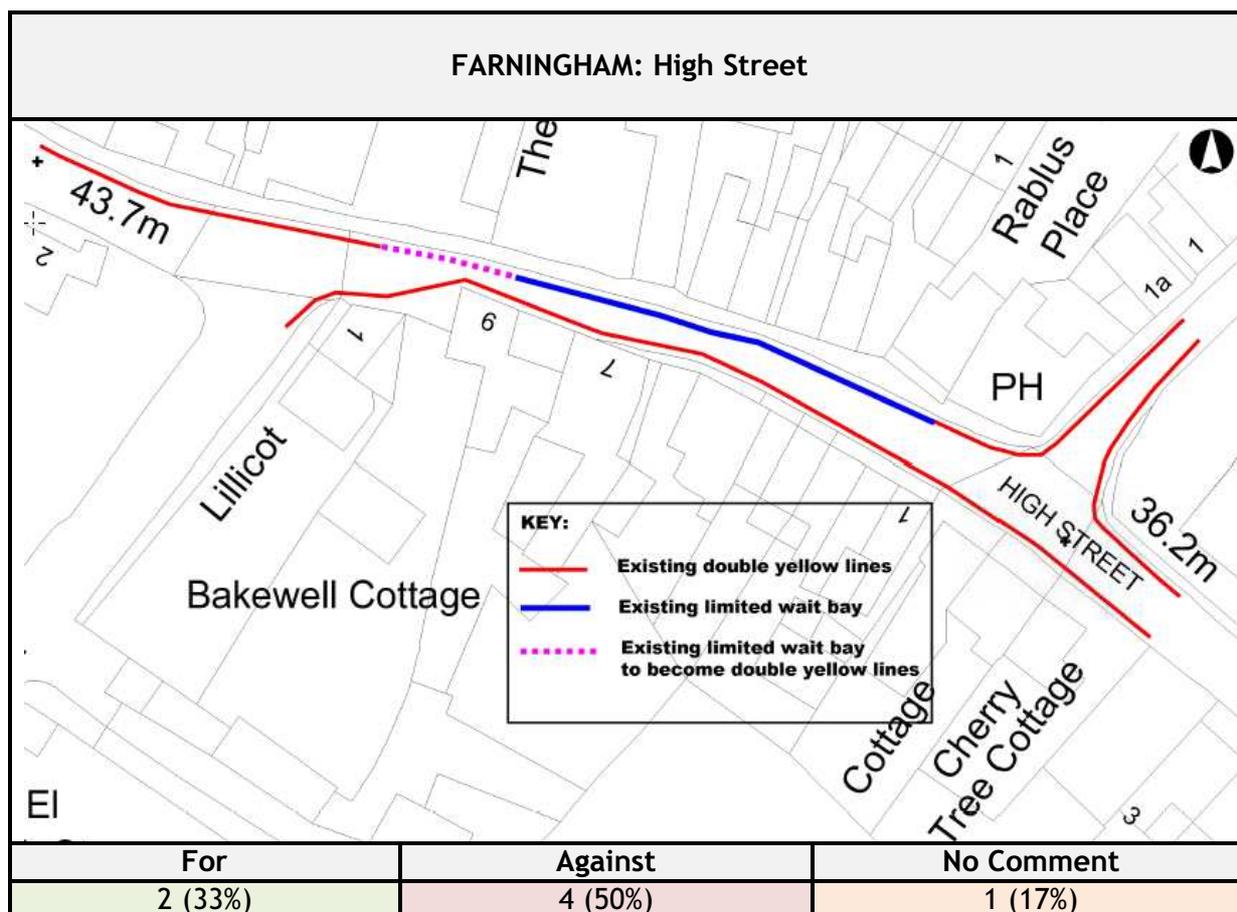


## APPENDIX 2 - FARNINGHAM PARKING PROPOSALS

### Statutory Consultation Responses and Officers' Comments/Recommendations



STATUTORY CONSULTATION RESPONSES	
1	Farningham Parish Council - A no waiting restriction time limited between 8.30am and 5.30pm Monday to Saturday would be preferable because of the threat inadequate parking has to existing and future business in the village. In the face of so much village infill being allowed here without adequate parking, this will also ease parking shortages for residents' social visitors at times when van and lorry traffic is no threat in the narrow road
2	If double yellow lines are installed we will lose 3 parking spaces on the High Street. Parking for RESIDENTS is difficult at present and additional restrictions will add to the pressure. I also do not believe that the double yellow lines will be policed as parking takes place on the existing double yellow lines and nothing is done about it.
3	Many house do not have off street parking. This proposal (no parking at any time) will reduce the number of parking spaces for residents. Currently we can park in the proposed area from 4pm to 9.30am. This proposal will have an adverse affect on parking availability in the High Street. The current area is 'policed' and vehicles are issued with tickets on a weekly basis. In the three years I have lived here, not one vehicle parking on the double yellow lines or in the bus stop have been issued with a parking ticket. Therefore this proposed new double yellow line area will not be policed and the reason for the change will not have the desired effect.
4	I have known that stretch of the High Street for, approaching 40 years. To my knowledge this is the first time that a property in that area has been slightly damaged. I have seen ambulances, fire engines, coaches, continental lorries,

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	buses, skip lorries and numerous other commercial vehicles proceed safely through this area. This proposal would affect the public house, the butchers, the book shop, the restaurant and therefore in conclusion, any change is unnecessary.
5	This proposal will certainly aid the crossing of the High Street by pedestrians and effectively widen the road and thus facilitate passage of traffic and decrease potential damage to property. I have 2 comments to make that will increase the effectiveness of the plan. Firstly, the "new double yellows" could in effect provide a waiting area for traffic going downhill (towards the bridge) whilst upcoming traffic passes past the narrow pinch point at Protea Cottage. As these waiting vehicles will not be as close to the kerb as parked ones, the effective gap for traffic to pass through will be reduced. This may add rather than reduce the likelihood of damage to Protea Cottage. My suggestion is that the new yellow lines be increased in length downhill, so that the "waiting area" becomes larger, reducing the probability for this to occur. Secondly, can the area outside of Protea Cottage pinch point be kerbed, possibly down to No. 7 entrance. The extra few inches would both protect the dwelling and safeguard persons exiting No.7.
6	This is long overdue. I think also that lorries & Coaches over a certain length should be banned. This is because even with the new parking restrictions the road is still too narrow for very long HGVs and modern coaches. We often see these vehicles reversing back down the High Street.
7	I fully understand the reason for the proposal being made and sympathise with the owner of the property that is being damaged, but parking on the high street is already extremely difficult and the reduction of 3 car parking spaces only exacerbates the situation. I would like to propose that another three spaces are found in the existing double yellow line areas to compensate for the loss of parking spaces. Further up from the proposed amendment and past the entrance to Spare Penny Lane I believe one space could be made on the existing yellow lines furthest away from the SP Lane entrance without causing any danger. Additionally going down the hill in the area opposite Cherry Tree Cottage there are double yellow lines either side of the bus bay and I believe further down in this area again another two car parking spaces can be made. I stress that I do understand the frustration of the inhabitants of the house that is being damaged as the renovation greatly enhances the appearance and maintains the beauty of the village but I also believe some thought should be made towards the other inhabitants who already have to park half way towards Eynsford on returning home from a busy day's work. Therefore my statement is not one of objection nor approval but a way of seeking a compromise for the benefit of all

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#### OFFICERS' COMMENTS/RECOMMENDATION

The comments made about parking pressures in the village are acknowledged. The main purpose of the proposals is to prevent the damage that is being caused to a nearby property. This may not be achieved by relaxing the proposed double yellow lines to a single yellow line (to allow parking at certain times), even though a single yellow line would represent an improvement on the current situation, which allows parking there at any time of the day (albeit restricted to a limited wait at certain times). The width of the carriageway at the narrowest point is 4.74m, but the parking bay is 1.89m wide, so the current width available to passing traffic between the parking bay and the property that is just 2.85m. The proposed double yellow line restrictions would result in a loss of 3 on-street car parking spaces, but would reduce the risk of damage to the property by increasing the road space available to passing traffic.

However, in view of the concerns raised about parking in the village, it is recommended that the parking proposals be implemented over the extent drawn, but reduced from double yellow lines to a single yellow line, prohibiting parking from Monday to Saturday between 8:30am and 5:30pm. The owner of the property being damaged has indicated that a relaxation of the restriction would be an acceptable compromise. It is also recommended that the situation be monitored, and that the introduction of double yellow lines is reconsidered, should the property continue to be damaged after the single yellow line has been introduced.