

APPENDIX 2 – OTFORD PARKING PROPOSALS
 Consultation Responses and Officer Recommendations

2. Bubblestone Road

Proposal 2a (Requested in Petition)	Single yellow lines on north side, east of Sevenoaks Road (where there are currently no parking restrictions), prohibiting parking between 7am and 8am, Monday to Saturday
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Informal Consultation		
For	Against	No Comment
110 (38%)	114 (40%)	63 (22%)
Statutory Consultation		
For	Against	No Comment
58 (47%)	34 (27%)	32 (26%)

Proposal 2b (Alternative Proposal)	2 hour waiting restriction (no return 1 hour) 8:30am-6:30pm, Monday to Saturday, on north side, east of Sevenoaks Road (where there are currently no parking restrictions)
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Informal Consultation		
For	Against	No Comment
131 (46%)	101 (35%)	55 (19%)
Statutory Consultation		
For	Against	No Comment
62 (50%)	38 (31%)	24 (19%)

Officer Recommendation:	Neither proposal be implemented
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Officer Comments:	Consultees commented on significant detrimental effect of changes at both the informal and statutory consultations
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3. High Street

Proposal 3a (Supplementary Proposal)	Replacing 6 metres of existing parking bay outside Otford Pharmacy with double yellow lines and white line hatching to improve traffic flow.
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Informal Consultation		
For	Against	No Comment
64 (22%)	206 (72%)	17 (6%)
Statutory Consultation		
Not progressed to Statutory Consultation because of level of objection		

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4. Sevenoaks Road	
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Proposal 4a (Requested in Petition)	2 hour waiting restriction (no return 1 hour) 8:30am-6:30pm, Monday to Saturday double yellow lines on the west side between the Pond and Warham Road (where there are currently no parking restrictions), but excluding a length opposite the vehicular entrance to Bubblestone Farm
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Informal Consultation		
For	Against	No Comment
160 (55%)	105 (36%)	24 (9%)
Statutory Consultation		
For	Against	No Comment
58 (47%)	34 (27%)	32 (26%)

Officer Recommendation:	That the proposal is not implemented.
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Officer Comments:	Although the majority of the respondents were in favour of the proposal, a number of local workers raised concerns about the loss of amenity that would arise through the introduction of limited waiting restrictions in this currently unrestricted section. Officers feel that the presence of parked vehicles in this location currently has a calming influence on northbound traffic approaching the village, which would be lost if the restrictions were to be introduced. Officers are also concerned that the drivers of the vehicles displaced by the restrictions would continue to park in Sevenoaks Road, but in the less suitable, narrower, unrestricted section to the south of Warham Road, which could compromise the safety and efficient movement of traffic using the A225.
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4. Sevenoaks Road (Continued)

Proposal 4b (Requested in Petition)	Double yellow lines on the entire east side between the Pond and Bubblestone Road, and on the west side opposite the vehicular entrance to Bubblestone Farm (where there are currently no parking restrictions) (requested by petitioners)
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Informal Consultation		
For	Against	No Comment
142 (49%)	123 (43%)	23 (8%)

Statutory Consultation		
For	Against	No Comment
80 (64%)	35 (28%)	10 (8%)

Officer Recommendation:	That the double yellow line proposal for the east side of Sevenoaks Road be implemented and that the one for the west side is not implemented
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Officer Comments:	A majority of respondents to the statutory consultation were in favour of this proposal but only a slight majority supported it during the informal consultation. This was mainly due to the concerns expressed about the loss of parking amenity to local workers that would arise from implementing the parking proposals in Sevenoaks Road. Officers are concerned that the drivers of the vehicles displaced by the restrictions proposed would park on the east side of Sevenoaks Road if the double yellow lines were not introduced there, which could compromise the safety and efficient movement of traffic using the A225. However, Officers feel that in view of the concerns raised about the impacts of the other parking proposal under consideration, it would be difficult to support the introduction of double yellow lines on the west side, especially to facilitate access to an established private road.
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Proposal 4c (Requested in Petition)	2 hour waiting restriction (no return 1 hour) 8:30am-6:30pm, Monday to Saturday in the existing parking bays on the west side of the service road outside the parade
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Informal Consultation		
For	Against	No Comment
214 (75%)	49 (17%)	24 (8%)

Statutory Consultation		
For	Against	No Comment
99 (80%)	19 (15%)	6 (5%)

Officer Recommendation:	That the 2 hour limited waiting restriction be implemented opposite the parade as proposed.
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Officer Comments:	A large majority of respondents were in favour of the proposed limited waiting restriction opposite the parade of shops. If the Board decides not to implement the Bubblestone Road proposals, there would be a parking facility available nearby for visitors to the parade that need to park for longer than 2 hours.
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5. Station Road	
Proposal 5a (Complimentary Proposal)	Double yellow lines on both sides (where there are currently no parking restrictions)

Informal Consultation		
For	Against	No Comment
149 (52%)	86 (30%)	52 (18%)
Statutory Consultation		
For	Against	No Comment
70 (56%)	32 (26%)	22 (18%)

Officer Recommendation:	That, subject to the Board agreeing the reduced proposals in Sevenoaks Road, Bubblestone Road and Warham Road recommended elsewhere in this report, this proposal is not implemented at this stage. However, it is also recommended that District and County Council Officers continue to monitor parking trends in Station Road (and in Leonard Avenue), and that the need for restrictions be re-evaluated, should circumstances change.
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Officer Comments:	Although a majority of the respondents were in favour of introducing double yellow line restrictions in Station Road, this supplementary proposal would only be required if the drivers of the vehicles displaced by the restrictions proposed elsewhere in Otford were to start parking there. Concerns were also raised about the possible displacement to Leonard Avenue. If the Board decides to implement the reduced proposals in Sevenoaks Road, Bubblestone Road and Warham Road recommended elsewhere in this report, the risk of is likely to reduce, hence negating the need for this proposal.
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6. Warham Road	
Proposal 6a (Requested in Petition)	Double yellow lines to replace the existing single yellow lines in the turning head

Informal Consultation		
For	Against	No Comment
153 (53%)	75 (26%)	59 (21%)
Statutory Consultation		
For	Against	No Comment
82 (66%)	18 (15%)	24 (19%)

Officer Recommendation:	That the proposal to upgrade the single yellow line restriction to double yellow lines be implemented.
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Officer Comments:	A majority of respondents were in favour of this proposal. The existing single yellow line allows for parking in this cul-de-sac at certain times of the day, which could cause an obstruction to drivers wishing to use the turning head to manoeuvre their vehicle.
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6. Warham Road (Continued)	
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Proposal 6b (Requested in Petition)	Single yellow lines (where there are currently no parking restrictions); those on the south/west sides prohibiting parking between 9am and 10am, Monday to Friday, and those on the north/east sides prohibiting parking between 2pm and 3pm, Monday to Friday
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Informal Consultation		
For	Against	No Comment
124 (43%)	105 (37%)	58 (20%)
Statutory Consultation		
For	Against	No Comment
72 (58%)	30 (24%)	22 (18%)
Overall	Overall	Overall
21 (73%) Warham Road Residents	5 (17%) Warham Road Residents	3 (10%) Warham Road Residents

Officer Recommendation:	That the Sevenoaks Joint Transportation Board considers the Officer comments below, and decides whether to proceed with the proposal wholly or in part.
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Officer Comments:	<p>In the statutory consultation, 58% of all respondents supported the proposed single yellow line restrictions. Of the 29 residents of Warham Road that responded, 73% were in favour. In the informal consultation, support overall was 43%.</p> <p>Much of the concern raised in both consultations came from local workers, especially those from the adjacent school, about the loss of parking amenity.</p> <p>Officers consider that some parking controls are necessary in Warham Road to help prevent obstruction, particularly for large delivery vehicles. As most properties have access to off-street parking, it is difficult to justify restricting all on-street parking under the provisions of legislation - Section 1 of the Road Traffic Regulation Act 1984.</p> <p>Many respondents to the consultations were concerned over the potential displacement from Warham Road in to other parts of Otford. Concerns were also voiced on the potential detrimental effect restrictions would have on low paid workers' ability to park and as a consequence, the viability of the town.</p>
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6. Warham Road (Continued)	
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Proposal 6c (Alternative Proposal)	As an alternative option to the single yellow lines above: (Residents) permit parking area in the currently unrestricted sections
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Informal Consultation		
For	Against	No Comment
54 (19%)	144 (50%)	89 (31%)
Statutory Consultation		
This proposal was not progressed to statutory consultation due to lack of support at informal consultation stage		

Proposal 6d (Alternative Proposal)	As an alternative option to part of the single yellow lines above: Permit holders only parking bay for 4 cars on the south side near Sevenoaks Road
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Informal Consultation		
This supplementary option was added to the statutory consultation following the informal consultation		
Statutory Consultation		
For	Against	No Comment
61 (49%)	36 (29%)	27 (22%)

Officer Recommendation:	That the Sevenoaks Joint Transportation Board considers the Officer comments below, and decides whether to proceed with the proposal wholly or in part.
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Officer Comments:	Although a majority of respondents to the statutory consultation were in favour of this alternative proposal, it was less than half. Officers feel a modified version of the proposal 6b above requested by the petitioners would offer more benefits to the community as a whole.
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COMMENTS RECEIVED VIA SURVEY WEBSITE DURING STATUTORY CONSULTATION

No.	Response Text
1	These restrictions will only move the problem, not resolve it. It will cause capacity problems in the village car park again. Waiting bays by the shops should be longer ie hairdressers appointments on average are longer than 2hrs
2	As previously highlighted, the underlying aims of the petition by Warham Road, Bubblestone Road, Sevenoaks Road, and The Parade residents, and The Parade shops' staff include to ensure the shops can remain open with staff able to park nearby, and parking available for visitors to use the shops as well as the pubs and cafes. We have always intended the area on the north side of Bubblestone Road to be for shop workers in The Parade, therefore option G(b) highlights a complete lack of understanding of one of the key issues Otford is experiencing and has done since yellow lines were introduced into the rest of Bubblestone Road, The Butts, The Old Walk, Well Road, Evelyn Road and Shirley Gardens. If G(b) is put through, shop staff cannot park in the village without paying large amounts, while commuters who spend no money in the village park for free. Yellow lines in Station Road are a waste of money - it is mostly so narrow anyone parking would commit an offence against S137(1) of the Highways Act 1980 as previously raised.
3	Problem is commuters 100%. Traffic calming need and any restrictions will have a knock on effect in other streets
4	only 2 resident bays needed as everyone else has drives and garages
5	yellow lines needed now in station road
6	would like the waiting bay to be 1 hour outside shops
7	F' 2hr max maybe difficult for customers to the hairdressers
8	if these are put in place, going to make otford an undesirable village to live and visit
9	traffic calming would be more effective
10	introduce more and frequent public transport
11	strongly opposed to sevenoaks road restrictions, will only move the problem to another road
12	Number 2 have requested a D bay and we want to appeal against it. we will not pay for a permit to park outside our own home
13	DYL are an ugly disturbance to an otherwise beautiful village
14	Sevenoaks road restrictions are the most important
15	DYL will not be useful in station road for deliveries etc. traffic calming would be more effective
16	wants parking permits introduced to sevenoaks way as otford village car park will not work efficiently anymore
17	doesn't want to see a knock on effect of vehicles parking in St Barts Church Car Park
18	D and Ea very unhelpful to residents
19	Station road should not have DYL as residents need visitor parking. Traffic calming is needed, humps or a camera
20	i have applied for a disabled bay outside 2 Warham Road
21	Proposal B. North Section better
22	Real issues are in Leonard Avenue
23	The new proposals will cause more problems in Leonard Avenue as everyone will park there
24	getting rid of a lot of spaces. What's the alternative for the residents and visitors
25	would prefer permit holders only on north side of Bubblestone Road
26	the parking problem is the council's doing by expanding the school and introducing charges in the village car park
27	DYL should be put on both sides of the road between Warham Road and the pond
28	i would prefer SYL and no waiting from 9am-10am in E(a)
29	need places for visitors to park. needs bays for chemist use
30	why doesn't your plan include Leonard Avenue as we have issues here too?
31	need to provide permits for residents to have visitors
32	all these restrictions penalise workers and visitors
33	can't afford to pay to park. implement discounted rates in the car park as a compromise

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No.	Response Text
34	low paid cant afford to pay to park
35	cant afford it
36	being penalised. Cant afford to park in car park. Works for kkc so she should be provided with adequate parking
37	low paid worker being penalised
38	cannot get public transport. cannot afford parking. unfair. provide permits for KC workers/reduced rate or free
39	local worker, supporting the village. low paid and being penalised. very unfail on locl workers and businesses
40	penalise low paid local workers. not welcoming
41	makes the village less attractive to visitors
42	scheme penalises school workers on low wages. most people have ample off-street parking. parents penalised on the school run. local shops and school will suffer
43	Will effect visitors and shoppers
44	Push workers of the school out of the town and stop visitors and shoppers
45	Worried about the cost. works in the local school
46	The sole purpose of any restrictions put in place should be to make the road safer
47	Very much needed. Cars parking all day (commuters). Must accomodate the school drop off and pick up
48	Although I have answered yes to most of these questions the issue will just move elsewhere, which seams ridiculous when I look out of my window and 90% of the time there is a large EMPTY car park!!!
49	I am a Sevenoaks resident but have 2 children at Otford primary school, due to a lack of school places available in Sevenoaks. I therefore have to drive and park in Otford a couple of times a day. Parking is already difficult in the village and I fear the proposed changes to warham road and Sevenoaks road will make it even more problematic. I regularly attend school events and volunteer at the school in addition to doing the school run and I therefore need parking spaces that are not restricted by a set time/limited stay or no return. I already have to arrive very early to find a suitable parking space before the school run, the new restrictions that are being proposed will mean it is even more difficult to find safe, suitable parking that is close to the school.
50	I am a Teaching Assistant at Otford Primary School. Since the introduction of the ludicrously high charge to park in the village car park, I, along with other Teaching Assistants at the school, have had to find alternative places to park. We are paid very little for our role in supporting the learning of our local children and cannot afford the £6+ to park in the car park. We are not highly paid City workers who park in the road to avoid the station car park charge. The council are holding to ransom the very people whose salary they pay. If we have nowhere to park other than the village car park, we will be paying virtually an hours pay to do so. Surely SDC and KCC have an obligation here for staff at the school as they are basically reducing our salary. It is unacceptable that due to the greed of SDC and KCC, local workers may have to reconsider their employment options. Due consideration must be given to the school workers by way of a permit or more spaces within the school grounds. I know voicing my objections here is a futile exercise, as the council will do what the council want to do and have no doubt already made their decision.
51	Brilliant!
52	All responses have been made to:- Improve safety in the roads under consideration - currently dangerous for both pedestrians and road users. Improve parking facilities for village residents using services in centre of village and also for visitors needing short and medium term parking. Assist flow of traffic through village. Show concern for local businesses, currently losing trade because of parking difficulties and therefore in danger of closing e.g. Post Office, Pharmacy, pubs, restaurants, hair-dressers, and dry-cleaners. These are invaluable to the elderly and less mobile residents of the village.

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No.	Response Text
53	Once restrictions (A) and (B) are in place, please ensure that the road's central, dashed white line is in the *middle* of the remaining space. If the white line remains where it is, and spaces (B) contain vehicles as per the current problem, then it is unfair on northbound traffic that they have half a carriageway's width while southbound traffic has a whole width.
54	I have objected to the increase in parking restrictions as I only on street parking in my road. Any further restrictions in the village will mean more and more commuters etc will park their cars all day in my road. Is there anyway in which we can have residents parking permits? There is a danger spot on the A225 near to the pond where the double yellow line should be extended a yard or so further to avoid collisions with traffic coming from the other direction. It is a pity that all the roads around the station have restrictions keeping commuter parkers away. Surely there should be some parking could be allowed. People have to get to work! All the houses have driveways and garages
55	I am a local resident and I work in the local nursery school. If there are yellow lines everywhere i will need to pay £7 a day to park in the car park as well as then about 25 cars then filling the car park not allowing parents the ability to park. As a local employer i will have to advertise jobs and state that the applicants should really be local and able to walk to work. Otford will be soon surrounded by yellow lines - it makes it an unfriendly unattractive place to visit. the new parking place will be the pond as used last weekend. !!!!If the school wasnt so big then there would not be so many cars. We have been to all the consultancy meetings and whilst there was lots of head nodding nothing changed and here we are about to be a new yellow line village. very disappointedf. Is anyone on the committee a parent of child age children who understands the stress of parking and having your child have to wait for you. There have also been a couple of aggressive exchanges with residents of wareham road which is completely uncalled for.
56	I am worried that no provision has been made for Leonard Avenue in the centre of Otford, and as such it will now be inundated with 'displaced' cars trying to park. As residents of the terraced housing in the road only have the area outside their house to park I fear that this will really inconvenience those who live there and have no other parking option.
57	Not only am I a resident of the Village but I work at the local primary school which over the past few year has expanded and its workforce has double in size. It should be the responsibility of the school to provide additional parking on its own site not the Parish Council.
58	The proposals seem eminently sensible, and very necessary. However if carried out without a balancing increase in off-street parking in Otford, the village would be in danger of being strangled, to the detriment of businesses, shops, restaurants, social clubs and societies, and other services. Some time ago I heard discussion of a possible “green” car park in the area south of the Pickmoss footpath. What is the status of that project?
59	We as workers in the shops along the parade need the opportunity to park our cars close to the shops for free as this was not a problem until commuters chose to take these spaces from us as they arrive earlier. 2 hour parking restrictions in Bubblestone Road would have a major negative impact on shop staff but no parking between 7.30am and 8.30am would help very much.