

APPENDIX 1B - HALSTEAD PARKING PROPOSALS
Statutory Consultation Responses and Officers' Comments

| 1. Church Road | | |
|-----------------------|---|------------|
| Proposal 1a | New 10m length of double yellow line restrictions on the northeast side at its junction with Station Road | |
| For | Against | No Comment |
| 1 (25%) | 3 (75%) | - |

| | | |
|--------------------|--|------------|
| Proposal 1b | New 6.5m length of double yellow line restrictions on the southwest side at its junction with Knockholt Road | |
| For | Against | No Comment |
| 1 (25%) | 3 (75%) | - |

| 2. Knockholt Road | | |
|--------------------------|---|------------|
| Proposal 2a | New 18m length of double yellow line restrictions on the northwest side at its junction with Otford Lane. | |
| For | Against | No Comment |
| - | 3 (100%) | - |

| | | |
|--------------------|---|------------|
| Proposal 2b | New 20m length of double yellow line restrictions on the southeast side at its junction with Church Road. | |
| For | Against | No Comment |
| - | 3 (100%) | - |

| 3. Otford Lane | | |
|-----------------------|--|------------|
| Proposal 3a | New 10m length of double yellow line restrictions on the northeast side at its junction with Station Road. | |
| For | Against | No Comment |
| 1 (25%) | 3 (75%) | - |

| | | |
|--------------------|--|------------|
| Proposal 3b | New 12m length of double yellow line restrictions on the southwest side at its junction with Knockholt Road. | |
| For | Against | No Comment |
| 1 (25%) | 3 (75%) | - |

APPENDIX 1B - HALSTEAD PARKING PROPOSALS
Statutory Consultation Responses and Officers' Comments

| 4. Station Road | | |
|--------------------|--|------------|
| Proposal 4a | New 10m length of double yellow line restrictions on the northwest side at its junction with Church Road. | |
| For | Against | No Comment |
| 1 (25%) | 2 (50%) | 1 (25%) |
| Proposal 4b | New 15m length of double yellow line restrictions on the southeast sides at its junction with Otford Lane. | |
| For | Against | No Comment |
| 1 (25%) | 2 (50%) | 1 (25%) |
| Proposal 4c | New 19m bus stop clearway restriction at the existing bus stop on the southeast side near its junction with Otford Lane. | |
| For | Against | No Comment |
| 1 (25%) | 2 (50%) | 1 (25%) |

COMMENTS RECEIVED VIA SURVEY WEBSITE DURING STATUTORY CONSULTATION

| No. | Response Text |
|-----|---|
| 1 | <p>These restrictions will simply cause those that park at the junction to park across or unreasonably close the driveways of the adjacent properties on Knockholt Road instead, exacerbating an existing problem. As this is a narrow lane, these actions will, and already do, make ingress and egress to / from the driveways at least as dangerous as the perceived threat at the crossroads. The problem is simply shifted somewhere else, so not a solution.</p> <p>Additionally, having been a resident of this area for many years, it is quite apparent that the most of the parking issues at this junction are limited to the periods of the local school morning drop-offs and afternoon pick-ups. Therefore the only concession would be to consider time based parking restrictions at the junction e.g. 8am - 9am and 3pm - 4pm, with appropriate signage in keeping with village character.</p> |
| 2 | <p>Introduction of this scheme will merely move the parking away from the junction. Further parking along Knockholt Road raises a potential hazard because it will narrow the road into a single track towards the bend just past the village shop. This will result in an issue for passing cars and buses.</p> |

APPENDIX 1B - HALSTEAD PARKING PROPOSALS
 Statutory Consultation Responses and Officers' Comments

| | |
|---|---|
| 3 | I feel these parking restrictions are needed to make it safer for motorists, cyclists and pedestrians at these junctions. My major concern is that will also make it far easier for the persistent drivers that drive at very high speed through this village, because at the moment the parked cars does seem to slow them down. I feel very strongly that the speeding issue through this village is something that needs to be addressed urgently and in my view is just as important if not more of a safety issue. |
| 4 | I live on Knockholt Rd and it is a dangerous road because of the speed of passing traffic and not because of parked cars which in effect slow down traffic. I am concerned for the parents with children who will have no near place to park when picking up or delivering children to the school. This "inconvenience" if that's what it is is of no more than a quarter of an hour . Compared to the distress of trying to find parking further afield in all weathers and with little ones in tow , my feeling is that support should be given to making their lives safer and not place more hurdles in their way. Lastly, cars which currently park at the crossroads will merely shift their location a few yards up the road toward the shop (Hancocks) and recreate existing congestion in another already congested situation and also make access to the shop more difficult. |

COMMENTS RECEIVED VIA LETTERS DURING STATUTORY CONSULTATION

| No. | Response Text |
|-----|---|
| 5 | We fully approve of the proposals and look forward to a team of yellow line painters arriving to carry out the work |

| | |
|--|--|
| Officer Comments/ Recommendation: | <p>The double yellow line restrictions proposed at this crossroads and at the start of the slight bend in Knockholt Road will improve the inter-visibility of road users and the movement of traffic turning into and out of the junction, thereby reinforcing the advice given in the Highway Code about not parking at junctions, on bends or where it would cause an obstruction. The restrictions will also facilitate the routine maintenance of the road gullies at the junction. With any "junction protection" restrictions there is a possibility of parking displacement in to the surrounding area. However, vehicles parked away from the junction and bend are likely to cause less of a hazard to other road users.</p> <p>With this in mind it is recommended that the objections are set aside and the proposals are introduced as drawn.</p> <p>There was no statutory requirement to consult about the proposed bus stop clearway restriction, as this can be introduced without the need for a traffic regulation order. This proposal has therefore been included in this report for information only.</p> |
|--|--|