

**Formal Consultation response – Larkfield, Springfield Road**

**Response ref: DD-598-16 Larkfield - Springfield Road - 01**

I object to the proposals.

**Comments**

*1. All this will achieve will be to have the daily commuters vehicles further down Springfield Road and inconvenience residents.*

*2. Do you have enough traffic wardens to actively police the double line?*

*\*Please note this is the first official notification that I have received\**

**Response**

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction, bend or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

**Formal Consultation response – Larkfield, Springfield Road**

**Response ref: DD-598-16 Larkfield - Springfield Road - 02**

I object to the proposals.

**Comments**

*I object to the Borough Council's proposals for changes to the on-street parking arrangements for Springfield Road, Larkfield. At present, fishermen using the lake behind Springfield Road park on one side of the road opposite the lake entrance. This does not cause any problems. It tends to slow down the traffic coming round the bend which can only be a good thing. I have noticed that when there are no cars parked, cars seem to speed round the bend.*

*Another reason for objecting to yellow lines is that fishermen and other people would just park further down Springfield Road and thus stop residents from parking outside their own homes. This would also restrict visitors to properties at the top end of Springfield Road from parking.*

**Response**

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction, bend or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

**Formal Consultation response – Larkfield, Springfield Road**

**Response ref: DD-598-16 Larkfield - Springfield Road - 03**

I object to the proposals.

**Comments**

*Would like space for 1 or 2 cars near entrance to Hanover Green as we the tenants find it hard to walk up hills from the car park with shopping as we are all in our 70's*

**Response**

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction, bend or where it would cause an obstruction. Drivers should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented. However, it remains that loading and unloading can still take place on double yellow lines so residents wishing to unload shopping nearby can still do so.

**Formal Consultation response – Larkfield, Springfield Road**

**Response ref: DD-598-16 Larkfield - Springfield Road - 04**

I support the proposals.

**Comments**

*My concerns are:*

*1. This will cause additional parking outside other Springfield Road properties situated beyond the double yellow lines.*

2. *The all day parking of vans and cars at the bottom of Springfield Road at the junction with Brook Road already makes turning into, and out of, Springfield Road both difficult and dangerous.*

3. *How will the parking restrictions be monitored?*

4. *Suggest making the double yellow lines outside Hanover Green continuous, from the junction with Lunsford Lane. This avoids cars needing to use the offside lane going down Springfield Road to avoid the parked cars. (Hanover Green has its own parking area.)*

**Response**

Thank you for your comments.

**Formal Consultation response – Larkfield, Springfield Road**

**Response ref: DD-598-16 Larkfield - Springfield Road - 05**

I support the proposals.

**Comments**

*I support the Borough Council's proposals for changes to the on-street parking arrangements for Springfield Road, Larkfield. However, as a resident of Hanover Green (association for over 55s), I would like to stress the importance of having restricted parking from the existing no waiting time to the new proposed no waiting time. The residents who reside in flats 7 to 10 and 11 to 14 who rely on their family and friends to pick them up and drop them off etc cannot park near the foot path to Hanover Green as there are "park and riders" who park their vehicles all day and sometimes all night occupying the spaces!! There are always contractors, maintenance workers, window cleaners, gardeners, food deliveries, etc, who need to be as near as possible to both entrances to Hanover Green. Ideally, as several residents have disabled badges, the 1st space near the footpath could be a "Disabled" parking space and with what's left of the road time "Restricted" parking. Unfortunately, Springfield Road is used as a "rat run" to avoid vehicles driving over the speed bumps in Lunsford Lane by drivers. When there are cars permanently parked near Hanover Green drivers.....including me have to drive on the wrong side of the road extremely slowly to potentially avoid having an accident with oncoming vehicles that can't be seen due to the bend in the road. Therefore, it would make it 100% safer if there were NO vehicles parking permanently in the road. Thank you so much for taking the time to read my email, and I will appreciate a positive outcome*

**Response**

Thank you for your comments.

**Formal Consultation response – Larkfield, Springfield Road**

**Response ref: DD-598-16 Larkfield - Springfield Road - 06**

I object to the proposals.

**Comments**

*No comments supplied*

**Response**

The Council's proposal echoes the requirements of Section 243 of the Highway Code which requires drivers not to stop or park close to a junction, bend or where it would cause an obstruction. Drivers

should already be abiding by this requirement. Where parking is still a problem due to drivers ignoring the Highway Code we have to consider measures that allow for parking enforcement.

It remains that there is no right to park on the public highway - parking is tolerated where it does not cause a problem, but residents cannot automatically assume on-street parking will be available, and some properties are situated in places where parking is not permitted.

This has become more of an issue as car ownership increases and with denser housing development, but the purpose of the public highway is to provide a safe facility for travel, and road space cannot be increased.

Whilst there may be some element of parking displacement to areas where parking is not wanted, the aim is to discourage parking in the areas where parking should already be prevented.

**Formal Consultation response – Larkfield, Springfield Road**  
**Response ref: DD-598-16 Larkfield - Springfield Road - 07**

I support the proposals.

**Comments**

*No parking on the bend if Springfield Road is necessary. We know local residents need somewhere to park, but over road is used by business people and workers parking their vehicles all day long, which we are against.*

*It is up to the planners to find parking places for local residents without parking directly on the corner.*

**Response**

Thank you for your comments.