

PARKING ACTION PLAN – PHASE 8B - ANNEX 3 (OTHER COMMENTS)

Ref	Other comments	No. of comments	Response
1	Parking at evenings and weekends is a problem	9	This is because there is more residential parking demand than capacity. Unfortunately this is outside our control as we cannot restrict the number of cars that residents choose to own.
2	Business permit holders have to park further away which is inconvenient	1	The issue of business permit parking has proved controversial, and we will be looking further at this issue.
3	D2 permit holders should be allowed in to D1 as well	5	The parking pressures in the D1 area are higher than in the D2.
4	It is difficult to park in D2 as it is.	2	Parking in D1 is more difficult than in D2, due to the age and style of properties.
5	Business permit holders make it difficult to park in D2	7	The issue of business permit parking has proved controversial, and we will be looking further at this issue.
6	There is not enough parking in Norfolk Road	1	This is because there is more residential parking demand than capacity.
7	People in Norfolk Road own 2 cars or vans adding to pressure	1	Unfortunately this is outside our control as we cannot restrict the number of cars that residents choose to own.
8	D2 is already congested and allowing D1 to park will push the problem further up the road	6	Parking in D1 is more difficult than in D2, due to the age and style of properties, whereas the western end of D2 frequently has spare capacity.
9	Problems in D1 have been exacerbated by the introduction of parking meters	1	Parking meters (Pay & Display) have been in place in Avebury Avenue for many years. We have recently removed machines from Holford Street and Danvers Road to allow more residential parking.
10	The space outside No.64 Barden Road could be extended slightly	1	This would need to be investigated.
11	The number of business permits should be reduced	16	The issue of business permit parking has proved controversial, and we will be looking further at this issue.
12	The number of permits issued to residents of D1 should be restricted	2	We do not have a policy for limiting the number of permits issued to any resident. A permit is not a guarantee of a space, it allows parking at certain times, when others (non-residents) cannot.

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13	I would like to install a dropped kerb	1	Advised to contact KCC
14	Business permit holders should be allowed to park in Avebury Avenue	1	The parking bays in Avebury Avenue are not intended for the convenience of businesses, but for short-stay parking for the nearby town centre and for local residents.
15	Restrictions should be left as they are, or revert back to one "D" zone	17	Residents requested that the Zone D be split, as there were problems with a one-zone solution
16	Restrict permits to one or two per household	3	Unfortunately this is outside our control as we cannot restrict the number of cars that residents choose to own.
17	Shoppers and commuters should not be allowed at the back of the station	3	Short stay parking in the area is a benefit to, and supports the viability of the local businesses
18	Development of The Nelson pub as a community asset will mean more parking	1	If developed as a community asset it is not likely to generate significant traffic, as the local community are likely to walk to the facility.
19	Business permits should be at a prohibitive rate	1	The level of charge for business permits is being considered
20	Second residents permits should be £200	1	The introduction of "tiered pricing" for additional residents parking permits is being considered but this would be part of a wider review of charges
21	People with off-street parking should be prevented from having any residential permits	2	We may be able to introduce a differential pricing structure for permits for those with off-street parking, but this would be part of a wider review of charges.
22	There should be a separate area for business permits, or use the car parks	18	The Council already offers business permits in the town centre long-stay car parks.
23	There should be a bay outside each house and no yellow lines	1	This is not practicable as there would be no controls, and it could not be applied evenly and fairly
24	53 to 69 Barden Road should be allowed to park in D1	1	This can be investigated
25	PCNs should be issued every day to vehicles parked illegally for long periods	1	We operate under the national enforcement guidelines that only one PCN can be issued.

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26	Some business permits are issued to London commuters	2	Business permits are only issued to businesses based in the area.
27	The railway station could remove flower beds to create more parking	1	This would be outside of our remit and for the Train Operator to consider
28	New Builds will need parking which will push us out	1	The Borough apply all the relevant parking standards for new developments
29	Business permits should only be sold to those in the area	2	This is already the case, a business must be located within the area to qualify for a permit.
30	How will the Medical Practice in River Lawn Road and the flats in Avebury Avenue affect parking?	3	The Borough apply all the relevant parking standards for new developments
31	It is the Council's responsibility to create parking spaces for D1 residents near their homes	1	It is not the Council's responsibility - it remains that residents must be responsible for the safe parking and storage of their vehicles.
32	There are more permits issued than spaces	1	This is the case, as we do not restrict the number of permits that residents can apply for.
33	Short stay parkers who don't want to pay in the car parks take up space	1	The short-stay parking is allowed outside of the permit times, as it reduces the demand for visitor permits for those visiting homes in the area - this was requested when the scheme was originally introduced.
34	There is not enough space to park in D1	2	This is because there is more residential parking demand than capacity.
35	Could the loading bay in Barden Road be made a D1 parking place	1	There are no loading bays in within the area, so this would not be possible.
36	D2 permit holders should have a reduction in permit price	1	The permit price is set across the Borough
37	There should be a 20mph speed limit	1	This is outside our remit and would be for Kent County Council to consider

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38	Parking should be free in River Lawn car park and Lamberts Yard for D1 permit holders	2	The parking facilities in River Lawn Road and Lamberts Yard are short-stay, intended to support shoppers in the town centre, and are well-used
39	There should be no taxi rank on the Chinese Restaurant (station side)	1	It is difficult to identify the location, but if there are opportunities for additional parking facilities on the public highway we will investigate further.