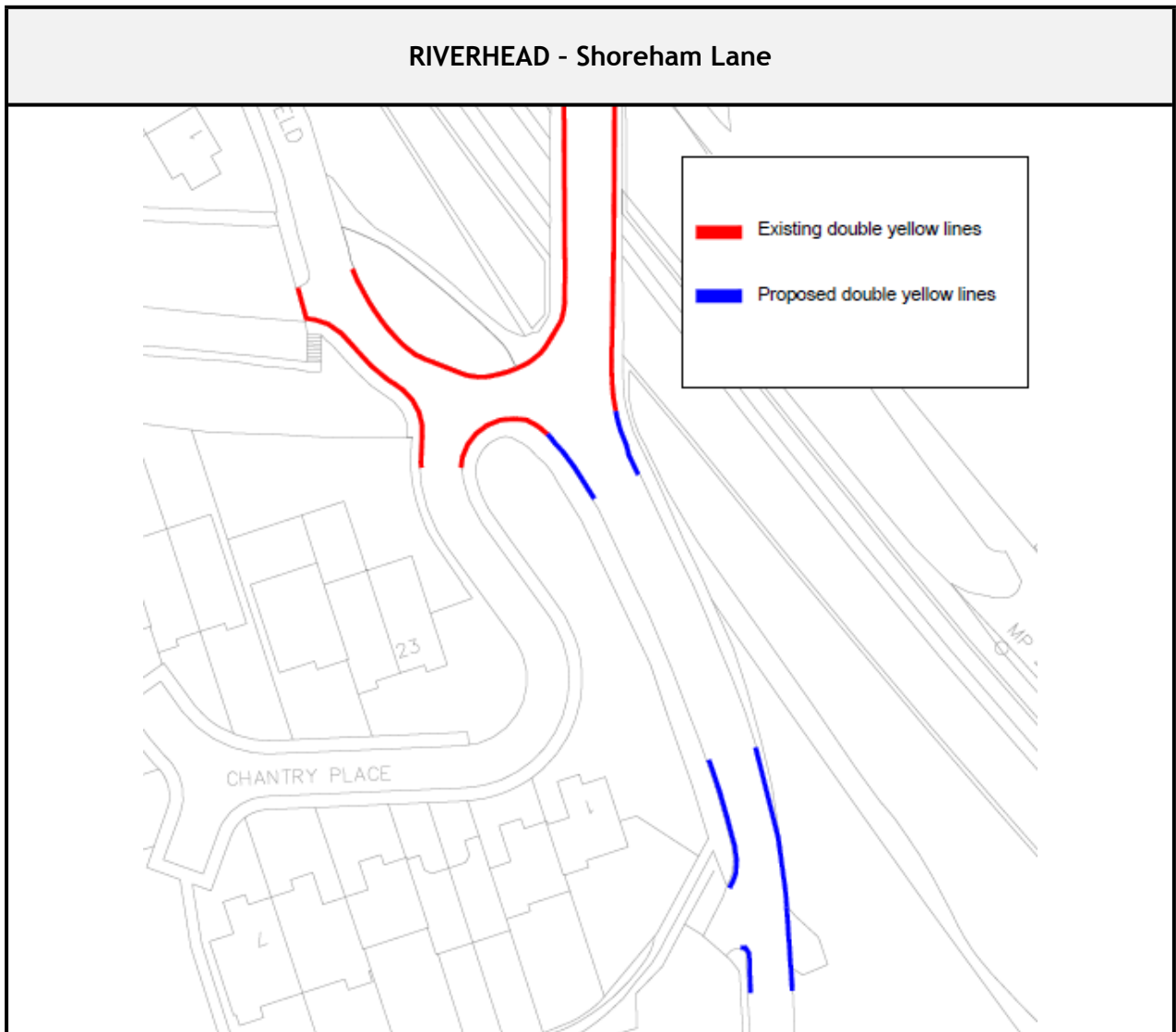


**APPENDIX 8 - FOR DECISION
RIVERHEAD - SHOREHAM LANE - PARKING PROPOSALS**

Description and plan of parking proposals, objections and other comments received
and Officers' comments/recommendations



Description	Proposed Changes
Both sides, south of its junction with Church Field	New double yellow line restrictions (no waiting at any time)
Both sides, near public footpath SR213	

DETAILS OF OBJECTIONS RECEIVED	
1	The length of the additional proposed (blue) lines is still not sufficient to ensure that a car approaching the bridge has enough time to move passed any parked vehicles and back into the left hand lane before rounding the corner - potentially into oncoming speeding traffic (Shoreham Lane is regularly used as a high speed cut through) !! It remains highly dangerous and an accident waiting to happen. On that basis, I object to the proposal.

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2	These proposals are insufficient. Double yellow lines should be continuous along this section of Shoreham Lane to prevent parking entirely. Vehicles parked between the proposed double yellow lines create a potential hazard because sight-lines obscure the approach of other vehicles in the opposite direction. As a resident in the road for the past 36 years, I have experienced near-misses on several occasions due to this hazard, and vehicles using Shoreham Lane as a short cut travel too fast in a narrow lane with no footpaths for most of the length of the road. Parking should not be allowed here AT ALL.
3	The proposals are not safe. They will still enable cars to park along Shoreham Lane where the road is too narrow; the proposals will not improve visibility; and they will push the parking problem down into local roads (Church Field and Amherst Place) which already experience non residents leaving their cars on the road all day causing parking problems for local residents and blockage for bin lorry/delivery lorries. Shoreham Lane also has overgrown foliage that the council should come to deal with, and where appropriate the residents with gardens joining on should cut back appropriately to improve visibility and access for residents, especially with children, to walk along safely where there is no footpath.
4	Insufficient!! The proposed restrictions DO NOT address the safety concerns residents have raised. Continued parking on the remaining section will not mitigate the collision risk already highlighted. Please, please fill in the gap.

DETAILS OF OTHER COMMENTS RECEIVED	
1	This proposal is absolutely essential for safety reasons.
2	The road is narrow. There is a danger of driving on the wrong side so as to be passing the parked cars and I have had 2 near misses by people using the Lane as a cut through when I have had to drive on the wrong side around the bend and someone has been speeding towards me.
3	Double yellow lines would greatly help us to come in and get out of our drive as we face a daily struggle to come out of our property and turn right or coming into our property from the centre of Riverhead. When a car is coming in the opposite direction, it stops in front of our drive because cars are parked up to or partly on our drive and we cannot turn into it. Recently several lorries have been stuck just before our entrance blocking the access and had to reverse up to Churchfield. When a large car is parked next to our drive, a fire engine would not have to space to come through. When we expect a delivery that will require a vehicle bigger than a van, we have to park our cars just outside our drive to stop other cars parking there so we can free the road for the delivery or try to have item deliver on a Saturday.

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4	Parking poses a danger to cars driving up Shoreham Lane, particularly for residents.
5	Parking along this stretch of road is occurring next to the pavement on the left as you come along Shoreham Lane passing Chantry Place on your left heading towards the bridge. This is forcing all cars to drive on the right hand side of the road approaching a blind bend in the road where the railway bridge is. So many cars are parking on this stretch it is impossible to see any traffic coming in the other direction and as cars come around the corner, unaware of the parked cars on the right hand side of the road it is only a matter of time until an accident happens.
6	Additional lining should reduce the risk of accidents and emergency vehicle access. It is also likely to prevent the recurrence of lorries being stuck and police being called out to resolve the blockage.
7	Current commuter parking is dangerous to drivers
8	Restricts parking at narrow points, where visibility is reduced, passing another car is difficult and exiting driveways and Amherst Place/Churchfields is very hazardous, which also occurs on a bend in the road. Cars coming from A25 unable to see what is coming from London Road, on the wrong side of Shoreham Lane, due to parked cars. Allows a few cars to be parked where road is slightly wider and cars can pass each other easily.
9	Ridiculous that you will still allow parking here, but the lines must be extended from their current position, as they currently serve no purpose whatever.
10	To avoid a blind spot whilst driving north with traffic driving south.
11	Existing parked cars causes cars to drive on wrong side of road near bend in road.

OFFICERS' COMMENTS/RECOMMENDATIONS

COMMENTS:

The objections received to this parking proposal were to the extent of the proposed parking restrictions, rather than the restrictions themselves, with many requesting that parking in the entire section of Shoreham Lane, citing safety as a reason.

However, Shoreham Lane currently has an excellent safety record, which may be in part because parked vehicles on this lightly trafficked road currently have a general calming effect on its users, due to the reduced visibility and pinch-point they create.

The removal of further parking there may give rise to higher traffic speeds and encourage the use of Shoreham lane as a rat run, which in turn could increase the risk of collisions.

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Increasing the extent of the current proposals would require the approval of KCC as highway authority and if agreed, would form a new proposal and would require re-advertisement, for which there is currently no budget at present.

RECOMMENDATION:

It is recommended that the objections be set aside, and the proposal be implemented, as drawn.