between Malling Road and Kent Ave is Highway Verge with part owned by Russet Homes. Holmesdale have a pick up and drop off area within the school site to help with morning traffic circulation. However parking in the afternoon starts around 2.45 – 3.30 pm and causes significant problems with parking on junctions and across driveways The school does not have sufficient spare land to provide off street parking for parents Junction protection could improve/deter the incidence of parking too close to the junction on this an surrounding roads See general comment about traffic at school sites 	Install junction protection with Norman Road and Saltings Road to aid traffic flows and preserve sight lines and safety
Ladds Lane	No representations received about parking in this road		
Lake View Close	No representations received about parking in this road		
Lakeside Cul de sac Ave Width – 6.5 m	Problems raised by respondents Residents who have garages	<ul style="list-style-type: none"> Competition is between residents their visitors and customers of the public house. 	Install junction protection with Brook Lane

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Off Street Parking – 90% Parking pressure – low Unrestricted parking</p> <p>Parking overspill form Freemasons Public House</p>	<p>behind house they do not use More cars than parking space Parking on the j/ w Brook Lane Suggestions from respondents Enforce DYL on junction Iron fence erected to stop people climbing over bank to and from by pass</p>	<ul style="list-style-type: none"> • Parking on the corner with Lakeside occurs whether or not there are spaces available in the PH Car park • Corner protection will improve road safety but may have the effect of transferring parking pressures to the purpose built lay by in front of the houses in Brook Lane which may need to be monitored 	
<p>Lambert Mews (Private Ownership)</p>	<p>No representations received about parking in this road</p>		
<p>Lee Road Ave width – 7.3 Off-street - Parking 25% Parking pressure – Med Corner protection only</p>	<p>Problems raised by respondents Parking by non residents all day Not a problem at night unless the WMC has a big party No Suggestions from respondents</p>	<ul style="list-style-type: none"> • Lee Road comfortably supports parking on both sides of the road however if any changes are approved in Holborough Road there may be additional pressures created for residents by transferred parking 	<p>Continue to monitor parking patterns following any approved changes introduced in Holborough Road</p>
<p>Lucas Road Cul de sac Ave Width – 7.0 Off st parking 90% Parking pressure – med Corner protection</p>	<p>Inconsiderate parking by neighbours who do not use their driveways – unable to get parked DYL on corner do not go far enough cannot see approaching cars</p>	<ul style="list-style-type: none"> • Refer to general comment on parking of vehicles in residential areas and use of driveway or garage parking facilities 	<p>No specific action recommended for this road the Snodland Local Parking Plan however alleged parking on the junction will need to be monitored</p>
<p>Lewis Mews Cul de sac Ave Width – 5.0M Off Street parking 90% Parking Pressure Low Unrestricted parking</p>	<p>Problems raised by respondents Residents have more cars than parking spaces Space for visitor parking Suggestions from respondents</p>	<ul style="list-style-type: none"> • There is no observed parking pressures created by school related traffic • There is no spare land available from the adjoining school playing fields to provide private parking 	<p>No specific action recommended for this road the Snodland Local Parking Plan</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>May be pressure from school related traffic</p>	<p>Convert the play area into allocated parking space</p>	<p>facilities for residents</p> <ul style="list-style-type: none"> Residents will need to explore between themselves whether or not to take forward the suggestion to convert the playing area in the Mews to provide more parking space 	
<p>Malling Road Through Route – 2 way traffic with 7.5T weight restriction starting at Ham Hill Ave width – 7.3 m Off St parking – 20% Parking Pressure – High and directly in proportion with the shopping areas and residential terraced housing</p> <p>Ham Hill Roundabout to St Katherines Lane DYL on both sides from Brook Lane except a short section of unrestricted parking outside Holmesdale Technology College Corner Protection Start of 7.5t weight restriction</p>	<p>Problems raised by respondents Parking on the pavement More cars than spaces to park Parking congestion between St Katherines and Bull Corner Road too narrow Too many cars There should be more driveways Works vans parking in residents spaces Parking on DYL evenings and weekends Residents parking too close to junction with Rocfort Road Business parking causes problems Large trucks and bin men driving on the pavement to get past parked cars Large Lorries getting stuck as they miss the by-pass (sat nav) Taxi firm and garage taking up parking spaces Speeding traffic No disabled spaces Lack of enforcement Driver discourtesy when parking is difficult</p>	<ul style="list-style-type: none"> Refer to general comments about parking on the footway, and commercial vehicles parking in residential areas Ham Hill to St Katherines Lane The parking pressures are fairly low as most residents have off street parking or park in adjoining side roads Refer to general comments about enforcement and school related traffic School related traffic does disrupt traffic flows for the pm pick up times usually between 15.00h and 15.30h but there are no other reported problems throughout the day Additional DYL outside the school 	<p>Ham Hill to St Katherines Lane</p> <p>Install DYL to protect junction with Saltings Road to improve traffic flows and sight lines</p> <p>Request Police Action on speeding and enforcing the 7.5t weight restriction</p> <p>Explore with the Snodland Partnership means of progressing the pedestrian</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>St Katherines Lane to Rocfort Road</p> <p>Dyl on west side, Corner protection and unrestricted parking on east side</p>	<p>Suggestions from respondents Create rear access to properties through car park Dedicated residents parking area on recreation ground and car park area More short term parking Free permit parking Use grassed areas in Rocfort Road for parking Reinstate recreation ground access to rear of properties Mark out individual bays to make driver park tidy Prevent LGVs and vans parking in Malling Road Take away parking to promote free flow of traffic Create passing areas Make it one way traffic from Rocfort Road to St Katherines Provide Residents permits to include car park bays One way Ham Hill to By pass roundabout Manage School traffic o/s Holmesdale Need for business parking, customers and employees Needs more parking restrictions to allow both sides to be used Introduce echelon parking where it is wide enough</p>	<p>would have the effect of transferring parking on to less suitable residential roads</p> <ul style="list-style-type: none"> • There is no additional parking area within the school grounds to accommodate parent parking • The school has introduced additional school transport services which are currently funded by KCC and supported with grants awarded through the School Travel Plan • KCC have recently introduced low cost Freedom Pass to encourage pupils to use public transport. This has seen an increase in pupils regularly using the bus services to and from the school and a reduction in school related traffic • A one way system would not be feasible as it would put an unacceptable burden of additional traffic onto less suitable roads (KCC Comment) <p>• St Katherines Lane to Rocfort Road</p> <ul style="list-style-type: none"> • Residents have little or no off street parking • Parking is restricted to one side of the road and can compromise junction movements for larger 	<p>guard rail extension outside the Holmesdale TC</p> <p>Advise KCC of the need for additional directional signing to Southern Water Works and Hayes Distribution</p> <p>STEERING GROUP 18/2/09 Agree to support Partnership approach to taking forward additional pedestrian guard rail to assist with deterring parking and improving pedestrian safety outside Holmesdale School</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Rocfort Road to High Street Restricted parking – Junction protection with DYL on west side Controlled time limited daytime parking on east side outside shops</p>	<p>More enforcement around Holmedale Enforce the parking round the junction with Catts Alley Allocated parking Speed bumps in Malling Road</p> <p>Snodland Partnership</p> <p>Support the suggestion installation of continuous safety guard railing from Toucan crossing to Zebra crossing and on opposite footway to improve pedestrian safety and help reduce opportunist parking in road outside the school</p> <p>FEEDBACK <i>Drivers parking too close to junction with Catts Alley – enforcement issue</i></p> <p><i>Plans not radical enough by not introducing one way system to ease traffic flows</i></p> <p><i>Still need to address problems with HGV – Police have not</i></p> <p><i>Needs more enforcement of weight limit and signs more prominently displayed as over grown and not maintained (Ham Hill end)</i></p>	<p>vehicles</p> <ul style="list-style-type: none"> • Two way traffic movements are maintained for moderately sized vehicles but are restricted for LGVs and HGvs • Two way traffic flows would benefit from more passing places but this would be at the expense of on street parking places • Restricting traffic flows to a one way system would not free up any more parking spaces as the road is not wide enough to support parking on both sides and would place an unacceptable burden of additional traffic on less suitable adjoining roads (KCC comment) • Formalising legitimate parking places along the section of unprotected parking may assist with traffic flows There is little evidence in the responses of sufficient support for a permit parking scheme <ul style="list-style-type: none"> • Rocfort Road to High Street • Residents have little or no off street parking • Competition is high between shoppers and residents • A one way system would not free up any additional parking spaces as the road is too narrow to 	<p>St Katherines Lane to Rocfort Road</p> <p>STEERING GROUP 18/2/09</p> <p><i>Agreed to advise KCC of concerns about HGV movements from Ham Hill roundabout onto Malling Road in breach of 7.5t weight restrictions. Request for advanced signing review, for</i></p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p><i>Trouble with parking o/s shop at Ham Hill</i></p> <p><i>Bull Corner to St Katherines is too narrow to take width of 3 cars (1 parked and 2 way traffic flows)</i></p>	<p>support parking on both sides – and would place an unacceptable burden of diverted traffic on less suitable adjoining roads</p> <ul style="list-style-type: none"> • Daytime limited waiting could be retained just outside the shops up to 21/23 and the remainder of the bay be uncontrolled • There is little evidence in the responses of sufficient support for a permit parking scheme 	<p><i>more conspicuous signing of the restriction and other local HGV destinations.</i></p> <p><i>KCC to be advised Brook Lane treatment works would benefit from advance sign improvements and Sat Nav information upgrade to prevent use of Malling Road to western end of Brook Lane which is truncated from the eastern end by the by pass and inaccessible for HGV traffic. The same problem is generated along the Malling Road by vehicles attempting to use the High Street to access Smurfitt Kappa site</i></p> <p><i>Agreed to write to Kent Police about enforcement of the weight restriction</i></p> <p>Rocfort Road to High Street</p> <p>Reduce the controlled time limited bay to end at the start of the residential properties to free up more uncontrolled spaces during the day</p> <p>Mark out bays on remaining uncontrolled permitted parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
			areas
May Street	No representations received about parking in this road		
Mary Last Close	No representations received about parking in this road		
Meadow Walk Cul de sac Ave width - 5.5 m Off Street Parking – 95% Unrestricted parking Parking pressure – Low (School related traffic)	Problems raised by respondents School Related parking on junctions Suggestions from respondents Enforce parking restriction on the corner with Orchard Way	<ul style="list-style-type: none"> • See General Comments on control of school parking 	No specific action recommended for this road in the Snodland Local Parking Plan however we are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking
Midsummer Road Cul de sac Ave width - 5.5 m Off Street Parking – 95% Unrestricted parking Parking pressure – Low (School related traffic)	Problems raised by respondents School Related parking on junctions Suggestions from respondent Enforce parking restriction on the corner with St Benedicts	<ul style="list-style-type: none"> • Parents are regularly requested to use the community centre car park as a drop off point rather than park in Roberts Road or in St Benedict Road or adjoining Culs de Sac • See General Comments on control of school parking 	No specific action recommended for this road in the Snodland Local Parking Plan however we are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking
Mill Lane (Private Ownership)	No representations received about parking in this road		
Mill Street	No representations received about parking in this road		
Morhen Close	No representations received about parking in this road		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Nevill Place	No representations received about parking in this road		
Nevill Road Through Road Ave Width – 5.5 Off Street parking 35% Parking pressure – Med Some parking in turning area	Suggestions Convert the grass areas where no one plays to parking for every house and flat	<ul style="list-style-type: none"> • The grassed areas are under the control of Russet Homes and Kent Highways and are not available for disposal as parking areas • School related parking in the afternoon contributes to congestion • Parking occurs on junctions and across driveways I • See General Comments on control of school parking 	Install junction protection with Kent Road to assist with increasing sight lines, safety and ease congestion and traffic movements
Norman Road Through Road Ave Width – 6.0 Off Street parking 45% Parking pressure – med with school traffic peak pressures	Problems raised by respondents School traffic parking on corners and junctions Not enough off road [parking for residents No suggestions made for this road	<ul style="list-style-type: none"> • School related parking in the afternoon contributes to congestion • Parking occurs on junctions and across driveways I • See General Comments on control of school parking 	Install junction protection with Kent Road to assist with increasing sight lines, safety and ease congestion and traffic movements
Orchard Way Cul de sac Ave Width – 4.75 Off St Parking – 85% Parking pressure – low with school traffic peak pressures Unrestricted parking	Problems raised by respondents Parking generated by the school run Parking on junction Pavement parking Obstruction to emergency vehicles Suggestions Reinforce existing parking restrictions Re assess the parking	<ul style="list-style-type: none"> • See General Comments on control of school parking • General Comment of footway parking • General Comments on Obstruction 	No specific action recommended for this road in the Snodland Local Parking Plan however we are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>arrangements in St Katherines so it does not overspill in to Orchard Way School should take some responsibility for problems</p>		
<p>Ostlers Court Cul de sac Ave Width - Off St Parking – 80% Restricted parking – DYL corner protection Parking Pressure – High Parking areas in this road are private</p>	<p>Problems raised by respondents Cars parking in private area to visit takeaways Drivers using the area as a picnic area Litter from takeaways Parking on DYL causing obstruction access into the development Suggestions CCTV installed to catch parking offenders and litter dropping</p>	<ul style="list-style-type: none"> • Some of this road is private and parking in this area is not controlled by TMBC • There is a long history of opportunist parking and littering generated by the nearby takeaway outlets which goes back to the early development of the site • TMBC do not have powers to pursue parking or litter offences through CCTV footage • Some parking controls are in place to preserve the junction and sightlines but any additional restrictions would penalise residents on the short section of remaining public highway 	<p>No specific action recommended for this road in the Snodland Local Parking Plan</p> <p>A campaign ‘Snodland Goes Cleaner’ is currently running which is a community improvement partnership between the town Council, Police and TMBC. This road is noted for action</p>
<p>Oxford Street Cul de sac Ave Width – 4.75 Off St Parking – 15% Restricted parking – Corner protection j/w Malling Road and turning area at end of CdS Parking Pressure - High</p>	<p>Problems raised by respondents Insufficient parking space Parking on DYL at junctions Households with more than 1 car Parking on this street when a resident has off road parking Suggestions Convert recreation ground area for residents parking for residents of Oxford St Council has a responsibility to find</p>	<ul style="list-style-type: none"> • The Town Council may wish to consider the suggestions to assign some land from the recreation ground for residents parking as there is no possibility of meeting residents expectations for providing roadside parking for all in this road 	<p>No specific action recommended for this road in the Snodland Local Parking Plan</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	residents parking Additional free car park for residents Free residents parking		
Paddlesworth Road	No representations received about parking in this road	See Comments on Constitution Hill and Community Centre	
Pilgrims Way	No representations received about parking in this road		
Portland Place	No representations received about parking in this road		
Pout Road Cul de sac Ave Width – 6.5 with turning head Off St Parking – 95% Unrestricted parking Parking Pressure – Med Parking in the turning head	Problems raised by respondents Residents with off road parking and garages who do not use them Parking on the junction with The Groves Suggestions from respondents DYL all around the turning area DYL on junction FEEDBACK <i>Strongly urge to reconsider DYL in turning area as problems with deliveries and dustmen have not picked up rubbish</i> <i>Residents feel there will be an accident with a child or cars before long</i>	<ul style="list-style-type: none"> • Little evidence of competition for roadside parking space other than by residents causing problems for other residents by not using off street facilities • See general note about use of driveways and garages • Some parking in the turning area during the day but mainly in the evening • Restrictions to preserve the turning area and junctions may be considered 	Parking patterns to be monitored and if the parking situation deteriorates to the effect that the refuse freighter or emergency access is routinely and persistently prevented install restrictions to preserve the turning area STEERING GROUP 18/2/09 <i>There is no recorded failure to collect refuse due to access problems caused by parked cars in the turning area. Agreed that recommendations remain unchanged and the area continue to be monitored</i>
Pridmore Road	No representations received about parking in this road		
Queens Avenue Through Road - One Way	Problems raised by respondents Too many cars	<ul style="list-style-type: none"> • Parking pressures do increase after 6 pm as residents parking is 	Reduce the amount of SYL daytime restrictions to free up

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Ave width 7.0m Off St Parking – 20% Restricted parking – SYL used as corner protection Queens Road and High Street. Mon – Sat, 8.30am – 6.30 pm. Lengths of SYL to control parking in blocks Parking Pressure – High</p>	<p>Problems not during daytime mainly after work (6pm onwards) Charges for the car park would cause more problems on this road unless it was controlled Parking to go to the shops and takeaways 3 terraced houses have 9 cars and no off-st parking Suggestions from respondents Permit parking for residents Permit parking would not work as there are too many cars Owners of multiple cars to only get 1 permit Incremental permit charges calculated in respect of off-st provision and number of cars (detailed diagram) Make pavements narrower to accommodate parking Delineate each parking space for each house Take out daytime restrictions</p>	<p>in competition with opportunist parking associated with takeaways</p> <ul style="list-style-type: none"> • Creating parking lay bys in the wider sections of footway would not increase the parking area as there is insufficient width accommodate end-on parking • There is little evidence in the responses of sufficient support for a permit parking scheme 	<p>more roadside parking without compromising traffic flows</p> <p>Introduce DYL for Corner protection and mark out uncontrolled permitted parking areas to maximise parking space with bar markings across accesses and driveways to provide additional parking opportunity for residents</p> <p>Stagger permitted parking areas to keep traffic speeds low and maximise kerbside parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Queens Road Through Road Ave width 7.0m Off St Parking – 20% Restricted parking – SYL used as corner protection Queens Avenue and High Street. Mon – Sat, 8.30am – 6.30 pm Parking Pressure – High</p>	<p>Problems raised by respondents Shopworkers parking in the road No parking spaces for visitors Shoppers taking up spaces in the road Residents that do not use off street parking Company vans parking in the road</p> <p>Suggestions from respondents Reduce SYL for daytime places Low cost permit parking bays for each house Free permits for residents and but additional visitor permits Permit systems penalise residents and do not work Permit system not necessary</p>	<ul style="list-style-type: none"> • There is a need to balance the competition for roadside parking in this area due to close proximity to the shops and library • There is little evidence in the responses of sufficient support for a permit parking scheme • See general Comment on Vans and use of garages and driveways 	<p>Reduce the amount of SYL daytime restrictions to free up more roadside parking without compromising traffic flows</p> <p>Introduce DYL for Corner protection and mark out uncontrolled permitted parking areas to maximise parking space with bar markings across accesses and driveways to provide additional parking opportunity for residents</p> <p>Stagger permitted parking areas to keep traffic speeds low and maximise kerbside parking</p>
<p>Rayfield Court</p>	<p>No representations received about parking in this road</p>		
<p>Recreation Avenue Ave Width – 8 metres Cul de sac Restricted parking - Off St Parking – 10% Parking Pressure - High</p>	<p>Problems raised by respondents Parking on corners Lack of residents parking space on the road Commercial vehicles taking up space</p> <p>Suggestions from respondents Any alterations will have a knock on effect Allocated spaces outside house Make Recreation and Bramley</p>	<ul style="list-style-type: none"> • The carriageway is wider than most in the Town and supports two way traffic when vehicles are parked on both sides of the road • There is a high level of competition for parking space during the day between residents including those from Bramley and Birling Road • Does not appear to be used for parking by shoppers or for opportunist parking • Parking pressures continue during 	<p>Introduce corner protection with Bramley Road and Birling Road to preserve sight lines</p> <p>Install DYL across access to recreation ground to prevent obstruction</p> <p>Mark out permitted parking areas with uncontrolled bays to deter obstructive parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>road one way for more parking spaces Create access through recreation ground to rear of properties for Recreation/Malling and Bramley</p>	<p>the evening when residents are at home with overspill from Birling and Bramley Road</p> <ul style="list-style-type: none"> • Formalising parking would not significantly reduce the pressure from Bramley Road • Residents will need to discuss the potential to open up access to the rear of properties with landowner (Town Council) or through the Snodland Partnership • There is little evidence in the responses of sufficient support for a permit parking scheme 	
<p>Rectory Close (Private Ownership)</p>	<p>No representations received about parking in this road</p>		
<p>Ritch Road Cul De sac Ave Width 5.5 m Off St Parking – 95% Parking Pressures - Low</p>	<p>Problems raised by respondents Fishermen parking overnight and for a few days</p> <p>No Suggestions</p>		<p>No specific action recommended for this road in the Snodland Local Parking Plan</p>
<p>Roberts Road Cul de sac Ave Width 5.5m Off Street Parking 80% Parking pressures – High at peak school times Restricted parking -</p>	<p>Problems raised by respondents School generated traffic and parking Nursery traffic parking creates congestion 11 am – 1 pm Speed of traffic Lack of enforcement Staff parking on residential road</p>	<ul style="list-style-type: none"> • See general comments on school related parking • The Head teacher is aware of concerns and has tried to minimise residents concerns through implementation of the school travel plan • Since 2006 the Headteacher has tried to address some additional 	<p>Install School Keep Clear marking in front of the school leading up to Retirement Home to keep the area free of parked cars</p> <p>Install corner protection around junction with Godden Road</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Suggestions Would like to see Community centre car park used for school parking Parent parking on School grounds Put up more signs and DYL to stop parents parking and blocking the road Parking facilities within the school grounds More enforcement</p> <p>FEEDBACK <i>DYL on corner with Godden Road will not make a difference just transfer parking. Need PA s around to enforce</i></p>	<p>staff parking within the site whenever funds are available and through co operation of the staff</p> <ul style="list-style-type: none"> • Parents are regularly requested to use the community centre car park as an alternate drop off point rather than Roberts Road or the Culs de sac off St Benedict Road • Without the co operation of the parents there is little that can be done to resolve school generated traffic. Further management may be achieved through the actions of the school 	<p>We are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking</p> <p>STEERING GROUP 18/2/09 – Agreed to continue to support the installation of corner protection in this area for safety reasons</p>
<p>Rocfort Road Through Road Distributor Kind to residential estate, car park and by pass</p>	<p>Problems raised by respondents Parking of customers cars by Garage Parking all day and not using the facilities Commuter parking Parking too close to the junction with Malling Road and other junctions Parking opposite the Water works Parking on the DYL Parking on the pavement</p>	<ul style="list-style-type: none"> • Parking overspill is generated from Malling Road residents and shoppers when the car park is full • There is evidence that the local garage uses the highway and car park for storage of customers vehicles awaiting repair or collection • The parking is largely unrestricted and many felt it needs to be controlled to avoid problems with through traffic to and from the by pass If the car park is regulated 	<p>Install corner protection with Saltings Road</p> <p>Mark out permitted parking areas staggered to maintain slower speeds and maximise kerbside parking</p> <p>STEERING GROUP 18/2/09</p> <p><i>There is no real evidence that one particular business is attracting more long stay</i></p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Juggernaught drivers taking a rest and parking up on the road Parking too close to Zebra Crossing Resident too lazy to park on driveways</p> <p>Suggestions Make parking lay bys at the lower end of Rocfort Road Create parking bays on all the Green areas Charge all for parking except residents Remove grass verges for parking at lower end Install Mirror Make parking spaces short stay Allocate parking spaces for residents on one side of the road Make it one way</p> <p>FEEDBACK</p> <p><i>The garage in Rocfort Road seems to be making use of both sides for their own purposes. This should be connected to the parking plans this deprives residents of spaces when shopping or bringing elderly relatives to the shopping area</i></p>	<p>then it may be necessary to mark out permitted parking areas to reduce the impact of transferring parking to less suitable sites</p> <ul style="list-style-type: none"> • The grass verges are under the control of Russet Homes and Kent Highways and are not available for additional parking places • There are a few houses fronting onto this road, set back from the carriageway with vehicular access via Saltings road • There would be more parking space available on both sides of the road if it were one way although this would create problems with access into the town centre via a long alternate and less suitable route (KCC Comments) • Where restrictions exist for highway safety they are in place and there is no real case for extending them except to protect junctions Any management carried out in Rocfort Road may impact on Saltings Road 	<p><i>roadside parking that any other in this busy part of the Town.</i></p> <p><i>Agreed there is a case for encouraging more short stay facilities close to the junction of Malling Road where it is needed most during the working day to support local shops and businesses</i></p> <p><i>Agreed that time-limited waiting to be introduced Monday – Friday between 8 am and 5 pm with a 2 hours stay and no return within 2 hours on the first length of permitted parking bays nearest the Malling Road. The remainder of the marked bays to be uncontrolled</i></p>
Roman Road	No representations received about parking in this road		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Saltings Road Cul de sac (stopped up through route) Ave Width – 5.m Off-st parking - 50% Parking pressures - Med Restricted parking – corner protection on junctions with Rocfort Road and Malling Road	Problems raised by respondents Lorries parking near Rocfort Road Cars parking too close to junctions Commuter parking Pavement parking Lack of enforcement Works vehicles parked in road Residents not using garages/drives/parking areas No Suggestions	<ul style="list-style-type: none"> • Commuter parking not evident in this road • See General comments on footway parking • See general comments on using garages and driveways • See general comment on enforcement 	Install Corner protection with Rocfort Road
Sharnal Lane	No representations received about parking in this road		
Simpson Road	No representations received about parking in this road		
Snodland by Pass	No representations received about parking in this road		
Sort Mill Road	No representations received about parking in this road		
St Benedict Road Through Road Ave Width – 8.5m off St Parking – 90% Parking pressures – low Restricted parking – corner protection	Problems raised by respondents Parking on bends between Freelands and Veles Roads School related parking at 3 pm Suggestions DYL where St B. Road meets Roberts Road path Make mothers use the Community Centre Car park FEEDBACK	<ul style="list-style-type: none"> • The headteacher of the primary school is aware of concerns and has tried to minimise the inconvenience to residents through implementation of the School travel plan • Since 2006 the school have tried to address some additional staff parking within the site although this is subject to funds being available and the co operation of the staff • Parents are regularly requested to 	No specific action recommended for this road in the Snodland Local Parking Plan We are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking STEERING GROUP 18/2/09

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p><i>Parking on bend near shops – needs DYL and bus stop bay marked</i></p>	<p>use the community centre car park as a drop off point rather than park in Roberts Road or in St Benedict Road and adjoining culs de sac</p> <ul style="list-style-type: none"> • Corner protection is in place around junctions and across the access to footpath to school • There is valid parking space on St Benedict Road for school traffic to park between Freelands Road and Veles Road however there is no reason why this location is used when the Community centre car park is so much closer to the school entrance 	<p><i>There is little evidence to support the request for DYL around bend however AGREED the bus stop clearway will assist in reducing opportunist parking opposite the shop and Midsummer Road</i></p>
<p>St Katherines Lane Through Road Ave width 6.0 m Off Street Parking – 90% Restricted Parking DYL corner protection SYL operating at school times Parking Pressures – High – at each end of school day during term time</p>	<p>Problems raised by respondents Parking generated by school traffic The Keep Clear markings are used as a drop off point High proportion of responses cite school traffic as causing congestion and safety problems Parking restrictions not enforced Parents should be charged a fee if they want drive children to school</p> <p>Suggestions School parking should be accommodated on site More enforcement.</p> <p>Feedback from Headmaster The school has contributed to help reducing the parking problems by organising walking bus schemes and sending out regular reminders</p>	<ul style="list-style-type: none"> • There is little additional work that can be done to improve the situation with parking issues generated by school traffic • Parking restrictions are largely ignored and a continuing enforcement presence is neither possible or effective • There is no available space within the school site to accommodate parent parking 	<p>Reduce the existing SYL which are largely ignored in favour of introducing marked bays to manage traffic and assist with easing congestion for the regular bus service</p> <p>Install bus stop clearways to assist with public transport operations and timetable commitments</p> <p>We are happy to continue to work with the school to assist with maintaining the School Travel Plan and exploring ways to reduce unnecessary school related parking</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>to parents about inconsiderate parking. The headteacher questions whether or not the extent of the parking restrictions are necessary and if valid parking areas were indicated them this may encourage better driver behaviour.</p> <p>The school has also carried out investigations into providing a drop off area/ roadside lay-by but there are engineering difficulties with supporting the bank and diversion of underground services make the cost of this prohibitive</p> <p>Comments from Bus Operator Parking in breach of the DYL severely compromises public transport services and reduces capacity to meet timetable commitments</p> <p>FEEDBACK</p> <p>Feedback from headteacher Concerns about increased speeds and transferred traffic from Hollow Lane</p> <p>Does not want traffic calming KCC confirm this is not on the schedule for future scheme</p> <p>Remaining concerns about child safety in St Katherines Lane and</p>	<p><i>Head teacher advised no proposals for traffic calming</i></p>	<p>STEERING GROUP 18/2/09 Agreed there be no changes to the proposals</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<i>hope clearway for buses will help with this</i>		
Stevens Close Cul de sac Ave Width – 5.5M Off St Parking – 95% Restricted parking - extended corner protection Parking Pressure - High from shoppers and opportunist parking	Problems raised by respondents Lack of enforcement By Police and TMBC Lorries parking on pavement Obstruction of driveways Suggestions from respondents More enforcement of DYL	<ul style="list-style-type: none"> • Area is vulnerable to opportunist parking for shops • Long stay parking by up to 4 cars on western side of road • See general comment about enforcement , obstruction and parking on the footway 	No specific action recommended for this road in the Snodland Local Parking Plan
Taylor Road	No representations received about parking in this road		
Thomson Close Cul de sac Ave Width – 6.5m Off St Parking – 60% Junction protection Parking Pressure - Med Parking in turning areas	Problems raised by respondents Parking on the junction with Holborough Road Suggestions from respondents Extend double yellow lines on corners to improve visibility	<ul style="list-style-type: none"> • Parking extends up to and often around the junction with Holborough Road 	Extend junction protection with Holborough Road to improve visibility and preserve sight lines
Tilman Way	No representations received about parking in this road		
Tom Joyce Close Cul de sac Ave Width - 5.5 Off St Parking – 95% Unrestricted parking Parking Pressure - Low	Problems raised by respondents Sometimes a car parks outside my house Suggestions from respondents A restriction to stop company vehicles and vans parking in the close	<ul style="list-style-type: none"> • There is no enforceable restriction that can isolate company vans of vehicles from using this road for parking where there is legitimate parking opportunity 	No specific action recommended for this road in the Snodland Local Parking Plan

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
Tomlin Close	No representations received about parking in this road		
Townsend Road Cul de sac Ave Width - 5.5 Off St Parking – 95% Unrestricted parking Parking Pressure - Low	Problems raised by respondents Business vehicles parking in the close Parking on pavements Suggestions from respondents Stop parking on pavement + make residents use driveways	See general comments on <ul style="list-style-type: none"> • footway parking • parking by commercial vehicles • Use of garages and driveways 	No specific action recommended for this road in the Snodland Local Parking Plan
Veles Road	No representations received about parking in this road		
Vauxhall Crescent	No representations received about parking in this road		
Waghorn Road Cul de sac Ave Width – 7.0m Off St Parking – 30% Restricted parking – SYL Mon – Sat. 8.30 am – 6.30 pm used as corner protection with High Street Parking Pressure – High Town Council Offices, Devonshire Rooms and Police Office served via this Road	Problems raised by respondents Works vans and lorries parked by residents block the road Friday when the market is in the car park Evening and night times Parking on SYL Too many car not enough road space Suggestions from respondents Need residents parking badges/sign Use CCTV to fine illegal parking on lines	<ul style="list-style-type: none"> • There is competition for roadside parking in this area due to close proximity to the shops, Devonshire rooms Police/Town Council Offices and Library. • There is little evidence in the responses of sufficient support for a permit parking scheme 	Reduce the amount of SYL daytime restrictions to free up more roadside parking without compromising traffic flows Introduce DYL for Corner protection and mark out uncontrolled permitted parking areas to maximise parking space with bar markings across accesses and driveways to provide additional parking opportunity for residents Stagger permitted parking areas to keep traffic speeds low and maximise kerbside parking
Watts Close	No representations received about parking in this road		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Willowside Cul de sac Ave Width 7.0 m Off Street Parking – 95% Parking Pressure – High in the vicinity of Holborough Road junction Unrestricted parking</p>	<p>Problems raised by respondents Parking on the grassed area Parking too close and around the junction with Holborough Road Speeding traffic Parking too close to driveways HGV parking in culs de sac There is no problem Parking by residents from Holborough Road Too many cars parked in the evening Residents not using garages or driveways Emergency vehicles are obstructed</p> <p>Suggestions from respondents DYL 20 ft around each junction – both sides Marked bays for residents allocated to each house Keep parking unrestricted as it slows down speeds Stop parking on grassland with posts around the site Convert the grassed area to a proper car park Do nothing in Holborough Road to increase parking in Willowside</p>	<ul style="list-style-type: none"> • Parking pressure is increased by overspill from Holborough Road • The grassed area where lorries and vans park is privately owned and has been subject to a number of planning enquiries and is not within the control of TMBC or KCC • Parking problems are increased by residents for other residents who do not use allocated parking areas, driveways or garages. • See general comment on use of garages and driveways • See general comment on obstruction and parking of commercial vehicles in residential areas • Parking occurs too close to the junction with Holborough Road • There is no justification for actions beyond junction protection 	<p>Install corner protection around junction with Holborough Road</p>
<p>Woodlands Avenue</p>	<p>No representations received about parking in this road</p>		

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
<p>Wyvern Close Cul de sac Ave Width – 5.0m Off Street Parking 100% Restricted Parking DYL Corner protection junction St Katherines Lane SYL throughout Mon – Fri, 8 – 10 am and 2 – 4pm Parking Pressure – Low Proximity to Primary School – vulnerable to opportunist parking at each end of school day</p>	<p>Problems raised by respondents Parent parking from St Katherines No suggestions made</p>	<ul style="list-style-type: none"> • The restrictions are in place to offer some protection from inconsiderate parent parking but are not effective and largely unenforceable without a continuous enforcement presence. • See general note on School related parking 	<p>No specific action recommended for this road in the Snodland Local Parking Plan</p>
<p>TOWN COUNCIL COMMENTS</p>	<p>More than one car per family and everyone wants to park outside their own door</p> <p>Lorries and Vans block High Street when deliveries are made</p> <p>There is no one to Police the parking restrictions for them to have any effect</p> <p>Train and bus services end too early in the evening for people not to require their own transport</p>	<ul style="list-style-type: none"> • One of the challenges of parking management neatly summarised. • Lorries and vans are as much of the parking scene as residents and shoppers vehicles and all are important for the economic vitality of the town • See General Comment on enforcement • Lack of passengers reflects the lack of services - noted but not a matter that can be directly addressed through the Local 	

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Would like to see marked DPPBs at the High Street end of the car park as this is nearer the shops</p>	<p>Parking Plan</p> <ul style="list-style-type: none"> The additional DPPB will be included in the Parking Plan 	<p>Include a DPPB within the car park at the High Street end.</p>
<p>SNODLAND PARTNERSHIP COMMENTS</p>	<p>The Partnership did not feel there was a major parking problem generated by the Market and they did not want to see the Market Relocated</p> <p>There should be more enforcement - not just on Market Day</p> <p>The misuse of the loading bay in the High Street caused problems and the size of the sign should be upgraded so it was clear it was enforceable</p>	<ul style="list-style-type: none"> Noted See general comment on enforcement The position and location of the sign to support enforcement of the loading bay will be improved as part of the parking Plan 	<p>Improve the position and location of the sign to support enforcement of the loading bay in the High Street.</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
CAR PARKS			
<p>Rocfort Road Car Park</p> <p>76 Spaces in main car park</p> <p>18 spaces in access off High Street</p> <p>8 CCTV Cameras</p> <p>Total spaces 92</p> <p>3 DPPB</p> <p>No Tarrif</p> <p>Parking limited to 23 hours in any day</p> <p>Height Restriction Bars in place</p>	<p>Problems raised by respondents</p> <p>Not enough spaces</p> <p>Parking Coaches and cars for Cricket matches take up all the spaces</p> <p>Friday market takes up too many spaces</p> <p>Market Traders not clearing up quickly to allow residents to park</p> <p>Market being held on the busiest day and taking spaces</p> <p>Shopworkers using residents spaces all day</p> <p>Too many residents parking all day</p> <p>Not a problem parking</p> <p>Cars parked for weeks on end</p> <p>Garage opposite using car park as a storage facility</p>	<p>Market Day (Friday)</p> <p>The market takes out 17 spaces throughout Friday and additional traders vehicles are parked during the peak time in the main car park</p> <p>Up to 35 spaces are parked for 6 hours and over</p> <p>At peak time 64 spaces parked for up to 4 hours between 9 am and 2 pm</p> <p>No more than 9 spaces (am) and 14 spaces (pm) available for short stay parking by other drivers, shoppers or visitors.</p> <p>Monday – Thursday</p> <p>Up to 27 spaces parked up to 6 hours or over</p> <p>At peak time 47 spaces parked for up to 4 hours between 9 am and 2 pm</p> <p>No more than 11 Spaces available am) and 17 spaces (pm) available after 2 pm</p>	<p>Install an additional DPPB nearer the High to assist Blue Badge holders.</p> <p>However the location of the Friday market would reduce the benefits of this and on a day when a DPPB may be needed most</p> <p>Retain the current unregulated and free use of the car park. Monitor its usage to ensure that any trends that have an adverse effect on local parking management can be identified and dealt with under future updates of the Local Parking Plan.</p> <p>STEERING GROUP 18/2/09</p> <p>AGREED – To retain one DPPB Closest to the Disabled WC facilities and restore the other bay for general use</p> <p>AGREED – for the line of parking bays west of the High</p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Commuter parking taking up spaces</p> <p>Commuters parking all day</p> <p>Residents parking taking up spaces</p> <p>Business parking</p> <p>When drivers want to use public loos theres no where to park</p> <p>Suggestions</p> <p>Allocate each house without a driveway with a parking space in the car park</p> <p>DPPBs need to be closer to High Street and more of them</p> <p>Pay for parking for stays longer than 3 hours</p> <p>Make car park multi storey free for residents and charge for shoppers then put parking restrictions on all surrounding roads to keep traffic flowing and help with deliveries</p> <p>Move the cricket pitch to the Community centre and create a</p>	<p>Evening Parking (7 – 10 pm) The overnight demand does not reach capacity.</p> <p>Spot checks show between 26 and 32 spaces available between 7 pm and 10 pm on the survey days (Tuesday and Friday)</p> <p>The 18 spaces at the High Street end are rarely used overnight</p> <p>General Comments</p> <ul style="list-style-type: none"> • The series of comments reveal the nature of the parking management challenge as each group considers that the available parking capacity should be weighed in their favour • There are a whole series of comments and suggestions that are not within the remit of this parking management investigation or are simply unachievable or unfeasible • It appears that the majority of parking spaces are used on a long stay basis during the day by businesses, residents and some commuters although identifying these by tax disc origin is not always an accurate indication of 	<p><i>Street access road to provide as much DPPB as regulation measurements and available space permits</i></p> <p><i>AGREED – for the line of car park bays east of the High Street access to be time limited to assist with turnover of spaces for customers and visitors to local shops and businesses. Time limits to operate Monday to Thursday 8 am – 5 pm 2 hours no return within 2 hours</i></p> <p><i>The remainder of the proposals to be unchanged</i></p>

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>bigger car park for the town</p> <p>Split the use into short and long time parking bays and one for residents</p> <p>Relocate recycling bins to free up more bays</p> <p>Residents should pay for parking in shoppers car park as should station users</p> <p>Yearly free permit for residents</p> <p>Make non residents pay</p> <p>Need a bigger car park</p> <p>Car park should be free for 2 hours</p> <p>Remove BT building and make the car park bigger</p> <p>P&D is the only answer with 1st 2 hours free so everyone has a chance</p> <p>Free for most of the time but should pay for a max stay of 4 hours between 8 am and 4 pm Permits for residents and 2 hours time limit for others</p>	<p>their status.</p> <ul style="list-style-type: none"> • There is little spare capacity at peak day times for short stay parking for visitors or shoppers • There is a general view that there is a need to manage the use of car park spaces to achieve a better balance for the different and competing demands generated by local circumstances but the majority of the car park spaces are taken up by those who have a valid need to park there • Long and short stay bays may assist with managing the use by both shoppers and residents however without a way to differentiate between the different users this would be impossible to effectively enforce nor would it be practical to identify the correct balance of spaces. • Any formal management of the car park will have an effect on parking on the surrounding roads which would also need to be evaluated to prevent the potential for up to 40 long stay vehicles per day transferring onto surrounding roads. 	

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
	<p>Free ticket scheme up to 4 hours then charge long stay</p> <p>Car park up to 3 hours only then charge</p> <p>Car park stay for 30 minutes free</p> <p>Short stay bays nearer the High Street</p> <p>P& D free for short time only</p> <p>No charging</p> <p>Ticket system only like West Malling</p> <p>Charging for Non residents</p> <p>FEEDBACK <i>DPPBS near to the toilets – move closer to the shop and leave the others for general use</i></p> <p><i>You have given residents the go ahead for 24/7 parking but agree that it should be unregulated</i></p>	<ul style="list-style-type: none"> The Market does have an impact on the capacity of the car park on a Friday. The Snodland Partnership which includes representatives from the Chamber of Commerce, Town and Borough Council, was asked at the meeting in December to consider the suggestions made by local people for an alternate site for the Market. They did not think there would be any benefit in pursuing this. See General response on the operation of the market in the town. The suggestion for short stay (ticket only) free parking during the day is the most favoured suggestion. However this would disadvantage residents and employees Residents would like to have permits allocated so they could continue to park in the car park during the day but do not wish to pay for them but there is little evidence in the responses of sufficient support for a permit parking scheme Dedicated bays for short or long 	

Location Existing conditions	Feedback from the Surveys	Assessment and Analysis	Potential Parking Plan Recommendations
		<p>stay could help to meet the different needs during the daytime but without more support for formalising long or short stay facilities and the acceptance that there is a cost implication to operate enforce and maintain the car park on behalf of those who benefit from it – there is not a compelling case to alter the existing operating conditions</p>	
<p>Rail Station Car Park</p> <p>18 parking places 1DPPB No tariff for parking</p> <p>2 or 3 spaces available on average working day</p>	<p>Problems raised by respondents</p> <p>Residents/Taxis block entrance and spaces</p> <p>Not big enough</p> <p>No one wants to park there</p> <p>Whatever you do it will cause more problems for residents</p> <p>Suggestions</p> <p>Use land for car spaces alongside Railway Station</p> <p>Extend Station Car Park Do not involve the introduction of a charge</p>	<ul style="list-style-type: none"> • Station Master offered comments on proposed improvements to Station as part of S 106 monies available to Medway Valley Line • These include better lighting, real time information on both platforms and some seats with CCTV (recently installed). • The overall refurbishment of the Station included work to improve the car park - but no immediate plans for this year. There was talk about using additional land to the rear of the station for a turning area for a bus or creating more rail traveller parking but no available funds or identified need to do this in the immediate future. 	

Some respondents suggested that the following sites could be used to create additional car parking capacity.
None of these are considered to be currently viable in either financial or planning terms.

Locations Suggested in the feedback for Additional Car Parks	Observation
Grass area Willowside	Private
Demolish Catholic Church	Subject to a planning application for development and not for disposal
Land between Rocfort Road and by pass	Highway Authority land
Grassed area between Rocfort Road and Saltings Road	Highway Authority land
Recreation Ground back of Bramley Road	Snodland Town Council land
Allotments not in use Between Malling Road and Saltings Road	Snodland Town Council land
Allotments behind Holborough Road	Blue Circle/Berkley Homes Ownership
On Ground behind St Benedict Road	Public Open Space and Highway verge
By footpath to Roberts Road –	Public Open Space and Highway verge
Cricket Ground – STC ownership	Snodland Town Council land
Brooklands area	Common land administered by Snodland Town Council
Open space on Freelands Road	Public Open Space and Highway verge
Grassed are between Kent Road and Malling Road	Public Open Space and Highway verge
Playing fields in Snodland	Kent Education Authority

Community Centre car park for Market and parking	The Town Council and the Snodland Partnership have no plans to alter the location of the Market
Community Centre car park for Roberts Road school drop off and pick up	The Primary school had actively encouraged parents to use this for drop off area and the traffic management scheme provided a crossing facility to assist with this.
The BT Telephone Exchange Building and land next to the car park	BT Ownership

FEEDBACK FROM TOWN COUNCIL

Meeting 9 February 2009 –

Still concerns about school parking

Welcome moves to assist with pedestrian guard rail outside Holmesdale

Welcome removal of SYL although cars already park on there

Request to consider marking out the car park spaces in the Community Centre Car park as part of this project to encourage better use of the space. STEERING GROUP 18/2/09 The use and layout of the car park is a matter for the Community Centre Committee to manage

FEEDBACK FROM CHAMBER OF COMMERCE

No serious concerns

Suggest some car park spaces are put over to short stay parking during working hours of 2 hours duration. Those near the High Street would assist local traders STEERING GROUP 18/2/08 Agreed

Split views within local traders as to the benefit of the Market. Ideally a new site within the Town Centre would reduce impact on car park on Fridays

Although additional funding not available SCC would like TMBC to note the requirements for additional future budget and reject planning applications that would add to the current parking problems

SCC would like TMBC to explore making rear access for residents – not successful in Bramley Road – but maybe more receptive in other parts of Town. STEERING GROUP 18/2/09 Private parking arrangements something for residents to co ordinate in the first instance and if they have agreement to open discussions with TMBC

Additional DYL will increase the problem and should be kept to an absolute minimum. STEERING GROUP 18/2/09 Agreed

SCC agree with the general proposal for Bramley Road and businesses on the junction with Malling Road would welcome the move. May increase space as people will park more tidily

Introducing DYL will mean people re locate and increase demand for fewer spaces

Concern about increased traffic levels as a result of future development and the lack of recognition by planning authorities to accommodate parking within these developments rather than rely on roadside parking

FEEDBACK FROM SNODLAND PARTNERSHIP

Document thorough and informative. Look forward to taking forward discussion regarding improving safety rail on Malling Road

FEEDBACK FROM SNODLAND LABOUR PARTY

Agree with overall policies in the Draft Plan – overall conclusions and recommendation for the car parks are right ones

***Strongly agree there is no operational rationale for permit parking or charging in the car park
Demand for parking in car park has diminished since MKWC opened another 42 car park spaces on site***

SLP please to be able to share survey data and will continue to do so until survey is finalised. SLP has undertaken further comparative surveys following new MKWC spaces in on-site car park. Happy to make these available for parking plan data

Every opportunity should be made to remove unnecessary DYL and free up more car parking spaces

Support the installation of railings between Pelican and Zebra Xing outside Holmesdale

Bollards on footway between St Katherines and Bull Corner on western side of the road to prevent vehicles mounting the footway and travelling at high speed (Passed to KCC for response)

The market is a valuable asset – although it does cause some disruption it is on balance good for the town economy – ask for sensitive measures that recognises this position

SLP does not feel it is necessary to comment on individual roads but will continue to carefully listen to local residents view points

FEEDBACK FROM CLLR THORNEYWELL

Document has clearly involved a lot of work

Parking problems caused by insufficient spaces to accommodate number of cars per house in residential streets not only in 19th C terraces but modern roads as well

There is no commuter problem so plan can only seek to alleviate local problems by local solutions

Town fulfils a role as local shopping centre including Halling and Larkfield – to support this business and shopping centre is important. Pleased that no charges are being imposed

General Comment/feedback of draft document

26/1/09 – Complete waste of money as nothing being done to help the residents concerns

22/1/09 – Very thorough and agree with draft – glad that the council recommend not using of green spaces for car parking

29/1/09 – Within the constraints of funding for more car parks appears to be a satisfactory solution for the present

Lack of common sense and consideration by drivers leads to Councils having to implement costly schemes and we all end up paying for this

4/2/09 – Appreciate the work put into this but there are a lot of yellow lines

3/2/09 – Ban overnight parking in Bramley Road – I have quoted the law and traffic number to your department 3 years ago but your traffic wardens do not start early enough to patrol as they stop around the High Street. (Resident was advised in Aug 2006 that enforcement of VOSA regulations and contraventions are a matter for the Police additional letters have been sent in response to the matter raised as part of the consultation process)

5/2/09 – Parking Plan - Overall disappointed with the lack of specific detail – so sparse- little to comment on would like to see more details and objectives

STEERING GROUP 18/2/08 Comments Noted

General Proposals for the Action Plan

- All Bus bays will be upgraded to Clearways to aid public transport movements
- Sign posts and plates are no longer needed for double yellow lines so these will be removed