

APPENDIX 2B -SOUTH DARENTH PARKING PROPOSALS
 Statutory Consultation Responses and Officers' Comments

1. East Hill		
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Proposal 1a	New double yellow line restrictions on north side from its junction with Holmesdale Road to a point 10m west of its junction with Paddock Close (outside Jolly Millers PH)	
For	Against	No Comment
7 (47%)	8 (53%)	2

Proposal 1b	New double yellow line restrictions on south side from layby outside Turners Café to a point in line with the southern boundary of no.2	
For	Against	No Comment
10 (67%)	5 (33%)	2

Proposal 1c	New limited wait parking bay prohibiting parking for longer periods than 2 hours (with no return within 1 hour) between 8:30am and 6:30pm, Monday to Saturday in layby on south side outside Turners Café;	
For	Against	No Comment
9 (60%)	6 (40%)	2

2. Esparto Way		
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Proposal 2a	New 12.5m length of double yellow line restrictions on both sides at its junction with Horton Road	
For	Against	No Comment
9 (56%)	7 (44%)	1

3. Holmesdale Road		
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Proposal 3a	New 16m length of double yellow line restrictions on west side at its junction with Horton Road (This restriction is already covered by a traffic regulation order, but does not appear to have been implemented)	
For	Against	No Comment
11 (73%)	4 (27%)	2

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4. Horton Road		
Proposal 4a	New double yellow line restrictions on west side between the layby north of its junction with Esparto Way to its junction with Holmesdale Road	
For	Against	No Comment
10 (67%)	5 (33%)	2
Proposal 4b	New limited wait parking bay prohibiting parking for longer periods than 2 hours (with no return within 1 hour) between 8:30am and 6:30pm, Monday to Saturday in layby on west side just north of its junction with Esparto Way	
For	Against	No Comment
9 (60%)	6 (40%)	2
Proposal 4c	New double yellow line restrictions on west side its junction with Esparto Way (between the laybys located north and south of the junction)	
For	Against	No Comment
8 (53%)	7 (47%)	2
Proposal 4d	New limited wait parking bay prohibiting parking for longer periods than 2 hours (with no return within 1 hour) between 8:30am and 6:30pm, Monday to Saturday in layby on west side just south of its junction with Esparto Way	
For	Against	No Comment
8 (53%)	7 (47%)	2
Proposal 4e	New double yellow line restrictions on west side between the laybys located to the south of its junction with Esparto Way and the south of its junction with New Road (near Kingfisher Place)	
For	Against	No Comment
10 (59%)	7 (41%)	0
Proposal 4f	New double yellow line restrictions on east side between its junction with East Hill and a point 8.5m north of a point in line with the northern kerblines of Esparto Way	
For	Against	No Comment
9 (64%)	5 (36%)	3
Proposal 4g	New double yellow line restrictions on east side from a point 17m north of the northern kerblines of New Road, to a point 10m south of the southern kerblines of New Road	
For	Against	No Comment
8 (53%)	7 (47%)	2

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COMMENTS RECEIVED VIA SURVEY WEBSITE DURING STATUTORY CONSULTATION

No.	Response Text
1	People park across driveways in New Road as it is, adding double yellow lines at the bottom will just make things worse. If these must be added then the council should also paint on behalf of New Road residents double yellow lines wherever there is a drop down kerb.
2	People already obstruct driveways/drop down kerbs outside houses in New Road, creating these yellow lines will only make the situation worse.
3	For further safety double yellow lines should be extended into Esparto Way up until the end of the block on the left no's 1-7 as Co-op shoppers illegally park there.
4	These parking restrictions will only add value if it's monitored by CEO's on a more regular basis. The parking restriction in Montgomery Road are not monitored enough making it dangerous to turn in and out of the road!
5	I totally agree with these proposals as there is a real issue of safety in that part of the village and it is increasingly concerning when trying to drive and see around large vehicles, often resulting in emergency stops, even a low speed. . However, with the implementation of these proposals, increased parking problems in New road needs to be addressed at the same time. Currently, due to the ' No commercial Vehicles' policy at the Mill development, I can only see things getting worse. Although this proposal is essential, more needs to be done to avoid danger in New road and East Hill. I would propose parking permits for New Road and East Hill residents. This would not be by choice, however, I think this is necessary in the present situation. Other ideas would be to cut back the large verges in East hill by 70% which could provide parking for possibly 50 vehicles or more, if parked facing the houses. Also, closing access to New Road at one end, with access for emergency and service vehicles. This may deter some of the unwanted parking and also slow down vehicles that think it is a speedway. All Roads in South Darenth and Horton Kirby should be 20MPH including Skinny Lane to avoid accidents and protection of residents and visitors.
6	We need more parking not less. The lay by outside the mill shop units is capable of having 4 vehicles in it if the spaces were marked. Yellow lines need marking on the junction of Horton road/New road for definite to stop people parking badly but if its illegal to park there now (left within 10 meters of corner) and it is indeed dangerous why is the law not applied now? Its not enforced now and doubtfully will be then so people will still park there if they have no alternative. Parking in the mill needs looking at as the residents from there overflow into the surrounding area because if they park out of a bay within their development they get a ticket due to the private parking arrangements. Whilst I understand this is beyond the control of SDC it is the inadequate parking facilities they allowed at the time that's causing some of the problems we encounter today. There is also a private car park for the residents of Kingfisher place that's largely unused and would relieve some of the problems and once again SDC are not responsible for this but perhaps you could contact the residents and find out why the don't use it and help them bring it back into use. Kind regards.
7	Where are the people going to park instead?? We need a solution- not more problems!!
8	What happens to the dray lorries that deliver to the jolly millers pub it will stop their deliveries if there are double yellow lines outside the pub up east hill, doubles not needed up east hill

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9	<p>You just cannot put double yellow lines in these areas. I live in New Road and after 4pm on any day of the week you cannot get parked on New road. This is mainly because each house has 2-3 cars and those with driveways are immensely selfish with their extra cars. The areas you have outlined act as overspill for New Road for anybody arriving back after 4pm. I have a baby and will have to park miles away and walk home, sell my car or demolish my living room and turn it into a driveway. A much more sensible suggestion would be parking permits for new road. Give households one permit each and people will park on their driveways and leave their work vans at work and the problem will be solved. You'll get your extra revenue by the odd in permitted Parker (the principle reason behind the double yellow lines) and the parking problem will be solved. Or keep the status quo and use the spare paint money to give the residents wheelie bins. I've lived in housing estates in Glasgow with more junkies than cars and even they had wheelie bins!</p>
10	<p>Many objections were raised during the planning phase of Esparto Way and the likelihood of an increase in traffic and problems parking. The residents were not listened to and the development went ahead. Putting lines on the road only moves the same problem around and creates parking problems for those that currently do not have too many problems parking. Too little, too late.</p>
11	<p>Double yellow lines are a very badly thought through idea. The residents in New Road use Horton road and East Hill as an overspill. Restricted parking bays at the very least, give those residents somewhere to park in the village overnight. I would give more support to the implementation of resident parking permits. I would be happy to pay an annual fee for this. My family struggle every day with 1 car and there are many households with 2 cars and work vehicles which is unfair and particularly unfair on families with young children and babies. Of which there are many.</p>
12	<p>Double yellow lines also required in Holmesdale Road at from the Devon Road bridge junction due to very poor sight lines on bend</p>
13	<p>The facts are,(1).Most of the property's in South Darenth do not have off street parking.(2),there is congestion and parking problems on the roads due to point 1 people park here because they have to.they live here not because they just feel like it. HOW DOES ADDING YELLOW LINES AND REDUCING AVAILABLE PARKING SPACE SOLVE THE PROBLEM....IT DOESNT YOU HAVE THE SAME AMOUNT OF CARS IN AN EVEN SMALLER SPACE.ITS NOT ROCKET SCIENCE!....</p>
14	<p>There do not appear to be any double yellow line proposals for the section of road directly opposite the entrance to Esparto Way (unless I have mis-read) & whilst the Highway Code would suggest not to park opposite a junction, cars park right along from outside turners, past the Esparto Way junction & onwards, making exiting Esparto Way more difficult. The lines should go right along.</p>
15	<p>I support ANY introduction of parking restrictions in the proposed areas BUT the current double yellow lines in the village are not policed and thus completely ignored. If Sevenoaks are not prepared to monitor the restrictions, this will prove to be a waste of money, effort and time.</p>
16	<p>Putting a maximum time limit in the parking bays is unreasonable. These areas have ALWAYS existed for vehicles to be able to safely park off the road, and putting in a restriction will just force the vehicles to park on the road in an already overcrowded area. The original proposals for The Mill stated that local residents would NOT be affected by the increase in businesses in the area, and that their parking requirements would be included in the planning process. Clearly, taking away the parking areas that have been used by local residents for many many years completely goes against this agreement. It must also be</p>

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	<p>remembered that not everyone works Mon-Fri 9-5, but they would still like to leave their vehicles parked safely in an off road location too. Other than that, the proposed yellow lines should make the road safer for all users by improving visibility. But only if you have traffic wardens that will actually enforce it.</p>
<p>17</p>	<p>Firstly, what planet are you on? You could at least have numbered up the map or put the road names on it; as it is I have no idea how accurately I have remarked on the obscenely complicated descriptions in the survey. Absolute madness - almost as if you are deliberately confusing matters. Secondly, where do you think that the people that work in the centre of the village will park, if the bays are made limited-stay? Have you any idea how dangerous it is when people park the other side of the post office/pharmacy and round the blind bend? Thirdly, where exactly do you propose that the dozen or more cars and vans belonging to local residents park overnight, if the yellow lines all go ahead? I understand the reasons for this, but since The Mills was built there has been a dearth of parking in the village. And my last point? Like so many proposals, there will be no budget for enforcing the various restrictions, so the worst offenders will carry on as usual. It would be nice if you could enforce the existing rules against parking on pavements first. Also, there will be a serious crash at the entrance to Esparto Way at some point because people turn in and out at high-speed and cut right across the opposite lane when they do so - I have seen some very near misses and major congestion caused by people on the wrong side of the road being unable to reverse up and unable to pull out, blocking people that want to turn in, etc. As I said, I agree with the intentions behind this proposal, especially for the poor old bus, but all it will do is anger the residents that obey the rules, not affect anyone that ignores them and push bad parking into the smaller, surrounding roads. What is needed is more spaces, and tickets on dangerously/illegally/inconsiderately parked cars.</p>

<p>Officer Comments/ Recommendation:</p>	<p>The proposed double yellow line restrictions are required to improve the safety and efficient movement of traffic. It is evident that parking in the area is at a premium at certain times of the day and that, although some residents recognise the need for the parking proposals, others are concerned about any loss of parking. However, the restrictions have been confined to key locations, such as near junctions, on a bend, at pedestrian crossing points, near a bus stop and in pinch-points to minimise their effect on parking availability. The restrictions would also reinforce the advice given in the Highway Code about not parking at junctions, on bends or where it would cause an obstruction.</p> <p>They would also help to improve the journey times of the bus service that serves South Darenth, and which has experienced delays due to inconsiderately parked vehicles. The 2 hour limited wait restriction in the laybys is required to ensure a good turnover of parking spaces during the day which will benefit visitors to commercial and residential premises. This restriction would only operate between 8:30am and 6:30pm, Monday to Saturday, which means that the laybys would remain available for residents parking overnight and all day on Sundays.</p> <p>With this in mind it is recommended that the objections are set aside and the proposals are introduced as drawn.</p>
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