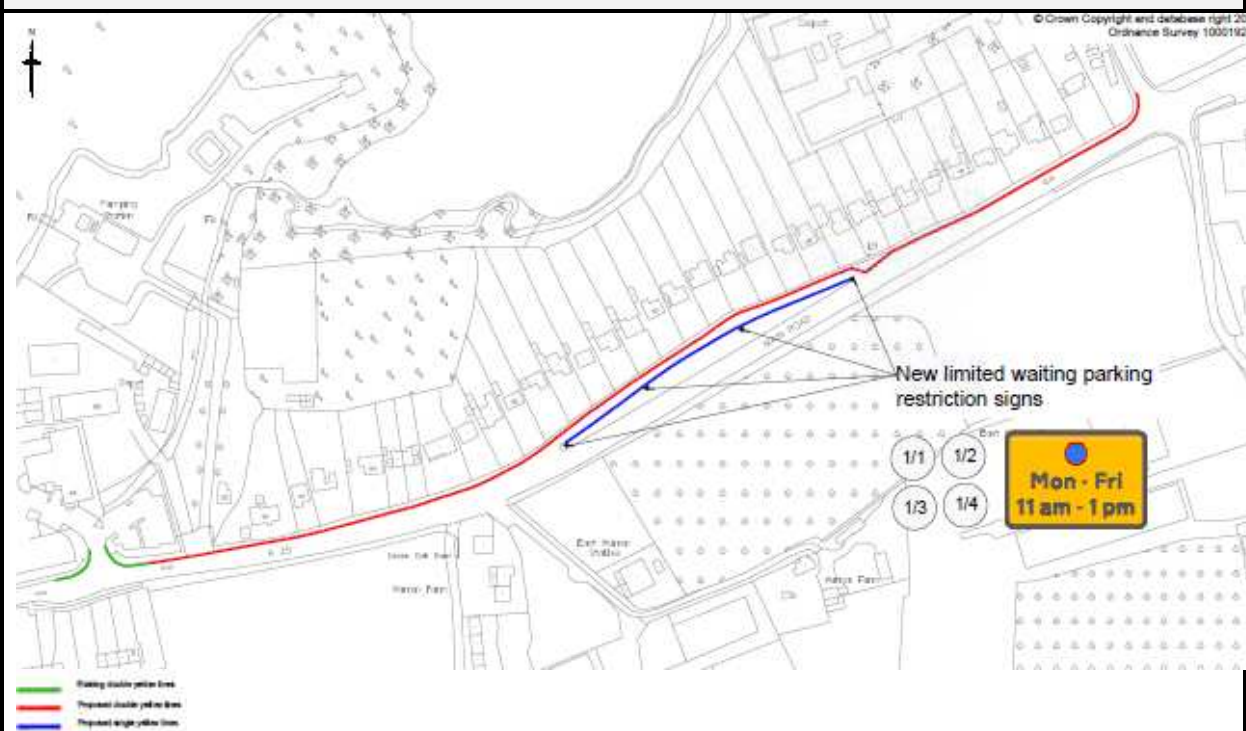


APPENDIX 3 - SUNDRIDGE - MAIN ROAD (A25) AND SERVICE ROAD
 Description and Plan of Parking Proposals, Details of Objections and Officers' Comments/Recommendation, and Details of Responses in Support For Decision

SUNDRIDGE: Main Road (A25) and Service Road



Description	Proposed Change
Northwest side of service road, from a point 15m northwest of the access to nos. 84 & 88 Main Road (A25), north eastwards to the western end of the service road	New double yellow line (no waiting at any time) parking restriction
Northwest side, from the south western kerb line of the access road to Dunbrik household waste site, south westwards to the eastern end of the service road	New double yellow line (no waiting at any time) parking restriction
Northwest side, from its junction at its western end with Main Road (A25), eastwards for its entire length to its junction at its eastern end with Main Road (A25)	New double yellow line (no waiting at any time) parking restriction
Southeast side of service road, from its junction at its western end with Main Road (A25), eastwards for its entire length to its junction at its eastern end with Main Road (A25)	New single yellow line (no waiting between 11am and 1pm, Monday to Friday) parking restriction
Number of Objections	3

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Details of Objections	
1	I object to the proposals as there is minimal disruption caused by parking arrangements currently in place, and added restrictions will remove safe parking places for all drivers. The proposals do not include alternative sites for drivers to take a safe break, and the added restrictions could just lead to problems elsewhere. I drive along the A25 in the direction of Westerham, and delays are caused by vehicles parking inappropriately directly on the A25 in Sundridge and Brasted. Restricted parking in the service road on Main Road will result in vehicles parking directly on the A25 leading to accidents and traffic delays. There is no problem to solve here; just a few residents promoting the 'not in my back yard' message. I am objecting to the proposals because the proposals do not provide alternative safe parking for drivers needing to take a break should further parking restrictions be put in place.
2	The service road currently causes very limited problems and vehicles generally park as directed by existing signage. There are very few places in the immediate area for drivers to take a break in safety. The service road provides a safe environment for all drivers, especially those drivers who have to take enforced breaks. Some of the residents have arranged for some restrictions to be in place for parking directly opposite their entrances; this appears to be effective. I object to the proposals on the basis that there is no overall need to alter parking arrangements in the area, and that the removal of a safe parking environment may lead to drivers parking dangerously elsewhere thus not solving any problems but just moving them on to somewhere else.
3	I am strongly against the proposal of both double and single yellow lines outside my property. We have carers regular throughout the day/evening and can often stay over three hours. Also other professionals. I have regular visits from family members. Plus it will devalue our property. As a resident for over 18 years we can not understand why it now needs to be changed be cause of new comers.

Officers' Comments/Recommendation
<p>Comments: These parking proposals were requested by the local community via a petition signed by a vast majority of the residents of the section of Main Road concerned. Even two of the objector's names appeared on the petition, indicating that they were originally supportive of restrictions. Most if not all of the properties fronting this section of Main Road have off-street parking, so the parking proposals will have little or no detrimental effect of parking amenity for the residents. However, residents have historically experienced difficulties using their driveways due to inconsiderately parked vehicles near the entrances. A scheme involving advisory white road markings at the entrances to the driveways that was introduced a few years ago to improve this situation has had limited success. The proposed single yellow line on the southeast side of the service road will only operate for a 2 hour period between 11am and 1pm, Monday to Friday. Outside of this period, parking will remain uncontrolled for vehicles under 7.5 tonnes maximum gross weight, and will be available for most drivers for taking breaks, for visits from carers, other professionals and family members. Based on the petition and the responses in favour, most residents are supportive.</p> <p>Recommendation: It is recommended that the objections be set aside, and the proposal be implemented, as drawn.</p>

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Responses in Support	
1	Having lived here for over 20 years the access to and from our property has developed into a daily problem. This is due to day and night long term inconsiderate parking, even down to abandoned vehicles. We are in favour of the said proposal of restricted parking in the service road.
2	I live on the service road and am not happy with the number of people parking on either side, making access very difficult
3	Because some people park their cars there all day and go to work.
4	To stop cars and huge lorries parking across my drive or blocking me in! To also prevent people from parking up on the kerb right next to my drive entrance obstructing my view to the roads and making it very dangerous when I'm trying to enter/ exit in my car with my children.
5	I am a resident of the layby and the last few years have been absolutely awful to live here. I welcome all the changes that are proposed by the council
6	Stop parking across driveway.
7	I am fed up with people using the road as a car share car/van park for the M25. When friends and family turn up there is nowhere to park.
8	To enable easier access to our driveway which can be hazardous with cars and larger vehicles parked on the opposite side of the road. To stop fouling of the kerbside grass with waste matter and litter.
9	The proposals will provide access to our properties which is currently compromised sometimes by people using the road and slip road all day for parking. They even stop in the bus stop or block drives to look at phones or maps. We recently had a couple of burglaries where the vehicle used was parked on the main road. Restrictions might make it harder or more noticeable if burglars target the neighbourhood in future.
10	Drive fronts onto the service road, it is very dangerous to pull out onto the A25 when cars are parked as you can not see the on-coming traffic. In addition, the cars often park over the drive making access difficult.
11	Inconsiderate parking, restricted access, noise, litter, dumped cars, crime, public urination, verbal abuse, safety
12	Parked cars, often with two wheels on the pavement, often force me to walk in the road which can be dangerous. It is especially difficult/dangerous for people with limited mobility or pushchairs.
13	The proposals should the reduce risk of accidents on a (proven) dangerous bend. Parked vehicles significantly increase the risk.
14	The proposal will improve the safety of access to and egress from my property. Parked vehicles severely restrict visibility when joining a 40mph highway were the speed limit is frequently ignored
15	intolerable parking problems in particular restricted access to driveways
16	The situation in the layby is getting worse by the day. I had a car parked outside my house for about 2 months before Christmas without being moved. It was then moved outside my next door neighbours. The changes will prevent that happening.

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17	Too many non-residents come in tom the area and use this area as a car park and often leave their cars for long periods of time, giving no consideration to those residents that do live in the area. Antisocial behaviour has increased with people often being rude and confrontational when asked to not obstruct driveways.
18	I have recently found great difficulty in exiting and entrancing my address due to parked vehicles either side of my gate. My car is used several times a day. With vehicles parked tight either side of the gate, I have no clear vision for entering the Main A25 road and have to edge out actually on to the road before either turning left or right. As most vehicles are well in excess of the speed limit, this is not a desirable action. Even less desirable is travelling back from the Sevenoaks direction and having to sit in the middle of the road for anything up to 2 minutes with fast traffic coming towards you and at the same time approaching from the rear in order for me to turn across the road and then stop double parked alongside the parked vehicle so that I am now taking up the eastbound carriageway in order for me to swing out and reverse down my path (I have no facilities for turning on my driveway). This is a downright dangerous situation to be in and should you think I am over exaggerating, I invite you or one of your officials to accompany me in my car so that you are fully aware of the seriousness of the situation. I fully support your proposals.
19	I have no real objection to the new parking restrictions as any visitors will be able to drive into my driveway as they do now. It is proposed that there be double yellow lines outside my property. I assume there is exemption for the post office van that delivers in Main road? I and my neighbours occasionally have goods delivered by courier; I assume the drivers will not be ticketed for a short stop & go. Road users frequently stop briefly outside 58-64 (if there are not parked cars). Mainly to use their mobile phones, sometimes to swap drivers, before they join the motorway system. Would the double yellow line prevent vehicles from stopping? I wonder if a single yellow line from 56 to 70 may be more appropriate? Is a restriction of 2 hours sufficient? Would 10am to 2pm be more effective?
20	Re proposed parking restrictions at Main Road and service road Sundridge, I confirm I am in full, agreement with your proposal my only reservation is that people will start to park on the Grass area between the service road and main road.
21	In response to the parking proposal on main road Sundridge, I wish to support this.
22	I wholeheartedly support the proposal, but fear that while it may prevent or deter some of the parking, it could well generate and/or cause parking on the grass verges opposite the proposed double and single yellow lined areas. Some of the parking in the lay-by is generated by occupants of the offices nearby, as staff often walk back to cars parked there for lunch, some is by residents, visitors and occupants of the bungalows accessed from the lay-by, but there are others that arrive in a number of vehicles, park and then get into one and drive off to their mutual destination, returning after working hours and thus saving traveling costs for the sharers, and some vehicles appear to be parked there almost permanently and rarely driven. The longer term parkers may well be tempted to use the verges and this has occurred in the past when workers parked on the verges when the offices were being developed. I am of the view that the proposed controls should be extended to provide double yellow lines along the verges opposite the new double yellow lines proposed.

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Responses in Support	
23	I am writing to confirm my support in relation to the parking proposal
24	I am writing to confirm my support in relation to the parking proposal
25	I am writing to confirm my support in relation to the parking proposal
26	I am writing to confirm my support in relation to the parking proposal
27	I am writing to confirm my support in relation to the parking proposal

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Responses in Support	
27	