

Agenda

Joint Transportation Board

Tuesday

19 March 2024

at 7.00 pm

The Guildhall
St Peter's Place
Canterbury
CT1 2DB

Membership of the Joint Transportation Board

Quorum - 4 Members (2 from the County Council and 2 from the City Council)

City Councillors	County Councillors	Parish Councillor
Councillor Ricketts (Chair)	Mr Watkins (Vice Chair)	Mr Atkinson
Councillor J Stockley	Mr Baker	(see below)
Councillor D Thomas	Mr Brady	
Councillor Bland	Mr Dance	
Councillor Bothwell	Ms Dawkins	
Councillor Buckman	Mr Marsh	
Councillor Moses	Mr Sole	
Councillor Smith	Mr Thomas	

The parish and town council representative is nominated by the Area Committee of the Kent Association of Parish Councils and may speak at meetings of the Joint Transportation board but may neither vote nor propose a motion nor an amendment.

NOTES

1. Members of the public may speak at meetings of the Committee so long as they contact Democratic Services by 12.30pm the working day before the meeting.

2. Everyone is welcome to record meetings of the Council and its Committees using whatever non-disruptive methods you think are suitable. If you are intending to do this please mention it to the Democratic Services Officer and do not use flash photograph unless you have previously asked whether you may do so. If you have any questions about this please contact Democratic Services (members of the press please contact the Press Office).

Please note that the Chair of the meeting has the discretion to withdraw permission and halt any recording if in the Chair's opinion continuing to do so would prejudice proceedings at the meeting. Reasons may include disruption caused by the filming or recording or the nature of the business being conducted.

Anyone filming a meeting is asked to only focus on those actively participating but please also be aware that you may be filmed or recorded whilst attending a council meeting and that attendance at the meeting signifies your agreement to this if it occurs. You are also reminded that the laws of defamation apply and all participants whether speaking, filming or recording are reminded that respect should be shown to all those included in the democratic process.

Persons making recordings are requested not to put undue restrictions on the material produced so that it can be reused and edited by all local people and organisations on a non-commercial basis.

If a meeting passes a motion to exclude the press and public then, in conjunction with this, all rights to record the meeting are removed.

3. The information contained within this agenda is available in other formats, including Braille, large print, audio cassettes and other languages.

4. Contact Democratic Services 01227 862 009,
democracy@canterbury.gov.uk

1 Apologies for absence

2 Substitute members

3 Declaration of Interests by Members or Officers

TO RECEIVE any declarations for the following in so far as they relate to the business for the meeting:-

- a. Disclosable Pecuniary Interests
- b. Other Significant Interests (what were previously thought of as non-pecuniary Prejudicial interests)
- c. Voluntary Announcements of Other Interests

Voluntary Announcements of Other Interests not required to be disclosed as DPI's or OSI's, ie announcements made for transparency reasons alone, such as:

- Membership of outside bodies that have made representations on agenda items, or
- Where a Councillor knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Councillor, relative, close associate, employer, etc but not his/her financial position.

[Note: an effect on the financial position of a Councillor, relative, close associate, employer, etc; OR an application made by a Councillor, relative, close associate, employer, etc, would both probably constitute either an OSI or in some cases a DPI].

4 Public Participation

Provided that notification has been given to Democratic Services by **12.30pm on the working day before the meeting**, members of the public may speak on any item on the agenda for a maximum of three minutes.

5 Minutes of the meeting held on 30 January 2024

6 - 10

To confirm as a true record the minutes of the meeting held on 30 January 2024.

6 Petition - Road Layout Herne Bay New Plaza

11 - 14

To NOTE the Active Travel report of the Head of Transportation (KCC) and Head of Transportation and Environment (CCC)

7 Draft Transport Strategy

Supplement to follow after publication if consultation is agreed at Cabinet

8 Annual Parking Review

15 - 207

TO CONSIDER the report from the Head of Transport and Environment. The debate will be as follows:

1. Where a Board member wishes to speak against the officer's recommendation on an item, or there is a speaker registered to speak on an item, the item will be debated and then voted upon.

2. Where debate on an item is not necessary as all Board members are in agreement with the officer's recommendation and there are no speakers registered, the recommendation will be approved by general assent.

9 Active Travel Update

To NOTE the verbal update (in addition to the report - Item 6)

10 Highway Works Programme

208 - 226

To NOTE the update from KCC Highways and Transportation

11 Monitoring of previous decisions

227 - 228

To NOTE

The attached list indicates the current position regarding decisions on highway matters.

12 Date of next meeting

Tuesday 18 June 2024 at 7pm

13 Any other urgent business to be dealt with in public

14 Exclusion of the press and public

TO RESOLVE – That under Section 100(A)(4) of the Local Government Act 1972, the public and press be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act or the Freedom of Information Act or both.

- 15 **Any other urgent business which falls under the exempt provisions of either schedule 12A of the Local Government Act 1972 or the Freedom of Information Act 2000 or both**

Joint Transportation Board
7pm, Tuesday 30 January 2024

Draft minutes

Present:

Councillor Alex Ricketts (chair)
Dan Watkins (KCC - vice chair)
Councillor Dane Buckman
Councillor Mike Bland
Councillor Rachel Carnac (substitute)
Mark Dance (KCC)
Mel Dawkins (KCC)
Councillor Keji Moses
Robert Thomas (KCC)
Mike Sole (KCC)
Councillor J Stockley
Councillor Clare Turnbull

In attendance:

Alan Atkinson (PC representative)

Officers:

Ruth Goudie - Transportation team Leader
Andrea James - Democratic Services Officer
Hazel Waters - Highway Manager Canterbury (KCC)
Jamie Watson - Senior Programme Manager Active Travel (KCC)

JTB1. Apologies for absence

Apologies were received from Councillors David Thomas, Keith Bothwell and Naomi Smith, and from Dan Watkins (KCC), Neil Baker (KCC) and Alan Marsh (KCC).

JTB 2. Substitute members

Councillor Rachel Carnac was present as a substitute for Councillor Thomas, and Councillor Clare Turnbull for Councillor Bothwell.

JTB 3. Declarations of interest by Members or Officers

There were no declarations of any interest from members or officers.

JTB 4. Public participation

There were no public speakers for the meeting.

JTB 5. Petition - Road Layout Herne Bay New Plaza

A petition from Mrs Baxter titled 'Road Layout Herne Bay New Plaza' was received. The Chair confirmed that the petition would be referred without discussion to the next meeting of the Joint Transportation Board, to be held on 19 March 2024, when Mrs Baxter would

introduce it.

JTB 6. TRO Closure of Pound Lane

The Transportation Team Leader, Ruth Goudie, introduced the report, which set out the rationale for the proposed closure of Pound Lane and the results of the statutory consultation on the advertised change to the Traffic Regulation Order.

Members of the JTB asked questions and made clarifications, including the following:

- The bollards on Pound Lane would be removable in the event of emergency.
- 900 extra vehicle movements on North Lane sounded a lot, but it carried 12-15,000 vehicle movements a day already on average.
- Pound Lane had been closed for several months already due to building works and road users had got used to it being closed without significant problem.
- Traffic would be monitored at busy times, like after a show at the Marlowe, and the ANPR car parks could be brought into play to manage traffic flow.
- The closure would be clearly visible from the westgate towers, so it was very unlikely a car would attempt to turn left in error.
- A footpath had been created from Pound Lane through to Westgate Hall as part of the housing development.
- Pound Lane had been part of a mapped cycle route for 20 years and operated as a shared space without need for a marked cycle lane, however e-bikes could go considerably faster than push bikes, so officers would monitor use and consider whether further safety measures were necessary. The design of the Westgate Square under the LUF programme was a different issue, however, to that of Pound Lane.
- The use of crossing islands, like in St Peters Street, helped to guide pedestrians to the safe place to cross.
- The views of local businesses had been recorded as 'neutral - negative' while councillors were in favour, which was a bit like the Herne Bay Plaza, which local people were now vocally rejecting. Maybe more consultation with BID members could take place.
- The closure of Pound Lane formalised an informal situation for pedestrians and traffic and improved safety for all.
- Unfortunately, the Kent Roadworks Coordinator felt the level of building work still taking place on Pound Lane meant it was too dangerous to open the lane for cycles and pedestrians any time soon. This issue would be followed up if the JTB voted in favour of the proposal, however, to see if the reopening to be expedited.
- Might removing the cars from the lane put cycles at the top of the road hierarchy, making it more dangerous for pedestrians?
- Pedestrians were safer when not sharing a space with cars as well as cycles.
- cyclists were unlikely to speed down Pound Lane when there was a major junction at its Westgate tower end, but safety and reduced speed would be important issues during the design elements of work around Westgate Towers.

It was proposed, seconded and when put to a vote

AGREED, that

The Joint Transportation Board recommend to the KCC Cabinet Member: The permanent closure of Pound Lane to motorised traffic near to the junction with St Peters Street.

Record of the voting:

For the proposal (8): Bland, Brady, Buckman, Dawkins, Moses, Sole, R Thomas, Turnbull

Against (0): none

Abstained (4): Carnac, Dance, Ricketts, J Stockley

JTB 7. Sturry Bypass

The KCC Highway Manager for Canterbury, Hazel Waters, read out a brief update from Richard Shelton (KCC) on the Sturry Bypass.

It was agreed by general assent that the JTB would request a further, fuller written update from the officer for the June JTB meeting date, as the March meeting agenda was already very full.

JTB 8. Active Travel Update Report

Jamie Watson, Senior Active Travel Programme Manager at KCC, and Ruth Goudie, Transportation Team Leader at CCC, introduced the report, which updated members on KCC's Active Travel agenda and requested that a recommendation be made to the KCC Cabinet Member that funding be sought for the construction of the Crab and Winkle extension cycle route scheme.

Members asked questions and made clarifications with officers, including the following:

- The road safety audit had not yet taken place as that usually took place at stage 3 once construction was finished.
- It was very important to have community engagement right from the start.
- The heritage of local places was also very important and needed to be recognised early on in each project and integrated into the design and implementation - possibly via a heritage toolkit to cover issues collaboratively from the beginning.
- Lessons had been learned from the Herne Bay Plaza experience.
- There needed to be more education and explanation about shared spaces.
- Rob Thomas
- Schemes should come forward from the current and new Local Plans to be considered for Active Travel inclusion and funding. Local Plan schemes would have been through the consultation process. Schemes needed to be part of a plan, not made on a whim.
- Ruth
- The Crab and Winkle had been part of the CCC cycle strategy, part of the transport strategy and part of the current 2014-31 Local Plan.
- Lots of cycle schemes had been left over from the former Local Plan that would be included in the new draft.
- The criteria for Active Travel funding was: what was relatively deliverable in a short space of time.
- The Crab and Winkle scheme was as 'shovel ready' as it could be before going to tender and had undergone a lot of consultation.
- KCC was developing a Kent-wide cycling plan as an overarching strategy, under which some schemes from the districts would be prioritised. Work was underway to collate a list of schemes that were agreed and supported.
- Community engagement on the Crab and Winkle scheme would be crucial as planning had been granted a long time ago and the biodiversity and green corridor it currently provided was very important.
- Active Travel was useful for funding but very quick, and some people new to the area may not be aware of these old schemes that had already been consulted on. More consultation on the wider area might be needed.
- The detailed design would be consulted on and local residents and businesses would be involved and re-engaged.
- The contract would include a 12-months maintenance period for the contractor, so that

any defects found during that 12 months would be under the contractor's costs. After that 12 months, the scheme would be handed to KCC for general maintenance.

- Councillors would speak to local people about these plans to gauge their interest and concerns and get a feel for how best to navigate further consultation and implementation.

It was proposed, seconded and when put to a vote

AGREED that

The Joint Transportation Board recommend to the KCC Cabinet Member: that a bid for funding be made to Active Travel England for the construction of the Crab and Winkle extension cycle route scheme and, if the bid is successful, construction should begin as soon as practicable thereafter.

Record of the voting:

For the proposal (11): Bland, Brady, Buckman, Carnac, Dance, Dawkins, Moses, Sole, J Stockley, R Thomas, Turnbull

Against (0): none

Abstained (1): Ricketts

JTB 9. Highway Works Programme

The Highway Manager for Canterbury, Hazel Waters, introduced the report, which updated members on the identified schemes approved for construction 2023/24.

Members made remarks and asked questions, including the following:

- Harbledown Little Meadow was missing from this list (page 39) for street lighting works.
- Light shielding on Roman Road (opposite Prospect Cottages) should be added to the list.
- In Appendix H - Combined Members Grant Programme Update - 2 schemes funded / supported by Mr Mark Dance (KCC) were not shown.
- An updated plan for 2024/25 would be supplied in March 2024.
- A request was made that Valley Road be added to the list for resurfacing.

The report was NOTED by general assent.

JTB 10. Monitoring of previous decisions

Members noted a verbal update and it was agreed by general assent that a renewed monitoring sheet would be supplied at the next meeting.

JTB 11. Date of next meeting

7pm on Tuesday 19 March 2024

JTB 12. Any other urgent business to be dealt with in public

There was no other urgent business.

JTB 13. Exclusion of the press and public

Not required.

JTB 14. Any other urgent business to be dealt with in private

There was no other urgent business to be dealt with in private.

Joint Transportation Board

19 March 2024

Subject: Herne Bay Active Travel Scheme update

Director and Head of Service:

KCC: Tim Read Head of Transportation

CCC: Richard Moore Head of Transportation and Environment

Cabinet Member:

KCC: Neil Baker Cabinet Member for Highways and Transportation

Key or Non Key decision:

- Non Key

Decision Issues:

These matters are within the authority of the KCC Cabinet Member for Highways and Transportation

Is any of the information exempt from publication:

This report is open to the public.

CCC ward(s):

Heron

Summary and purpose of the report:

This is a short update report summarising the scheme construction to date and the current situation with regards to ongoing feedback, review and monitoring/evaluation including a petition received by KCC on the "Road Layout Herne Bay New Plaza"

To Recommend:

That the contents of the report are noted.

Next stage in process:

Approval of the recommendation by KCC Cabinet Member for Highways and Transportation.

1. Introduction

- 1.1 KCC worked with the districts and boroughs to bring forward schemes suitable for submission to Active Travel England for funding under the Active Travel Grant fund model. CCC put forward the Central Parade closure scheme to KCC who then submitted a successful bid for funding for the scheme. The scheme started as a closure of a short length of Central Parade to all motor traffic to create a sea front plaza and event space. KCC incorporated the provision of a new cycle route from the station to the sea front to boost the funding secured from Active Travel England.
- 1.2 The scheme was discussed in detail with Local Councillors and District Council representatives in July 2022. A full public consultation exercise was carried out between between 19 September and 6 October 2022 with two drop-in events on 27

and 29 September 2022. Whilst the consultation exercise showed a mixed level of support/objection the JTB recommended to pursue the project through to construction, at the meeting of 1 November 2022.

2. Detail

- 2.1 The active travel scheme is part of a wider plan to provide cycle routes in Herne Bay to link developments south of the Thanet Way to the station, town centre and sea front. A separate bid for government levelling-up funding also includes further cycle links to the sea front.
- 2.2 The scheme that was consulted upon that formed the successful bid includes:
 - The new pedestrian and cycle way from the railway station to the park;
 - Improvements to cycling signage and infrastructure through the park, along Richmond Street, to the pier;
 - The partial road closure on Central Parade and the associated one-way traffic restrictions on Pier Avenue, St Georges Terrace, Dolphin Street and Telford Street;
 - The introduction of a 20mph speed limit around the town.
- 2.3 The Scheme began construction in July 2023 and was completed at the end of February 2024. Since construction began there have been a number of concerns raised and written representations received, including a petition which has asked KCC to “rethink this road layout for the safety and prosperity of Herne Bay residents and visitors alike. To consider alternative solutions that will alleviate traffic congestion, encourage tourism and most importantly ensure public safety”. There have also been two public meetings where locals have raised objections to the works.
- 2.4 These objections have included, but are not limited to, the closure of Central parade and the new one-way road operations. A number of the comments received were during the construction period when the works were not finished.

3. Current Status

- 3.1 KCC's Cabinet Member for Highways and Transport, Neil Baker, has committed to ensuring a working group is established and would also like to ensure additional information about the scheme origins and governance is available to the local community. This has gone on our public facing website with clear written updates about the current status of the project. Officers have been working closely with CCC, the local Member and the Cabinet Member for Highways during the construction and this is ongoing.

4. Proposed working group and terms of reference

- 4.1 A working group will be established by officers. Its purpose is to hear from a range of community leaders to understand the details around the concerns raised at public meetings and via the petition. Officers want to hear more about the specific elements of the scheme causing concern so we can address them where possible.
- 4.2 The scheme's original objectives were to improve the connectivity between the town and railway station and the pier for all users, especially those who walk and cycle. Additionally, the removal of through traffic from Central Parade will reduce the level of motorised traffic to improve links between the town and seafront. The aim is to not only improve safety around the seafront and encourage more trips to be made by walking and cycling, but also provide a direct safe link between the railway station and the pier.
- 4.3 In light of the responses to the scheme since the public consultation took place we would like to ensure we have fully considered all parts of the community and all those residents and visitors that may use the scheme.

- 4.4 In the working group, KCC and Canterbury City Council (CCC) officers will recap the purpose and objectives of the scheme. KCC will share all its designs and the monitoring and evaluation plans and listen to the concerns raised.
- 4.5 Representatives at the group are being finalised but will include representative from:
- Local business.
 - Local residents
 - Local disability users/ representative
 - Local residents that have young children and whom may also walk and cycle regularly.
- 4.6 There will also be elected members and Highways officers joining the group, consisting of:
- Dan Watkins KCC Conservative Member
 - Cllr Tom Mellish or Cllr Chris Cornell (Labour CCC councillor)
 - Officer Nikola Floodgate (KCC)
 - Officer Jamie Watson (KCC)
 - Officer Ruth Goudie (CCC)
- 4.7 The scheme is due to be fully completed by the end of February. The first meeting should take place once all work has been finished. The first meeting has now been booked with all attendees confirmed. It will take place during daylight hours, will involve a walk-round the site and a sit-down meeting after to identify key issues to resolve and some potential solutions.
- 4.8 A second meeting should take place no more than four weeks after the first meeting to consider any solutions that officers develop.
- 4.9 There may need to be one more final meeting to agree a plan if this is not already agreed at the previous meeting.
- 4.10 Any findings would need to be considered in the context of the Road Safety Audit that will take place after the scheme is fully complete.

5. Monitoring and Evaluation

- 5.1 As part of the funding agreement with Active Travel England, KCC is required to monitor and evaluate all schemes delivered via their grants. To ensure we have the required data, sensors are in place to monitor anonymous traffic flows by all vehicles and pedestrian and cycle movements, which will be looked at along with interviews with people using the route and an additional online survey designed to capture views of a range of users. ATE requires us to complete regular scheme implementation reviews and evaluation for up to three years after implementation. The findings will be shared with KCC's Cabinet Member for Highways and Transport as required.

6. Implications

(a) Financial

- 6.1 KCC secured full funding for the scheme from Tranche 3 of Active Travel England (ATE) grant fund project, which is part of the Department for Transport (DfT). KCC worked with CCC to put a bid together to ATE to construct a scheme that included all the elements listed above. This funding is ringfenced for these improvements and cannot be used for any existing maintenance or repair projects. The funding is given with conditions.

- 6.2 The scheme was designed, consulted on and delivered in line with the funding awarded to KCC. It is our responsibility to ensure we give the scheme a chance to be completed, monitored and evaluated before any decision that may be taken to amend or remove any elements of the scheme. The costs of the scheme may have to be paid back to the DfT if we did remove it in any way.

(b) Legal

Traffic regulation orders have been advertised, and if agreed will be made as confirmed orders.

7. Conclusions

- 7.1 Whilst there is a mixed response to the implementation of the recent active travel scheme in Herne Bay. Since the level of demand of walking and cycling modes is substantially lower in the winter months we do not expect to fully see the benefits of this project until the warmer months. Before any changes/amendments to the scheme are considered it is important to let the scheme 'bed in' and work closely with the working group to understand the detailed representations from all aspects of the local community. We plan to review the findings of the working group and any agreed recommendations will be passed to KCC's Cabinet Member for Highways and Transport for consideration.

Report Author:

Nikola Floodgate – Road Safety & Active Travel Group Manager

Joint Transportation Board
19 March 2024

Subject: Annual Parking Review 2023

Director and Head of Service:

Bill Hicks, Service Director, Place
Richard Moore, Head of Transport & Environment

Officer:

Richard Jenkins, Senior Transportation Officer

Cabinet Member:

Councillor Alex Ricketts - Cabinet member for tourism, movement and rural development

Key or Non Key decision:

Non Key

Decision Issues:

These matters are within the authority of Kent County Council for sealing of the Traffic Orders and the City Council for approval and funding of the Traffic Orders.

Is any of the information exempt from publication:

This report is open to the public.

CCC ward(s):

Various

Summary and purpose of the report:

The board is asked to consider the officers' recommendations regarding the implementation of proposed changes to parking restrictions in respect of which objections have been received, and to make recommendations to the KCC Cabinet Member about which proposals should be implemented.

To Recommend :

Which of the proposals, in the light of objections that have been received, should be implemented taking into account the recommendations of officers.

Next stage in process:

Referral to the KCC Cabinet Member

1. Introduction

Making changes to Traffic Regulation Orders is a lengthy and costly process involving changes to legal documents and thorough public consultation. In order to optimise the handling of these changes, most of the requests that the Council receives are consolidated into an annual review. This report concerns the proposals received during 2023.

During public consultation a number of objections have been received and the Board is asked to recommend whether each of the proposals concerned should be implemented.

2. Detail

2.1 The proposals have been examined by my officers and circulated to affected Ward and County Councillors, Kent County Council officers, the Police and Parish Councils.

2.2 The proposals have been taken to formal public consultation. Appendix 1 to this report contains maps showing the proposals. Appendix 2 is a summary of the proposals for consideration together with consultation results and officers' recommendations of the action to be taken in respect of each proposal.

2.3 Full details of the consultation responses received are included in Appendix 3 to this report.

2.4 The officers' recommendations as to whether each proposal should be implemented are broadly based on the General Provision for Traffic Regulations contained in Section 3 of the Road Traffic Regulation Act 1984.

Changes are generally considered to be justified:

- where a road safety hazard exists;
- where traffic flow on main roads is impeded;
- where access is seriously obstructed, particularly for emergency vehicles;
- where damage to the highway or to buildings is caused by particular classes of vehicle;
- where serious loss of amenity is caused

3. Relevant Council policy, strategies or budgetary documents

None

4. Consultation planned or undertaken

4.1 Public consultation took place from 18th January to 12th February this year.

4.2 A public notice was published in the Kentish Gazette and notices were placed on lamp columns in the affected roads. Letters were also sent to residents and business proprietors in the lengths of road that were most affected by the proposals.

4.3 Holders of the council's on-street parking permits were contacted individually to inform them of the proposal to increase the cost of permits and to invite their comments. Because of delays due to the recent cyber incident this part of the consultation took place between 14th February and 5th March.

5. Options available with reasons for suitability

The board can:

- a. support the officers' recommendations of the action to be taken in respect of each of the proposals;
- b. recommend amendments to any of the proposals to be implemented, provided that this is

within the scope of the proposal as consulted upon;

c. recommend that any of the proposals are not implemented;

d. recommend that any of the proposals are implemented.

6. Reasons for supporting option recommended, with risk assessment

The reasons for each proposal are detailed in Appendix 1.

7. Implications

(a) Financial Provision has been made in the council's budget for the cost of advertising and implementing the Traffic Regulation Order changes related to these proposals.

(b) Legal Changes to Traffic Regulation Orders will be made in accordance with the procedures laid down in the Road Traffic Regulation Act.

(c) Equalities No equalities impacts have been identified.

(d) Environmental including carbon emissions and biodiversity The proposed changes will lead to drivers parking in different locations but will not increase or decrease the number of parking acts. The proposals are therefore not expected to have any quantifiable environmental impact. Equality and climate change impact assessments are included as Appendices 4 and 5 to this report.

Contact Officer: Richard Jenkins, Senior Transportation Officer

Background documents and appendices

Appendix 1: Maps of the proposals

Appendix 2: Summary of proposals and officers' recommendations

Appendix 3: Detailed consultation responses

Appendix 3a: Comments from Whitstable Labour Councillors

Appendix 4: Equality Impact Assessment

Appendix 5: Climate Change Impact Assessment

**Joint Transportation Board
19 March 2024**

Annual Parking Review 2023

Appendix 1: Maps of the proposals

Canterbury Proposals



Annual Parking Review 2023
300: Proposed double yellow lines
Nackington Road, Canterbury

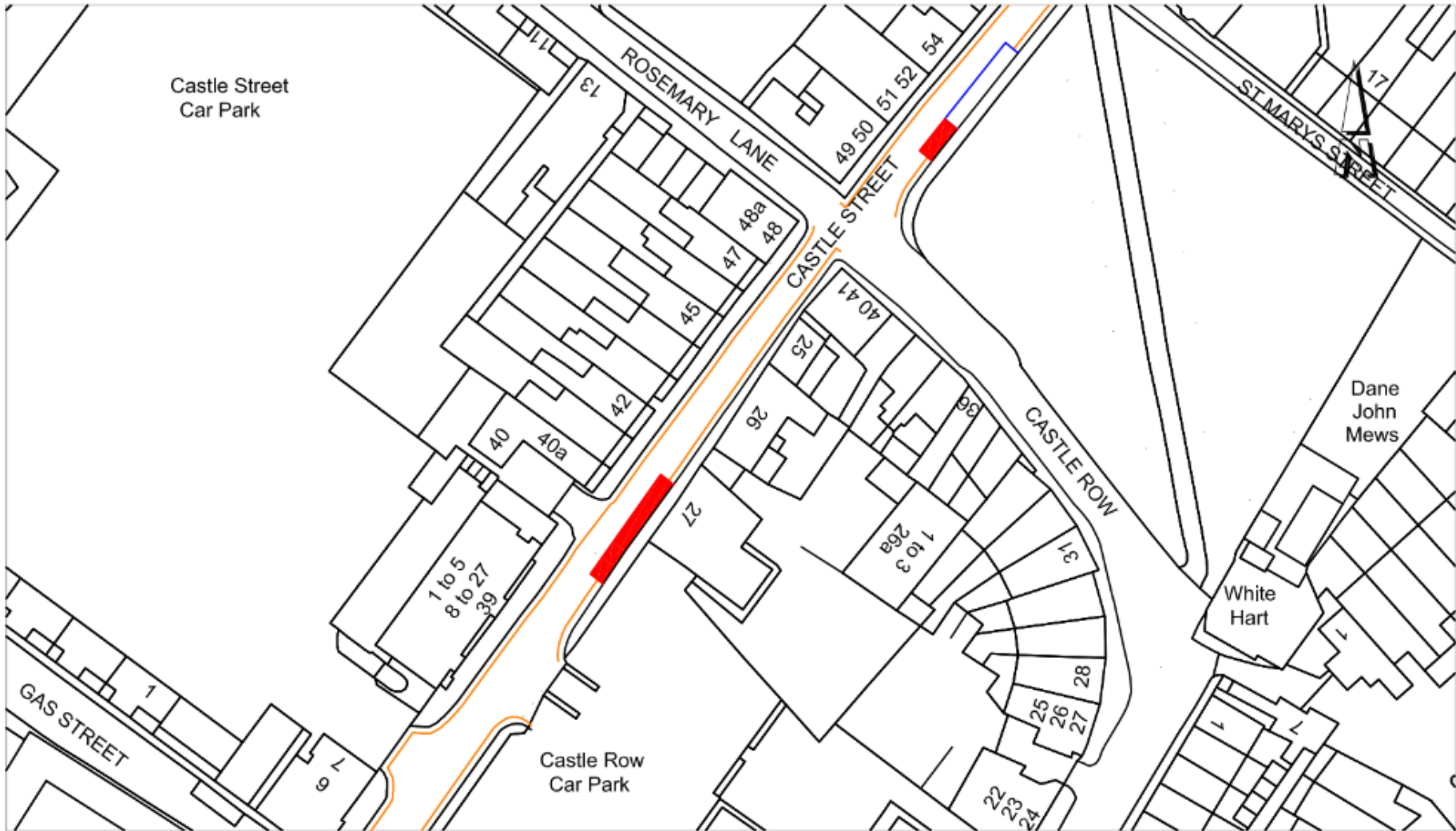
Scales: Not to Scale.
 Date: August 2023
 Drawn by: RJ

Key:

- Existing double yellow lines
- Existing no waiting 9-10am and 2-3pm Monday to Friday
- ~ Proposed double yellow lines

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Canterbury
CT1 1YW






Annual Parking Review 2023

620: Proposed parking bays

Castle Street, Canterbury

Scales: Not to Scale.
 Date: September 2023
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Existing residents' parking bay
-  Proposed residents' parking bay

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Annual Parking Review 2023

650: Proposed changes to residents' parking

Roper Rd, Mandeville Rd, Beverley Rd & Hanover PI Canterbury

Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:

- █ Existing 2 hour pay & display parking bay, 8am - 6.30pm, Mon - Sat (St Dunstan's zone)
- █ Existing 4 hour free parking bay, 8am - 4pm, Mon - Fri, (St Stephen's zone) to become 2 hour p&d parking bay 8am - 6.30pm, Mon - Sat (St Dunstan's zone)
- █ Existing free parking bay to remain

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Annual Parking Review 2023

660: Proposed loading bay




Forty Acres Road, Canterbury

Scales: Not to Scale.

Date: September 2023

Drawn by: RJ

Key:

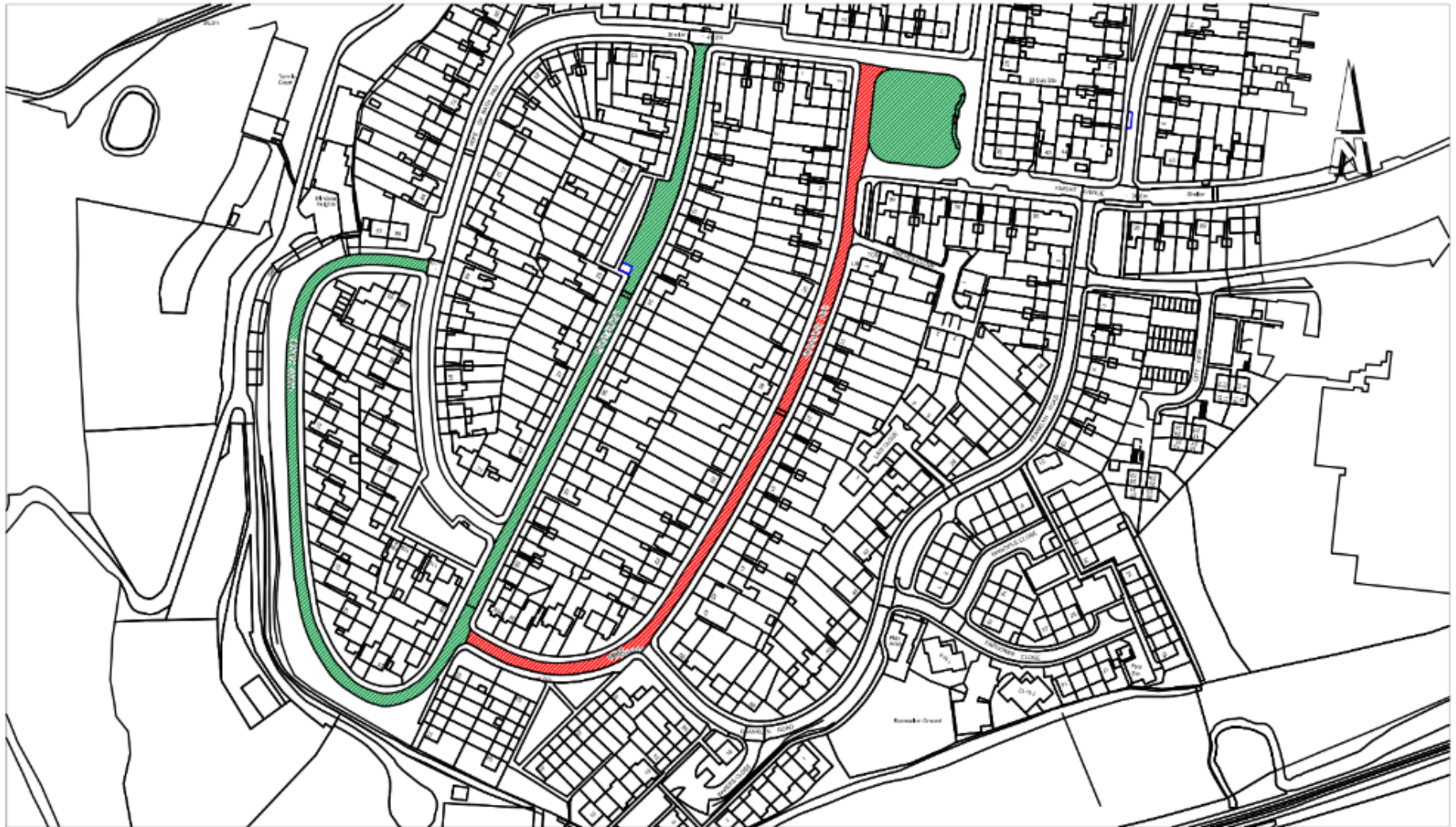
-  Existing double yellow lines
-  Existing free parking bay
-  Proposed loading bay

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Annual Parking Review 2023

690: Proposed pavement & verge parking ban

Merchant's Way, Canterbury

Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:

-  Existing pavement parking ban
-  Proposed pavement parking ban

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Annual Parking Review 2023

850: Proposed pavement parking ban

St Stephen's Hill, Canterbury

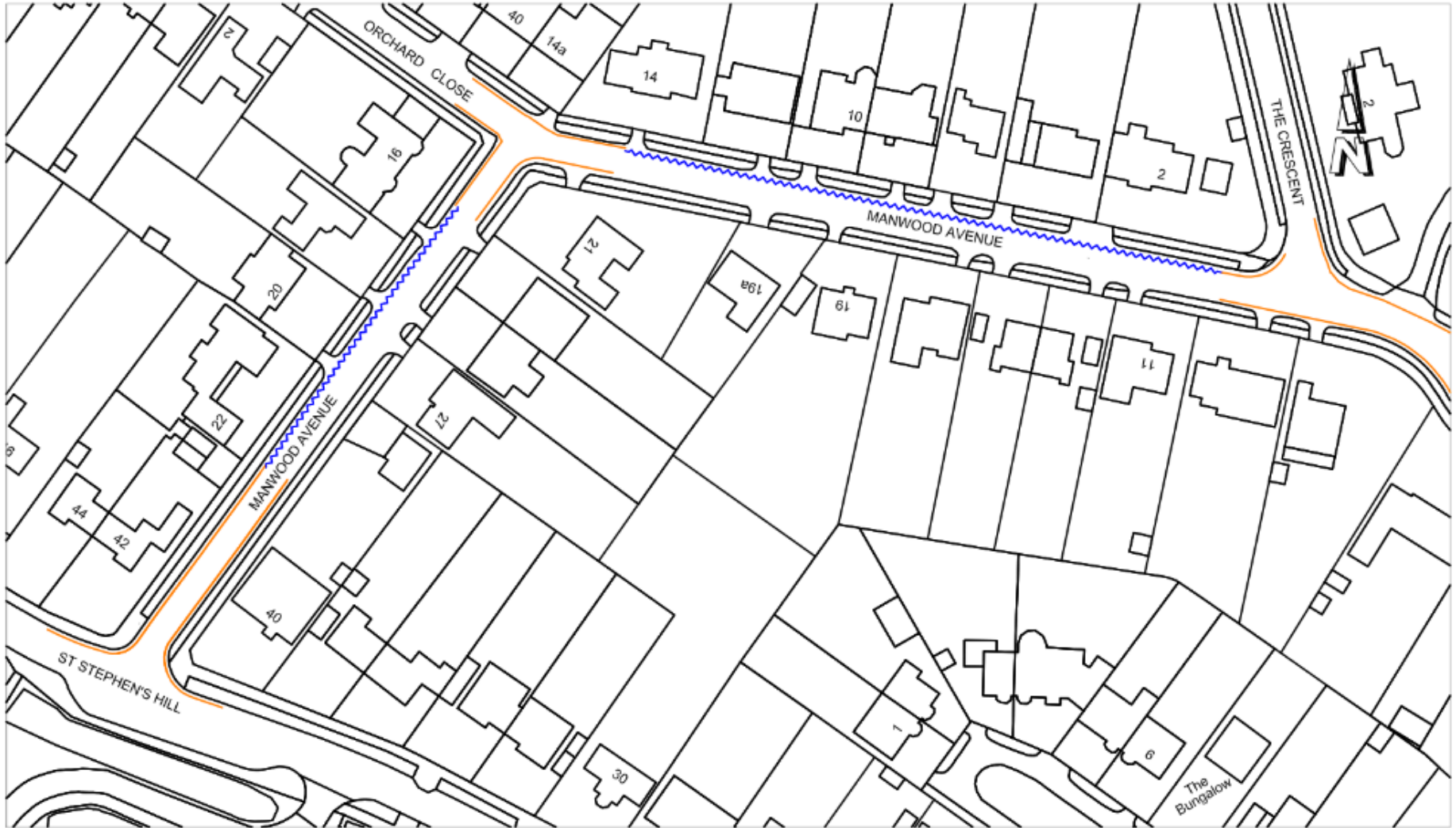
Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:

-  Existing pavement parking ban
-  Proposed pavement parking ban

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Annual Parking Review 2023
 870: Proposed single yellow lines
 Manwood Avenue, Canterbury

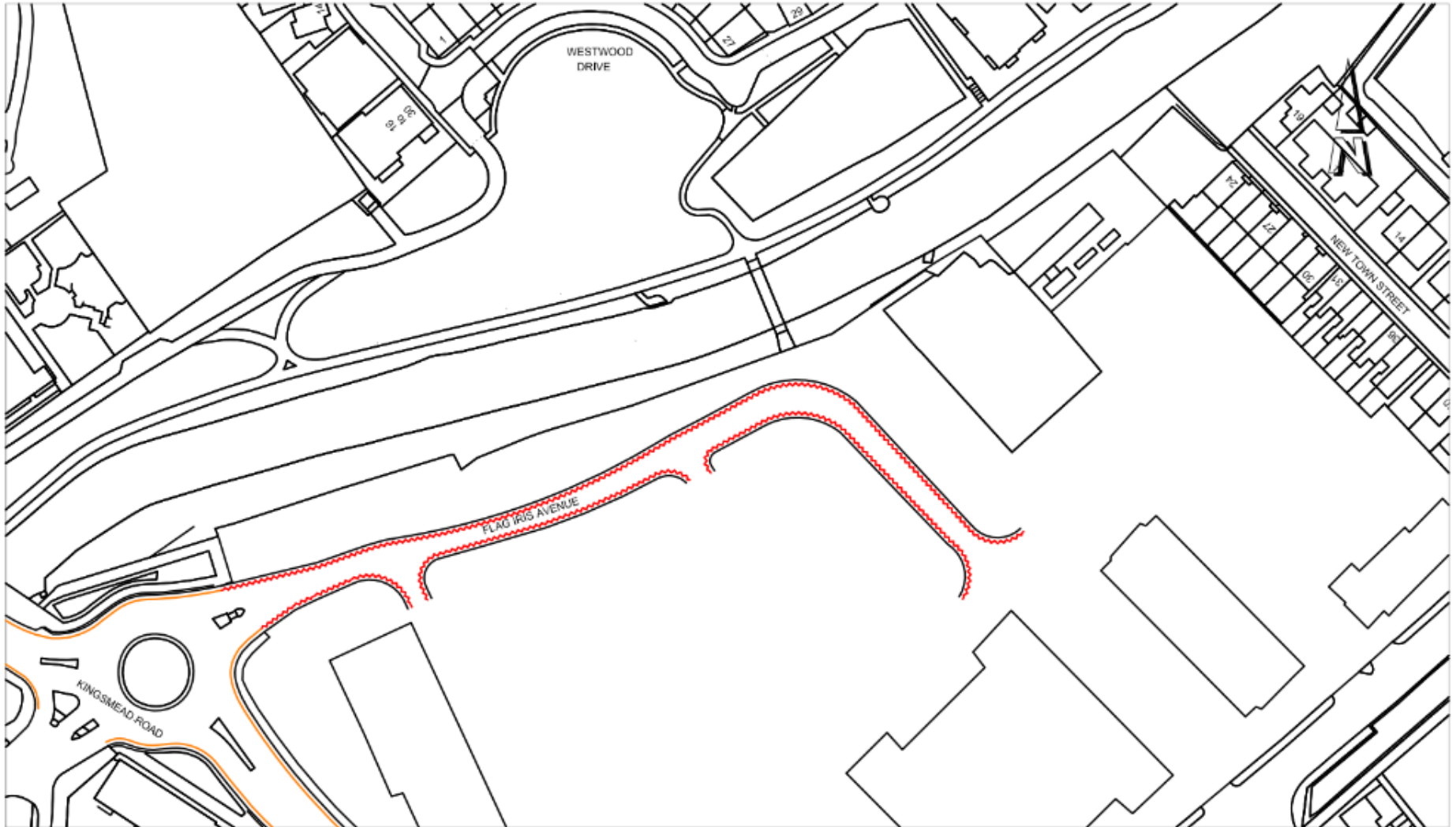
Scales: Not to Scale.
 Date: September 2023
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Proposed no waiting 8am - 6.30pm every day

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Annual Parking Review 2023
1500: Proposed parking restrictions
Flag Iris Avenue, Canterbury

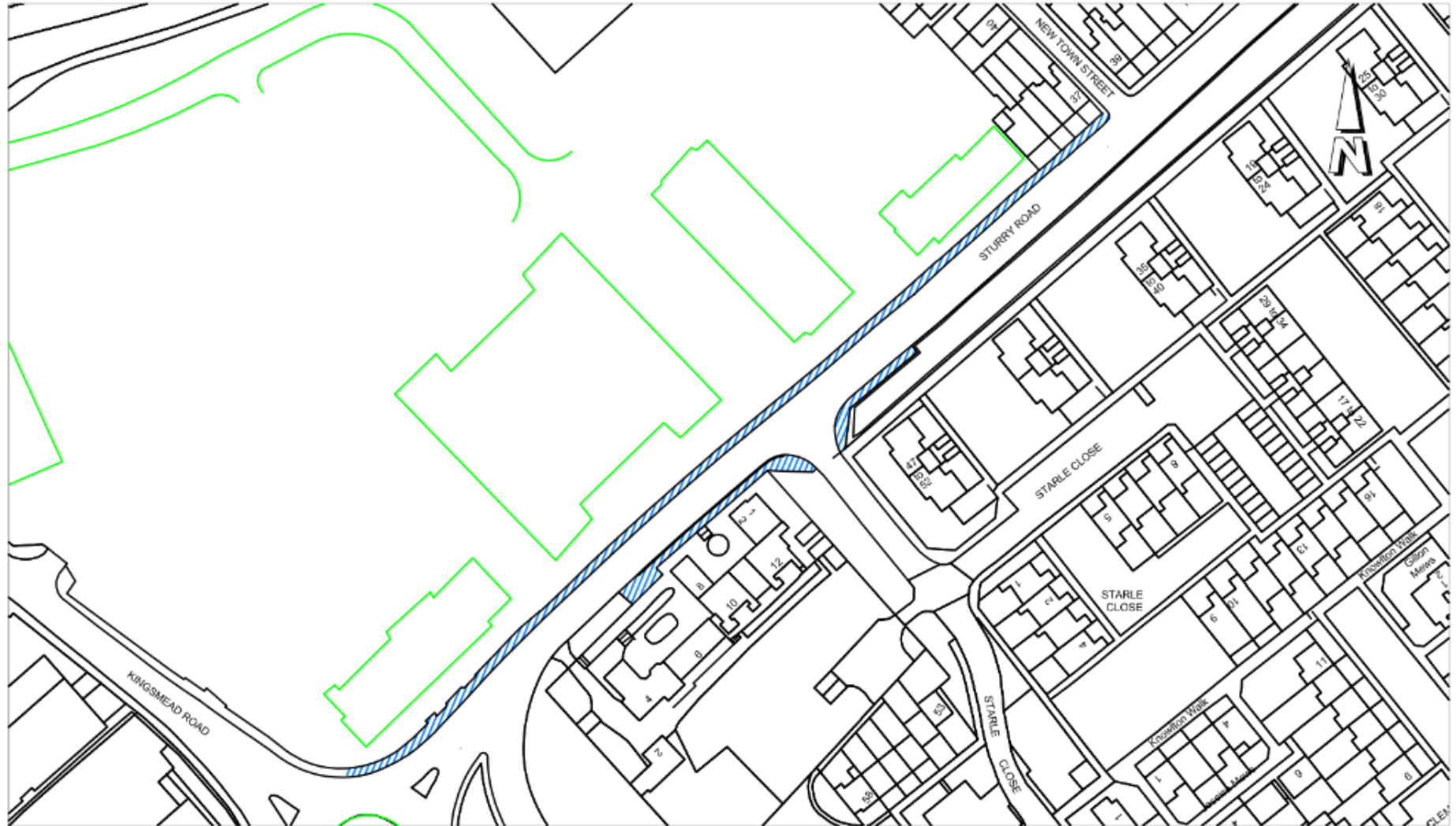
Scales: Not to Scale.
 Date: January 2024
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Proposed double yellow lines

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Annual Parking Review 2023

**1700: Proposed pavement parking ban
Sturry Road, Canterbury**

Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:

 Proposed pavement parking ban

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Herne Bay Proposals



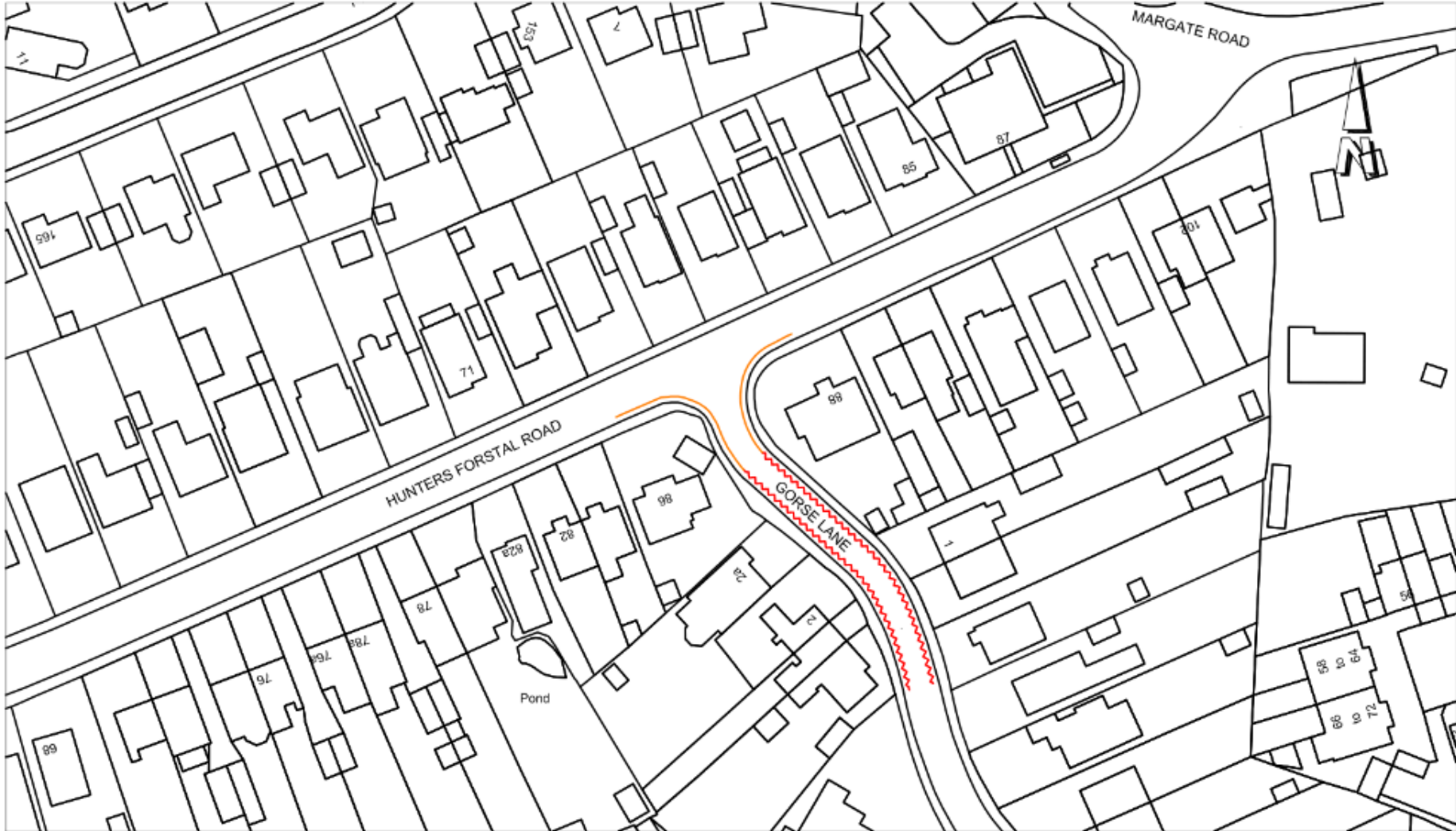
Annual Parking Review 2023
3000: Proposed double yellow lines
Albion Lane & Norton Avenue, Herne Bay

Scales: Not to Scale.
 Date: January 2024
 Drawn by: RJ

Key:
 — Existing double yellow lines
 - - - Proposed double yellow lines

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Annual Parking Review 2023
3125: Proposed double yellow lines
Gorse Lane, Herne Bay

Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:
 — Existing double yellow lines
 - - - Proposed double yellow lines

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Annual Parking Review 2023

3150: Proposed double yellow lines

Kingsfield Road & Ellis Way, Herne Bay

Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Proposed double yellow lines

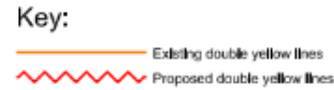
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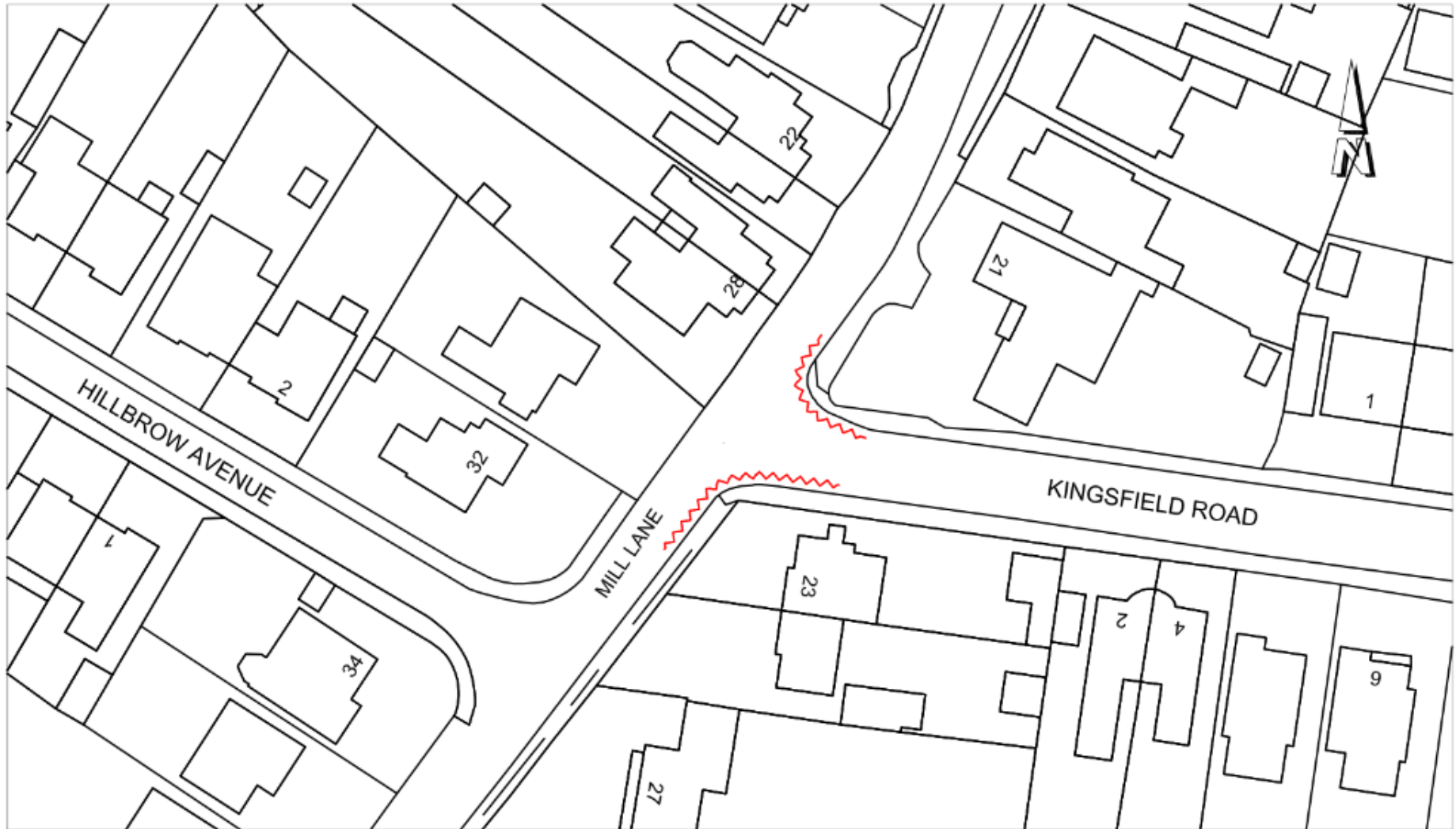
Annual Parking Review 2023
 3160: Proposed double yellow lines
 Peartree Road, Herne Bay

Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ



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Annual Parking Review 2023

3170: Proposed double yellow lines

Mill Lane & Kingsfield Road, Herne Bay

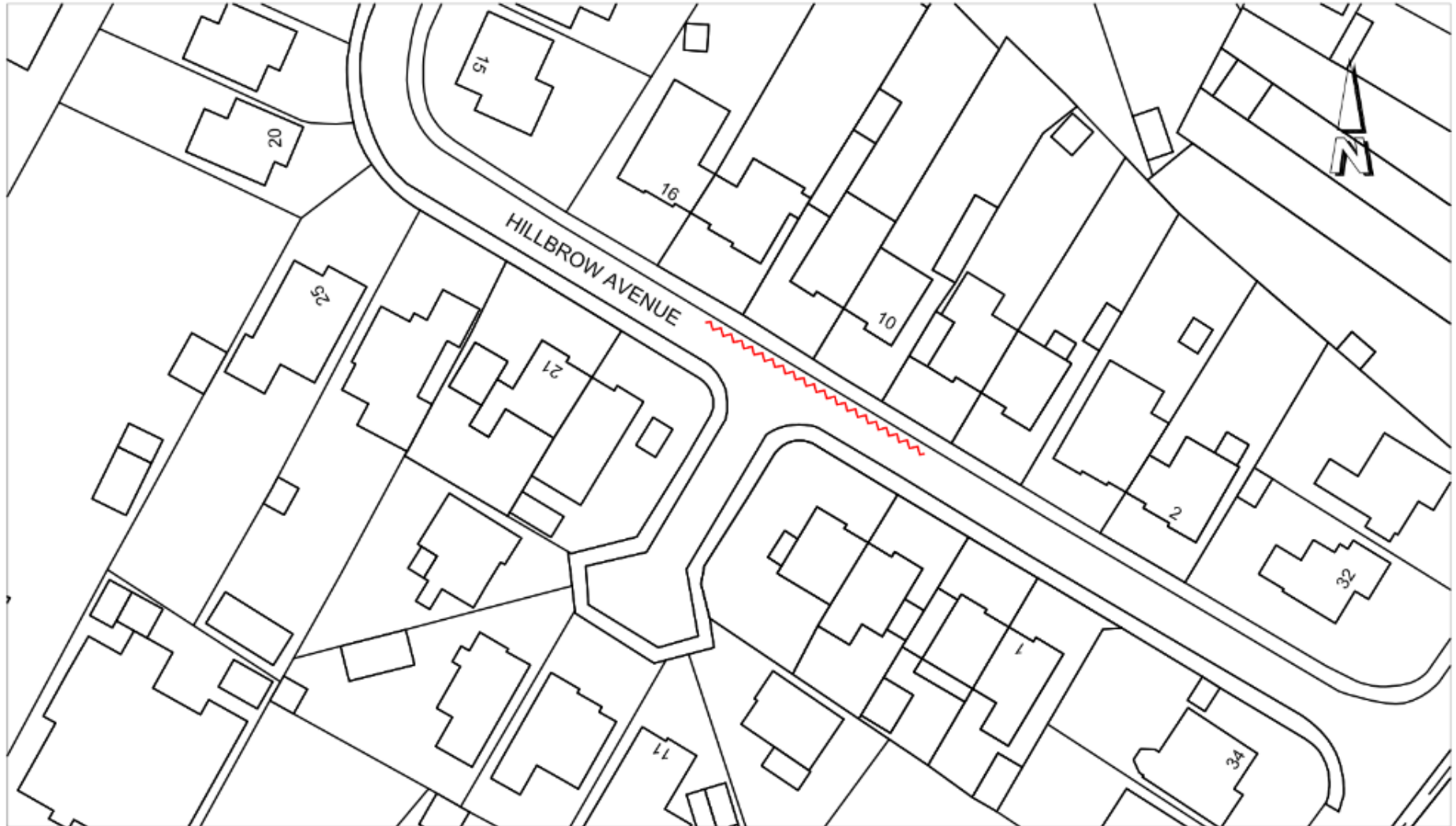
Scales: Not to Scale.
 Date: December 2023
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Proposed double yellow lines

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Annual Parking Review 2023
3200: Proposed double yellow lines
Hillbrow Avenue, Herne Bay

Scales: Not to Scale.
 Date: September 2023
 Drawn by: RJ

Key:
 — Existing double yellow lines
 ~~~~~ Proposed double yellow lines

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**Annual Parking Review 2023**

**3300: Proposed changes to parking bays**

**Reculver Road, Beltinge**

Scales: Not to Scale.  
 Date: October 2023  
 Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Existing 2 hour parking bay
-  Existing disabled parking bay
-  Existing 2 hour parking bay to be removed
-  Proposed double yellow lines

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Annual Parking Review 2023

3360: Proposed double yellow lines

Spenser Road, Herne Bay

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Proposed double yellow lines

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**Annual Parking Review 2023**

**3300: Proposed pavement & verge parking ban**

**Reculver Road, Beltinge**

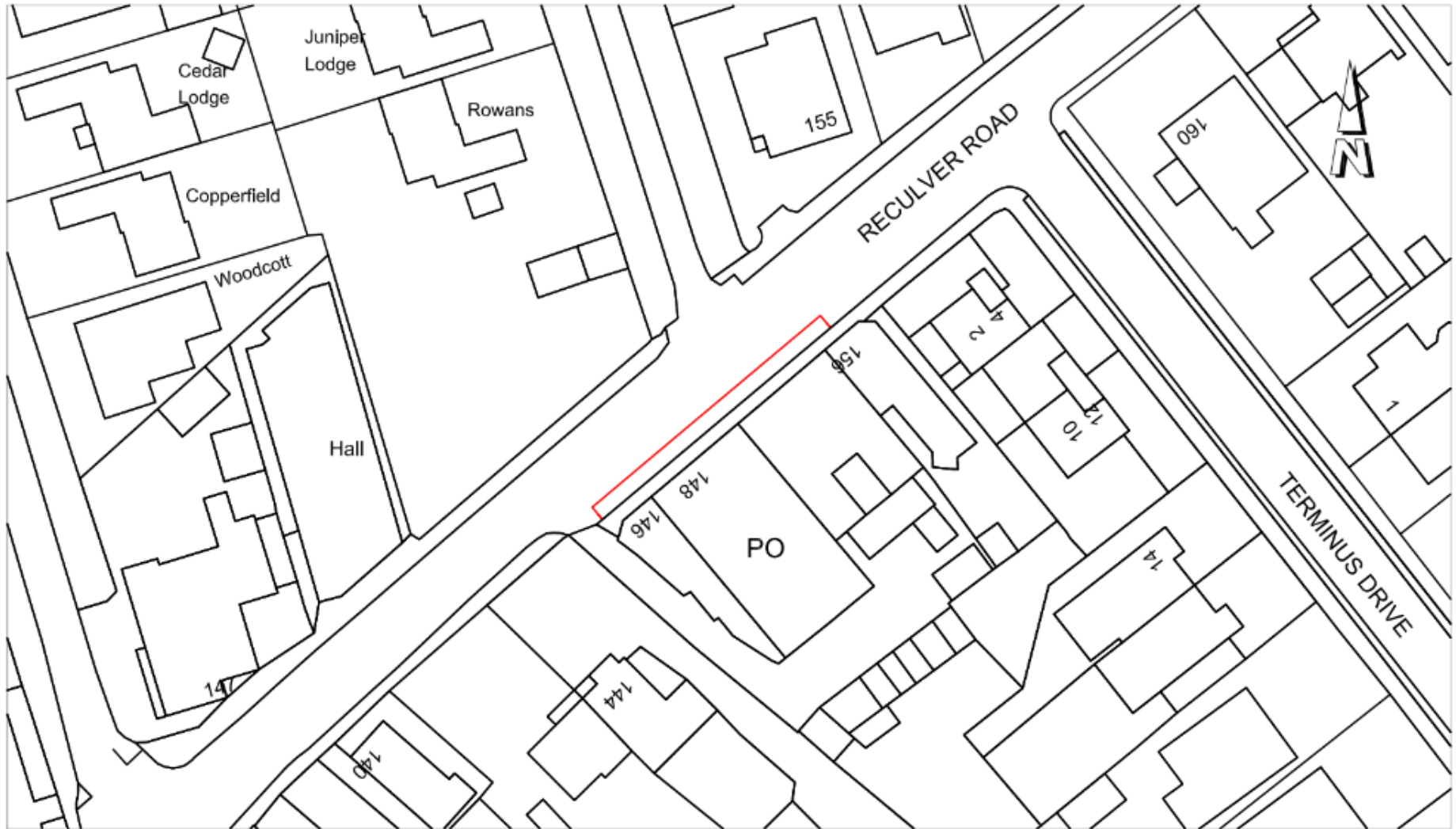
Scales: Not to Scale.  
 Date: October 2023  
 Drawn by: RJ

**Key:**

-  Existing pavement & verge parking ban
-  Proposed pavement & verge parking ban

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**Annual Parking Review 2023**

**3420: Proposed changes to time limit in parking bays**

**Reculver Road, Beltinge**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

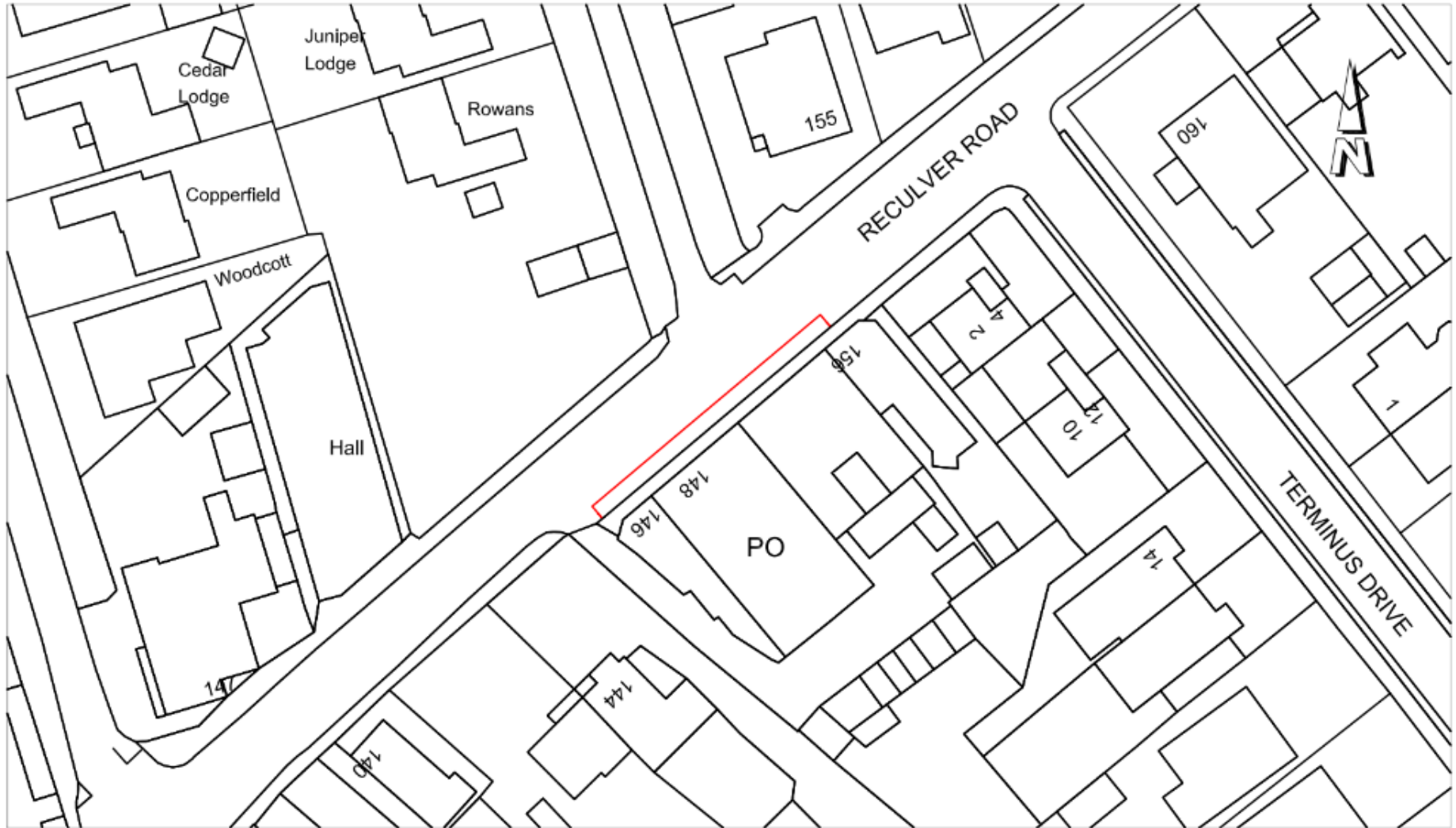
**Key:**

 Existing parking bay - 1 hour waiting, 8.30am - 6.30pm Monday to Saturday to change to 1 hour waiting 8.30am to 9pm every day. No return in 1 hour.

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**Annual Parking Review 2023**

**3420: Proposed changes to time limit in parking bays**

**Reculver Road, Beltinge**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

 Existing parking bay - 1 hour waiting, 8.30am - 6.30pm Monday to Saturday to change to 1 hour waiting 8.30am to 9pm every day. No return in 1 hour.

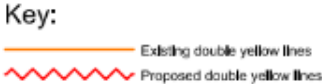
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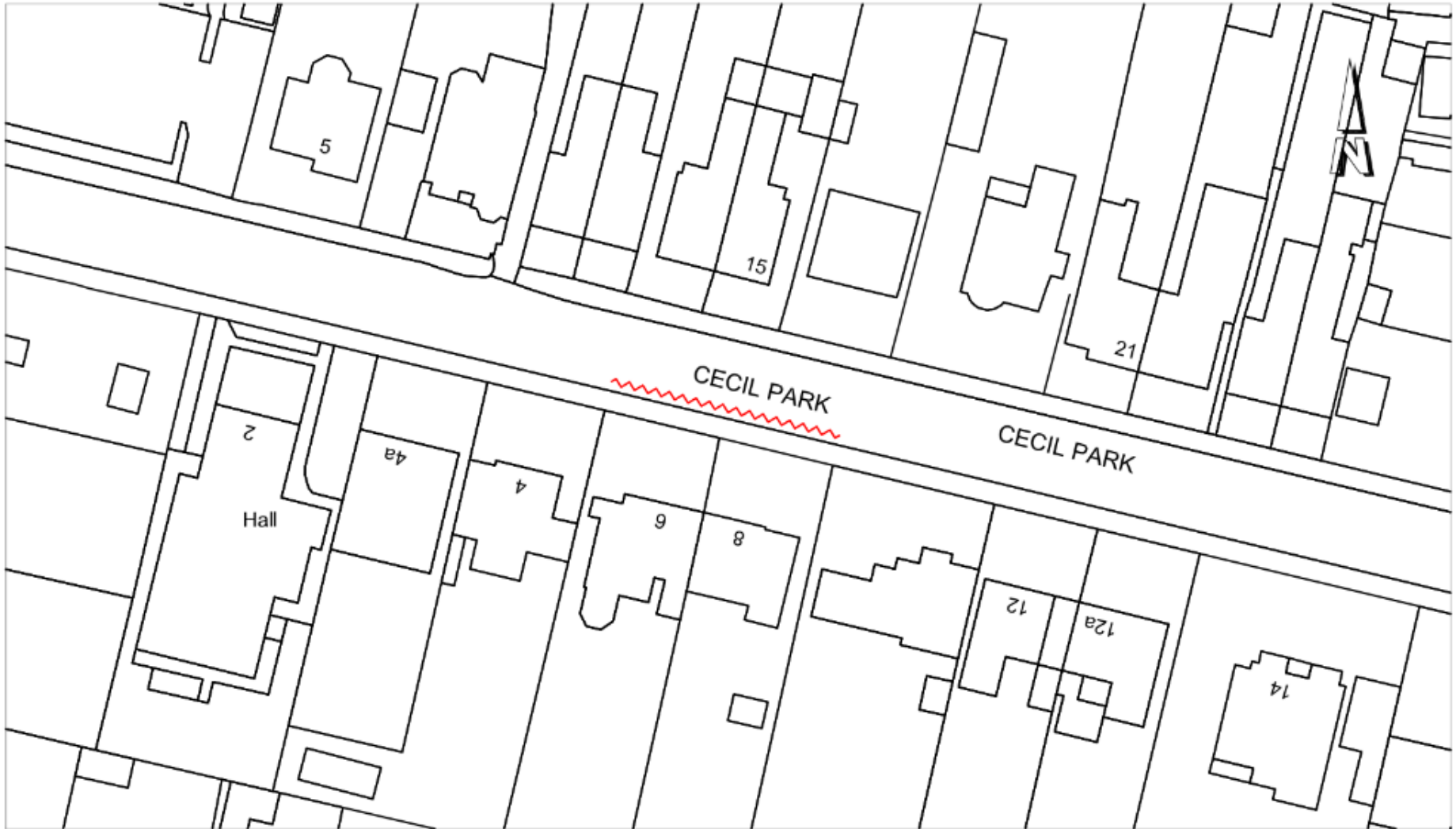
**Annual Parking Review 2023**  
**3900: Proposed double yellow lines**  
**Reculver Drive, Herne Bay**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ



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**Annual Parking Review 2023**

**4550: Proposed double yellow lines**

**Cecil Park, Herne Bay**

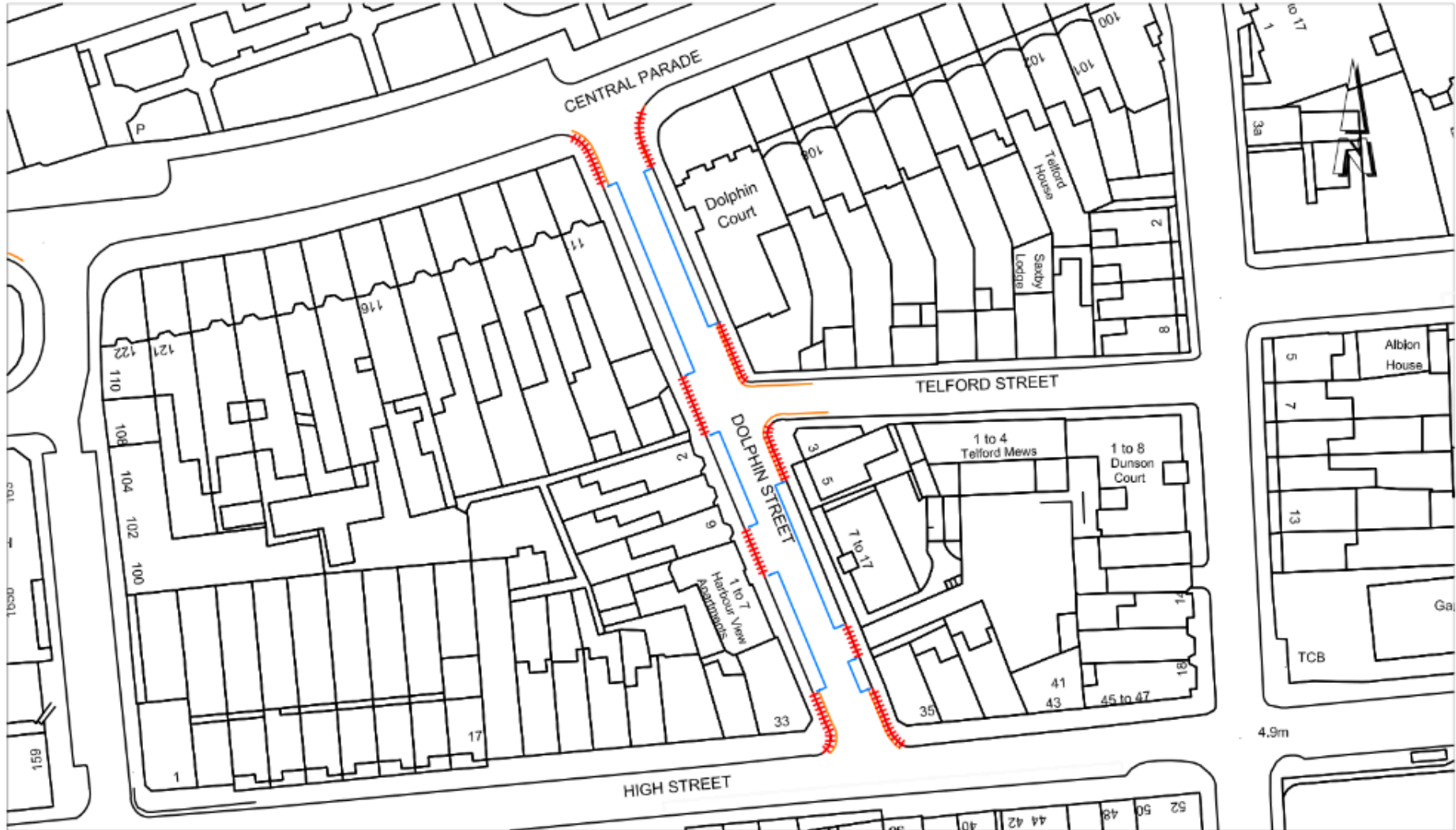
Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Proposed double yellow lines

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**Annual Parking Review 2023**

**4580: Proposed loading ban**

**Dolphin Street, Herne Bay**

Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Existing 1 hour / residents' parking bay
-  Proposed loading ban at all times

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**Annual Parking Review 2023**

**4600: Proposed pavement & verge parking ban  
Western Avenue & Pier Avenue, Herne Bay**

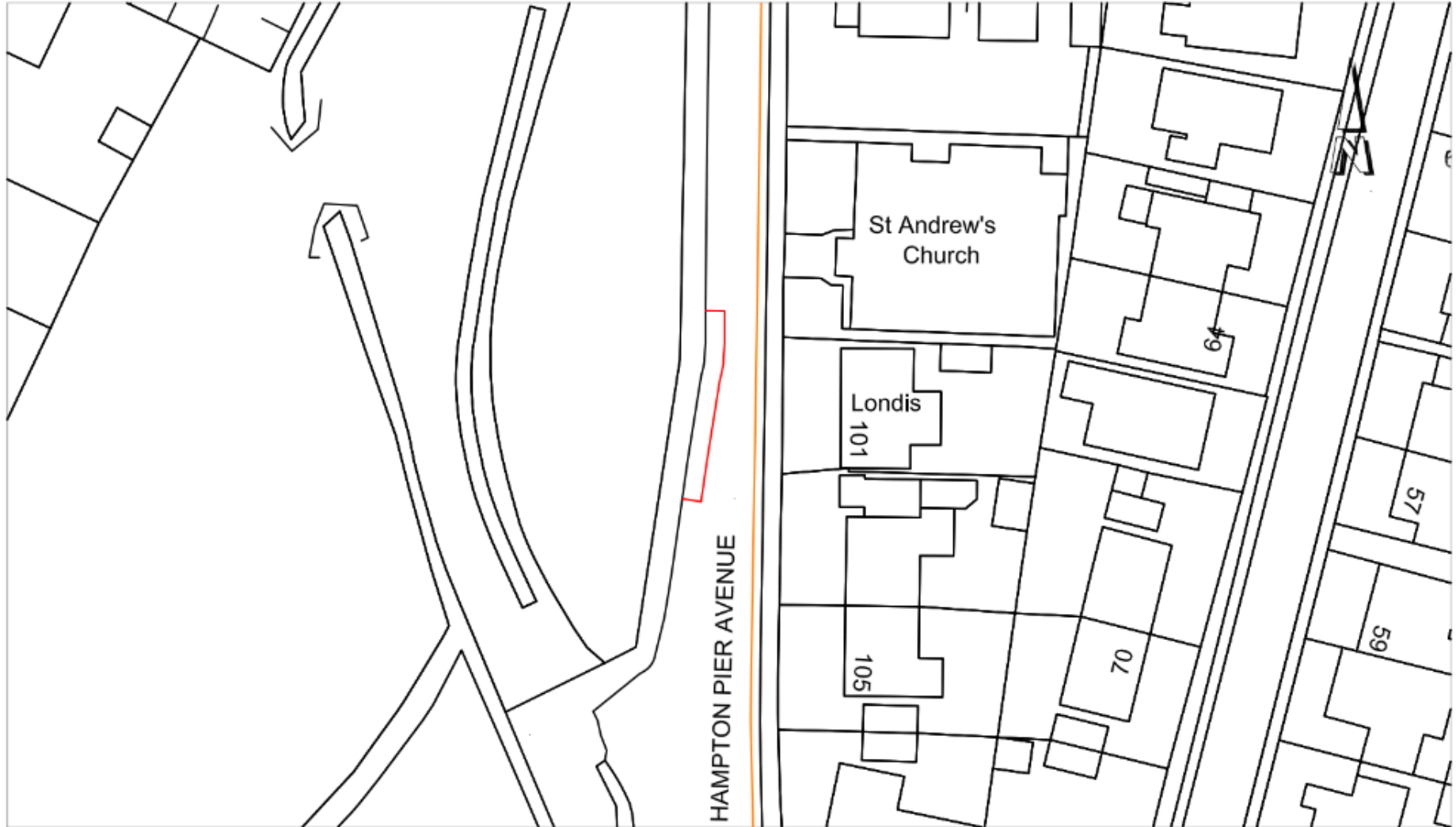
Scales: Not to Scale.  
Date: December 2023  
Drawn by: RJ

**Key:**

 Proposed pavement & verge parking ban

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**Annual Parking Review 2022**

**4800: Proposed changes to parking bay  
Hampton Pier Avenue, Herne Bay**

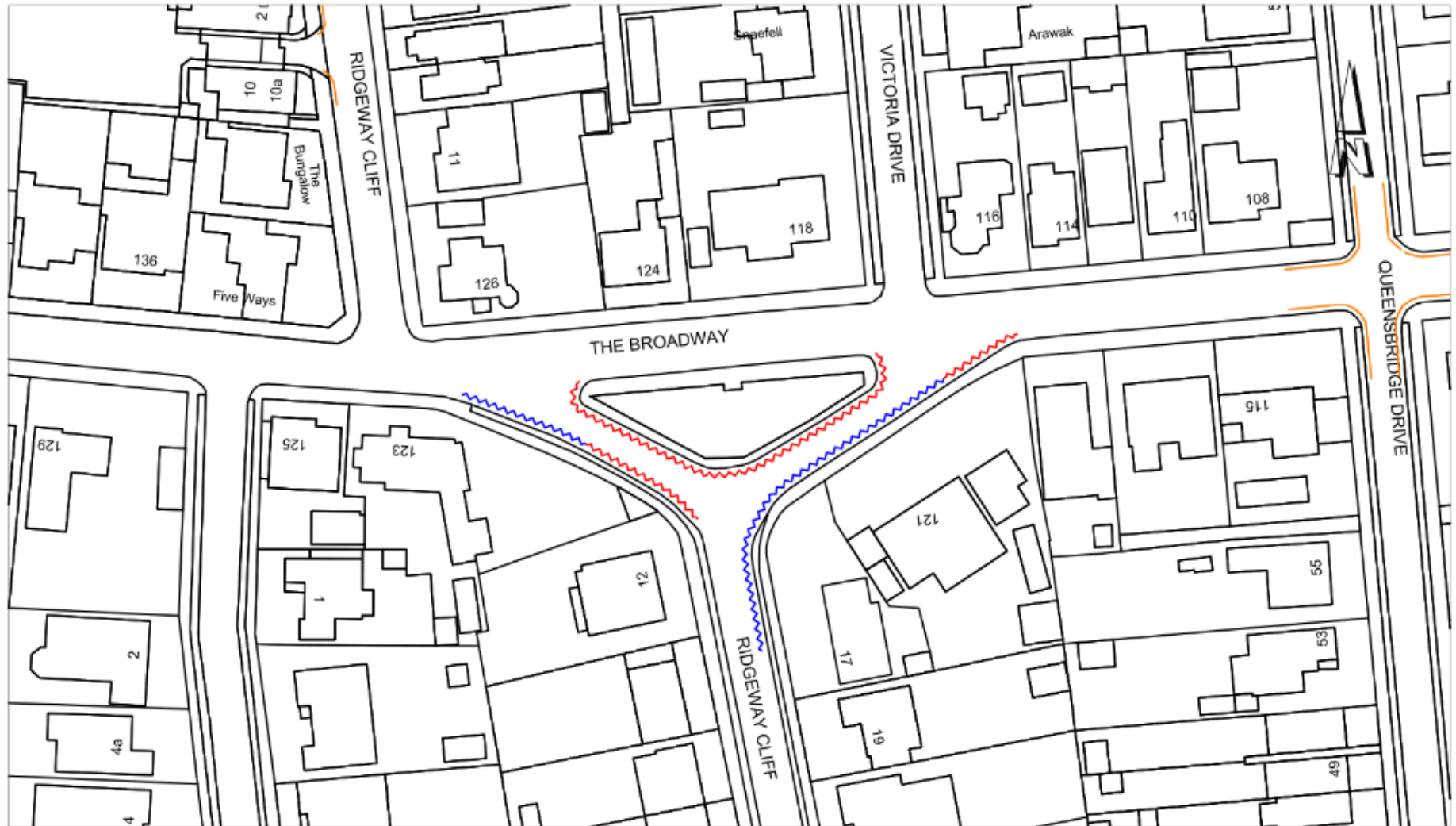
Scales: Not to Scale.  
Date: August 2023  
Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Existing parking bay - maximum stay to change from 2 hours to 1 hour, no return in 1 hour.

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**Annual Parking Review 2023**

**4900: Proposed double yellow lines**

**Ridgeway Cliff and The Broadway, Herne Bay**

Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**

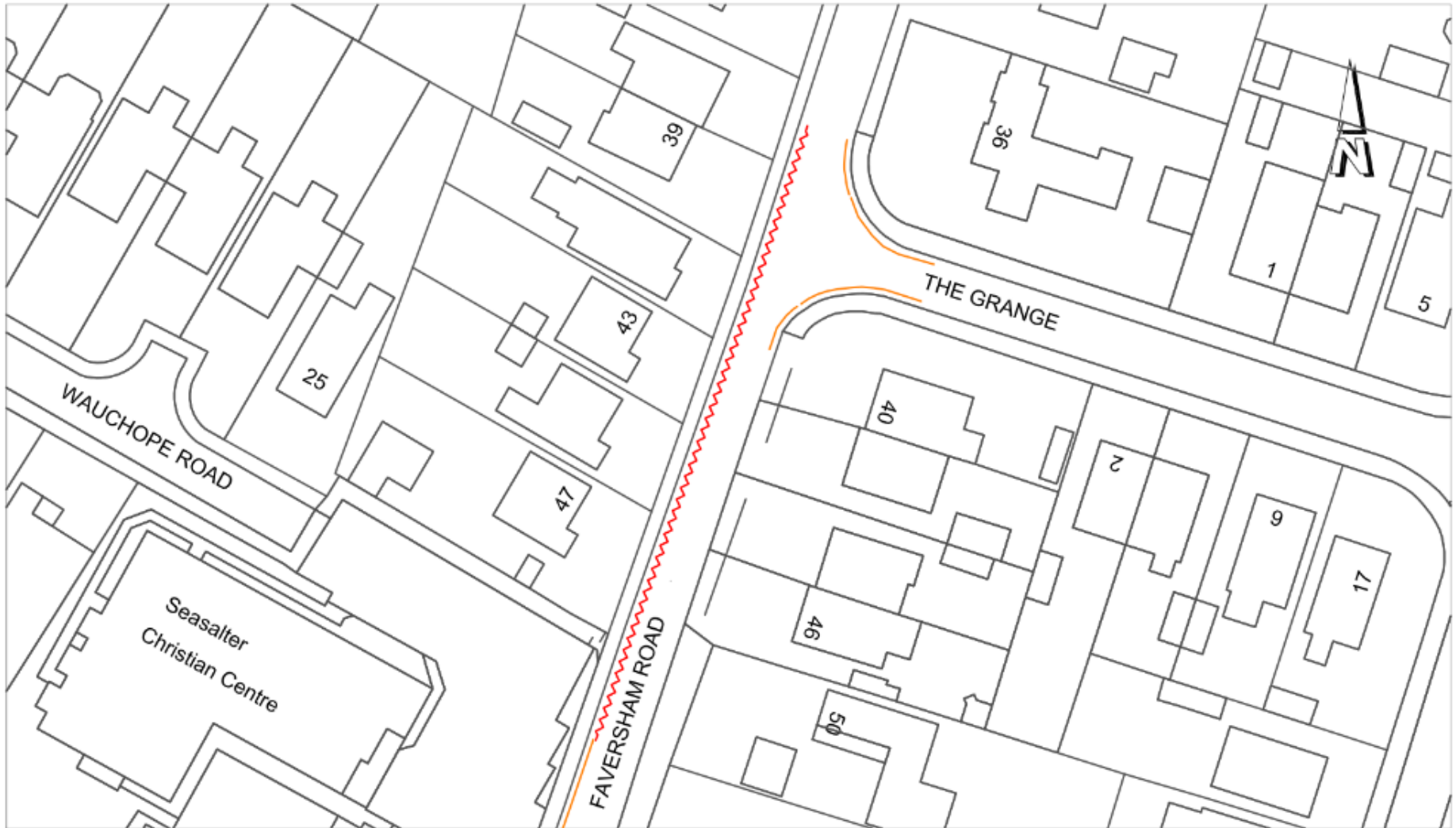
-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed no waiting 8,30am - 6pm, Monday to Saturday

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## Whitstable Proposals





Annual Parking Review 2023

6100: Proposed double yellow lines

Faversham Road, Seasalter

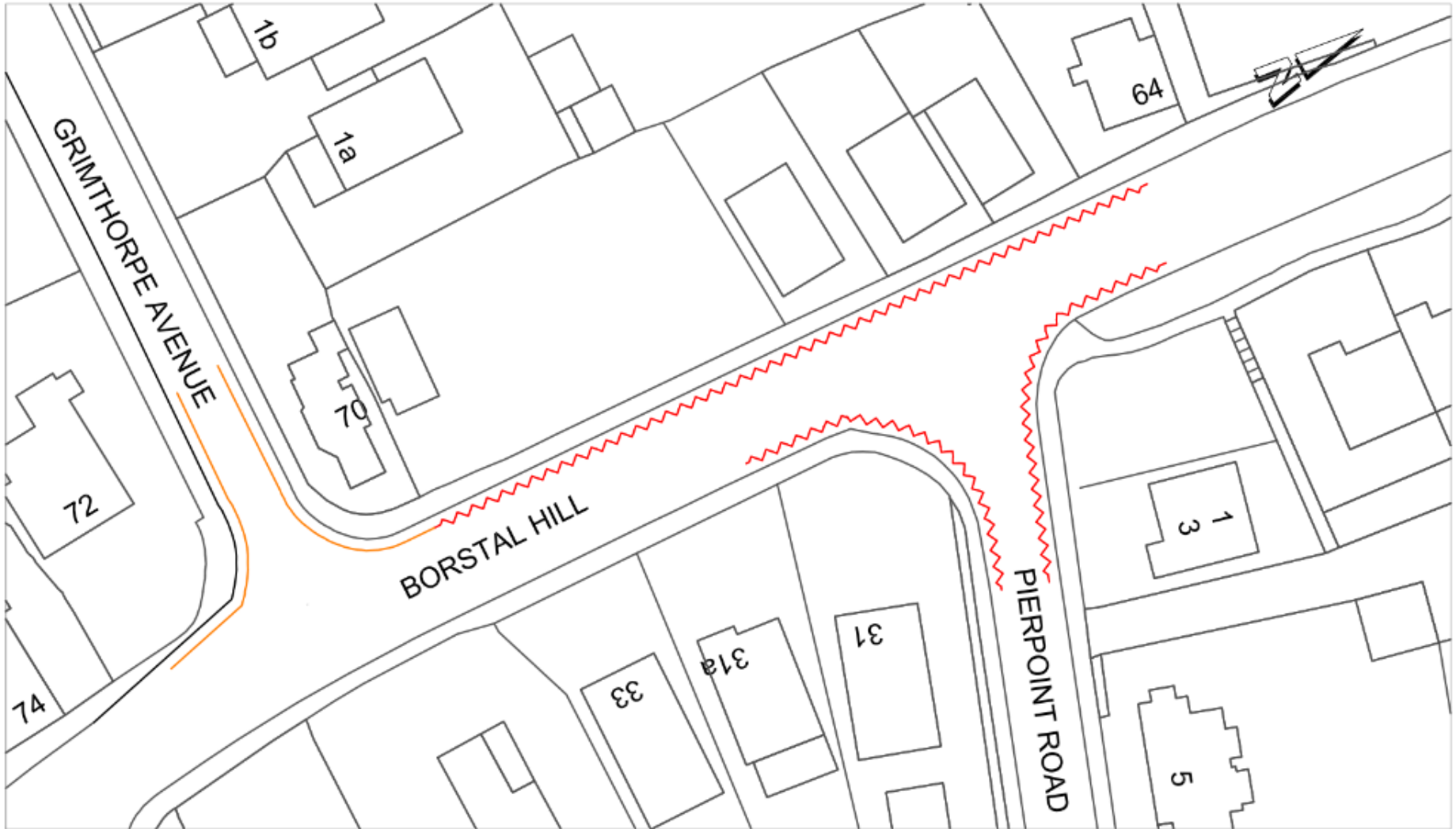
Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

Key:

-  Existing double yellow lines
-  Proposed double yellow lines

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**Annual Parking Review 2023**

**6400: Proposed double yellow lines**

**Borstal Hill, Whitstable**

Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Proposed double yellow lines

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**Annual Parking Review 2023**

**6550: Proposed double yellow lines**

**Millstrood Road, Whitstable**

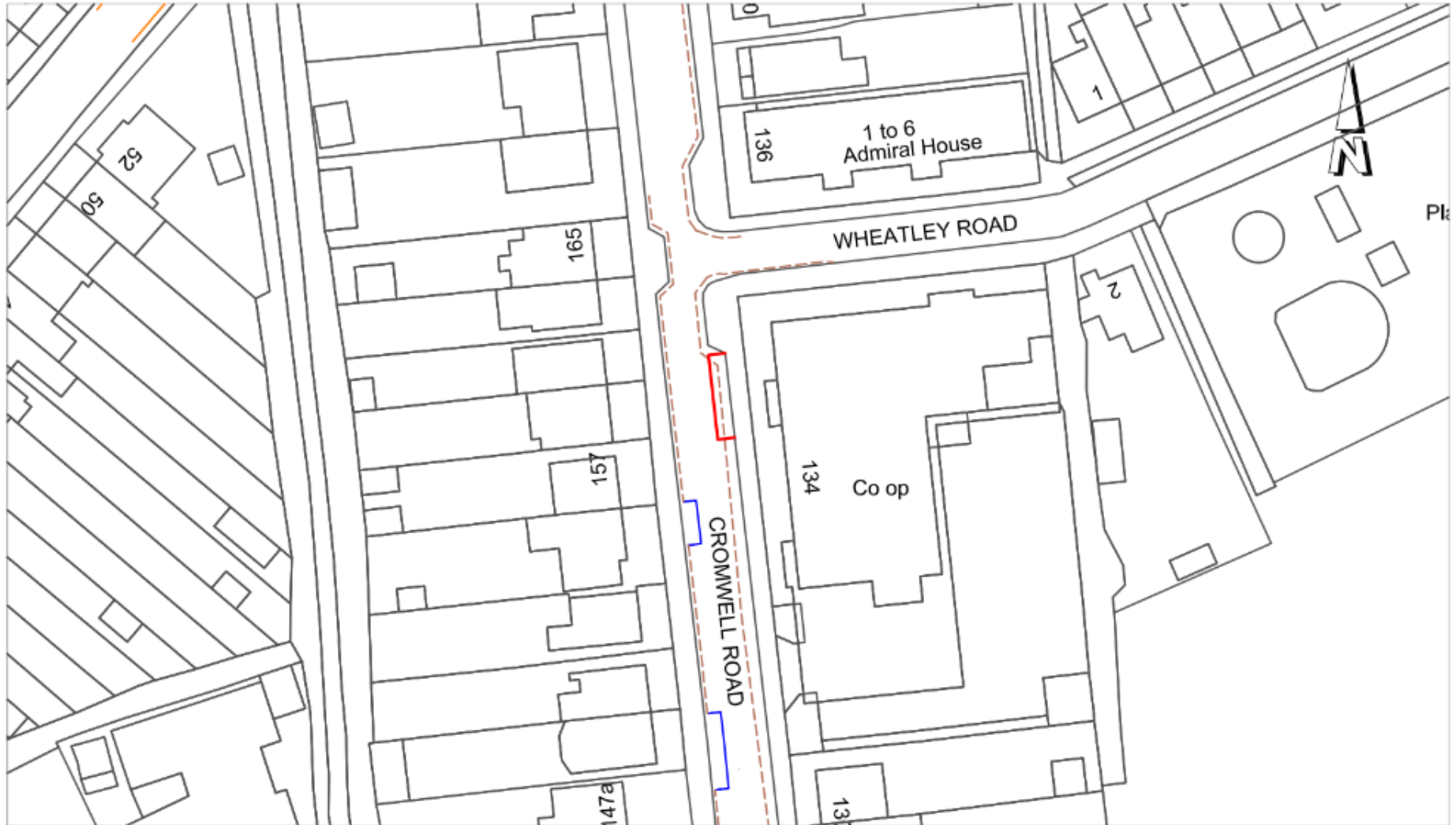
Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Proposed double yellow lines

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**Annual Parking Review 2023**

**6620: Proposed 20 minute parking bay**

**Cromwell Road, Whitstable**

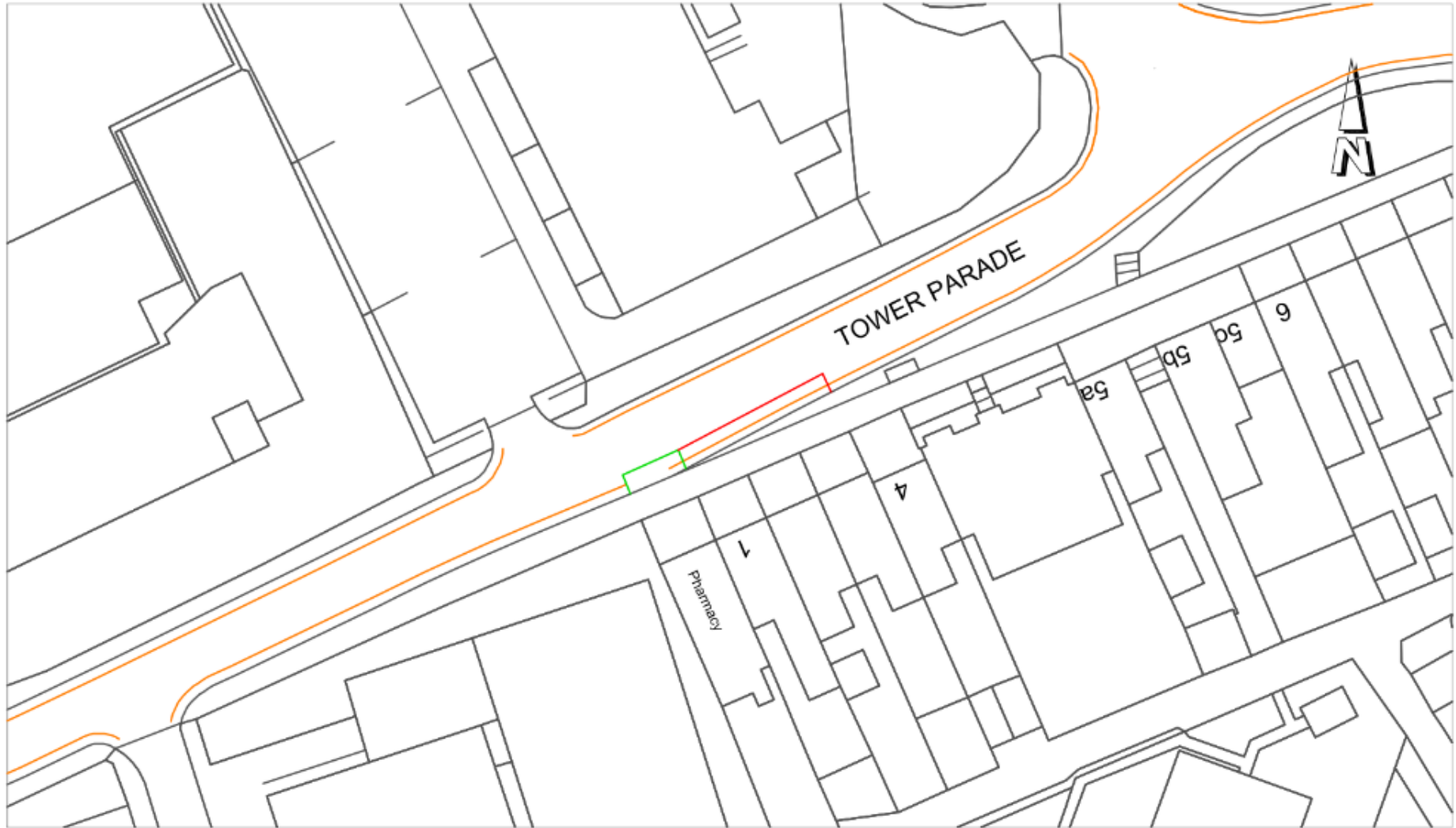
Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

- Existing no waiting 8.30am - 6.30pm Monday to Saturday
- Existing free parking bay
- Proposed 20 minute parking bay, no return in 2 hours

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**Annual Parking Review 2023**  
**6700: Proposed parking bay**  
**Tower Parade, Whitstable**

Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**

- Proposed 20 minute parking bay, no return within 2 hours
- Proposed disabled parking bay

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**Annual Parking Review 2023**

**6750: Proposed changes to loading bays**

**High Street, Whitstable**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

 Loading bay where the current 20 minute time limit is to be removed

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**Annual Parking Review 2023**

**6800: Proposed changes to yellow lines  
Old Bridge Road, Whitstable**

Scales: Not to Scale.  
Date: December 2023  
Drawn by: RJ

**Key:**

- Existing double yellow lines
- Existing single yellow lines - parking prohibited 9-10am Monday to Friday to become parking prohibited 9-10am and 2-3pm Monday to Friday.



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**Annual Parking Review 2023**  
**6910: Proposed double yellow lines**  
**Church Street, Whitstable**

Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**  
 Existing double yellow lines  
 Proposed double yellow lines

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**Annual Parking Review 2023**

**6925: Proposed double yellow lines & pavement parking ban  
Gloucester Road, Whitstable**

Scales: Not to Scale.  
Date: January 2024  
Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed pavement parking ban

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**Annual Parking Review 2023**  
**6930: Proposed double yellow lines**  
**Castle Road, Whitstable**

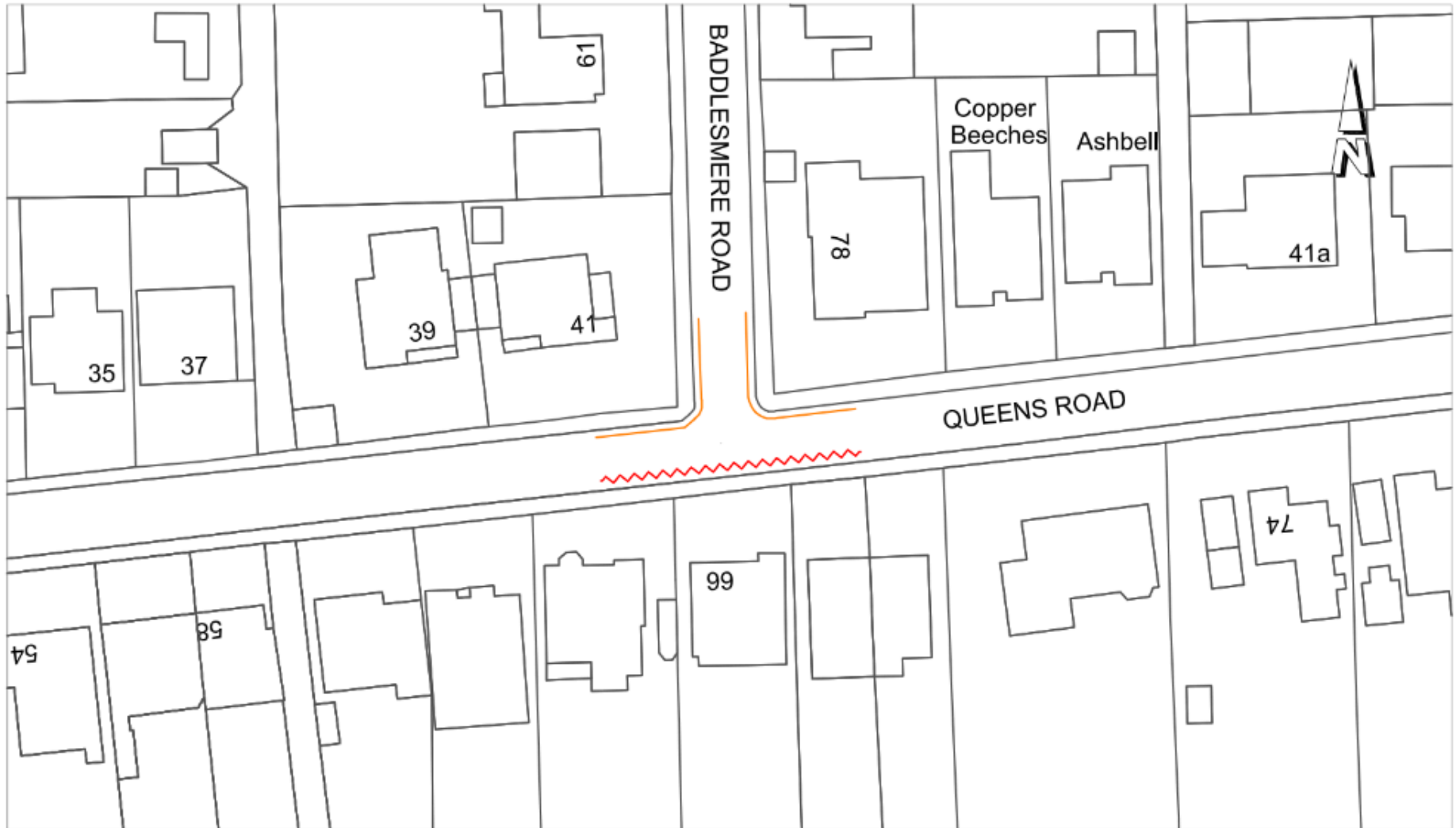
Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

- Existing double yellow lines
- ~~~~~ Proposed double yellow lines

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**Annual Parking Review 2023**

**7000: Proposed double yellow lines**

**Queens Road & Baddlesmere Rd, Whitstable**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

- Existing double yellow lines
- Proposed double yellow lines

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**Annual Parking Review 2023**

**7050: Proposed pavement parking ban**

**The Heath, Whitstable**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

 Proposed pavement parking ban



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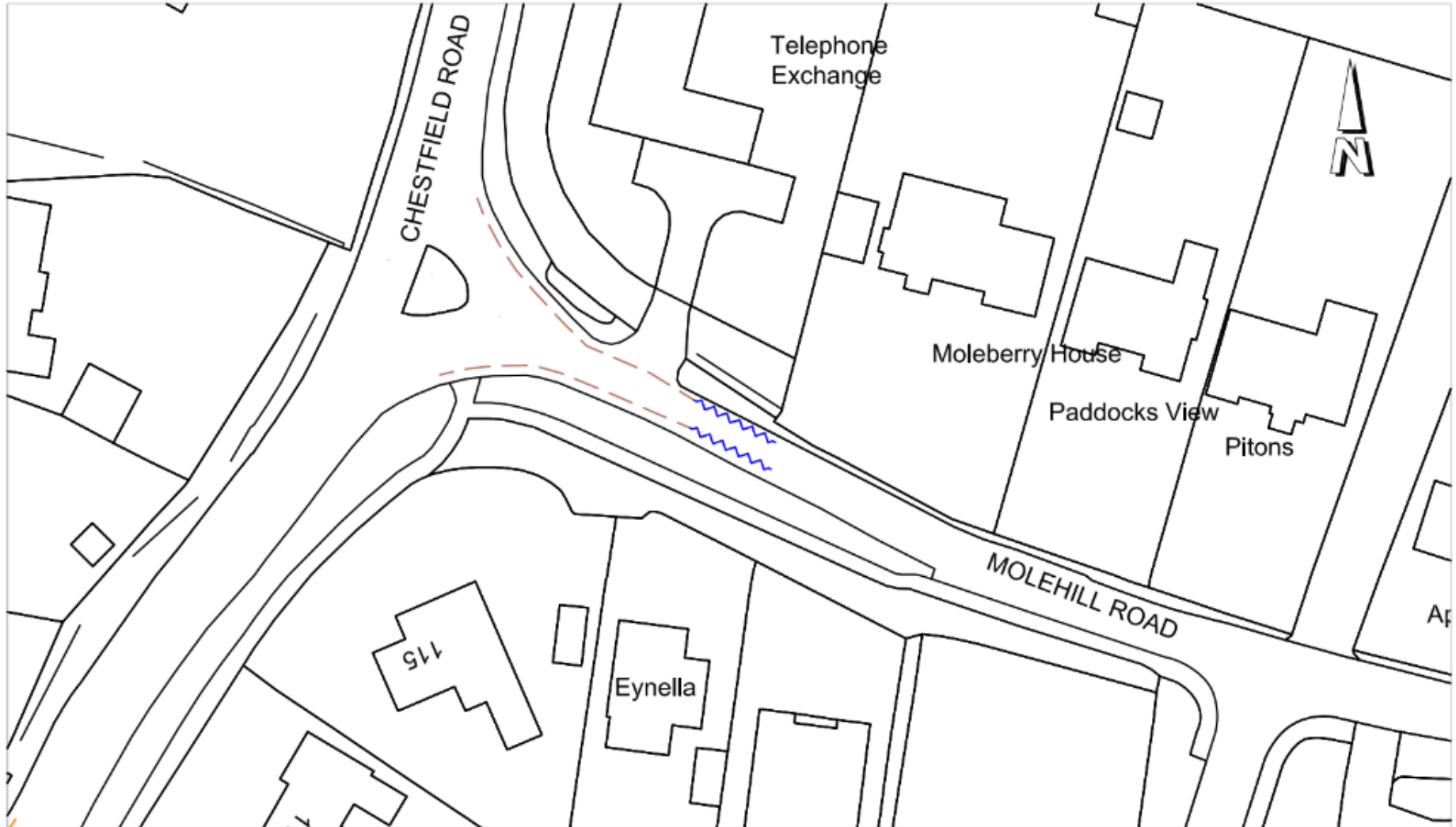
**Annual Parking Review 2023**  
**7070: Proposed double yellow lines**  
**Chestfield Road, Whitstable**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**  
 Existing double yellow lines  
 Proposed double yellow lines

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Annual Parking Review 2023

7075: Proposed single yellow lines

Molehill Road, Whitstable

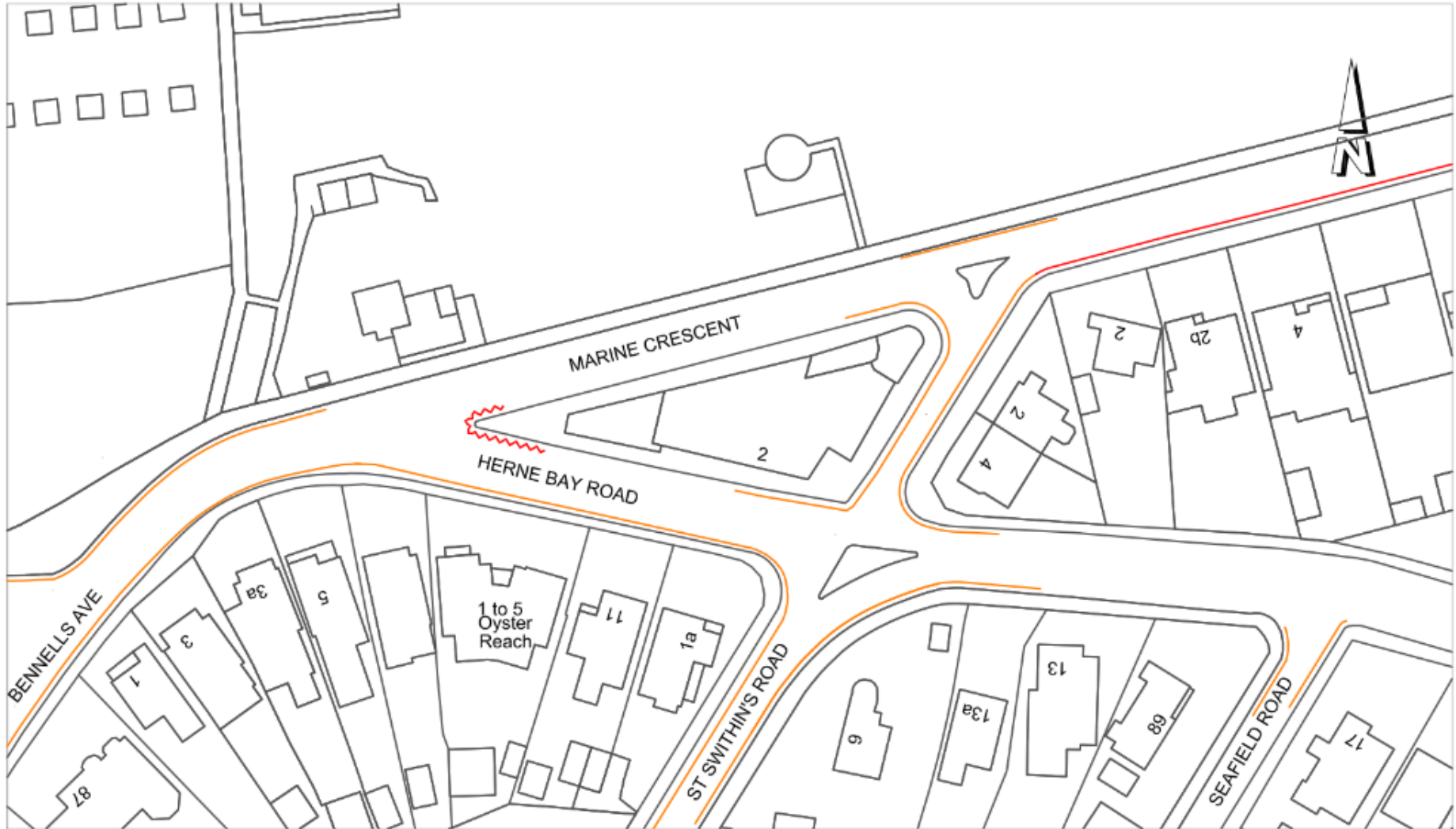
Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

Key:

- Existing no waiting 6.30am - 6.30pm
- ~~~~~ Proposed no waiting 6.30am - 6.30pm



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**Annual Parking Review 2023**  
**7300: Proposed double yellow lines**  
**Herne Bay Road & Marine Crescent, Whitstable**

Scales: Not to Scale.  
 Date: January 2024  
 Drawn by: RJ

**Key:**  
 Existing double yellow lines  
 Proposed double yellow lines

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## Rural Proposals





**Annual Parking Review 2023**

**8020: Proposed double yellow lines**

**Jubilee Road, Littlebourne**

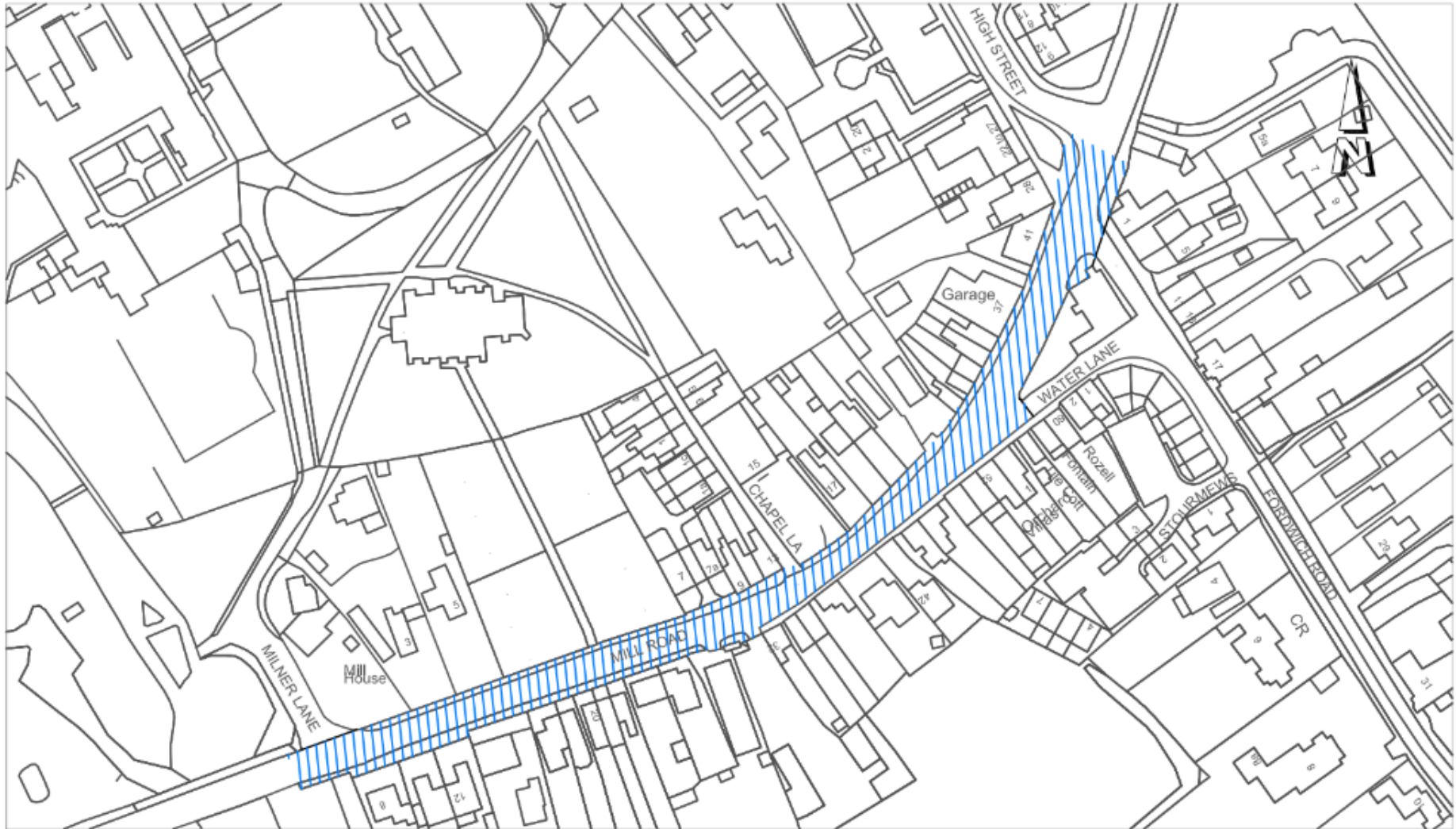
Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

-  Existing double yellow lines
-  Proposed double yellow lines

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**Annual Parking Review 2023**

**8430: Proposed pavement parking ban**

**Mill Road, Sturry**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

 Proposed pavement parking ban

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**CT1 1YW**



**Annual Parking Review 2023**

**8450: Proposed double yellow lines**

**Whatmer Close, Sturry**

Scales: Not to Scale.  
 Date: December 2023  
 Drawn by: RJ

**Key:**

- Existing double yellow lines
- ~ Proposed double yellow lines

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**Canterbury City Council**  
 Military Road  
 Canterbury  
 CT1 1YW



## Pay & Display and Permit Proposals

### Item 100: Proposed revised on-street pay & display tariffs:

On-street pay & display parking tariffs:

| Location   | Period of Charge                                                 | Tariff                    |
|------------|------------------------------------------------------------------|---------------------------|
| Canterbury | 21 minutes                                                       | £1.00<br>(minimum charge) |
|            | Existing charge £2.40 per hour<br>Proposed charge £2.80 per hour |                           |
|            | 2 hours                                                          | £5.60<br>(maximum charge) |
| Herne Bay  | 6 minutes                                                        | £0.20<br>(minimum charge) |
|            | Existing charge £1.50 per hour<br>Proposed charge £2.00 per hour |                           |
|            | 4 hours                                                          | £8.00<br>(maximum charge) |
| Whitstable | 15 minutes                                                       | £0.60<br>(minimum charge) |
|            | Existing charge £2.20 per hour<br>Proposed charge £2.40 per hour |                           |
|            | 4 hours                                                          | £9.60<br>(maximum charge) |

**Item 110: Proposed on-street permit charges:**

| <b>Type of Permit</b>                                                                                         | <b>Current annual charge</b>                                               | <b>Proposed annual charge</b>                                  |
|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------|
| Residents' permit – City Centre zone                                                                          | £150                                                                       | £165                                                           |
| Residents' permit – St Martin's, St George's, St Augustine's, St Gregory's, St Dunstan's and St Jacob's zones | £88                                                                        | £97                                                            |
| Residents' permit – St Mildred's, St Lawrence, All Saints, St Stephen's and Holy Cross zones                  | £65                                                                        | £72                                                            |
| Resident's permit – Sturry zone                                                                               | £62                                                                        | £68                                                            |
| Resident's permit – Herne Bay zone                                                                            | £60                                                                        | £66                                                            |
| Resident's permit – Whitstable and Railway Avenue zones                                                       | £60                                                                        | £66                                                            |
| Resident's permit – Whitstable Beach Walk zone                                                                | £41                                                                        | £45                                                            |
| Business User Permit - Canterbury                                                                             | £390                                                                       | £430                                                           |
| Business User Permit – Herne Bay                                                                              | £120                                                                       | £132                                                           |
| Market Trader's Permit – Herne Bay                                                                            | £32                                                                        | £35                                                            |
| Tradesman's Waiver                                                                                            | £17.60 per day<br>£59.90 per week<br>£180.20 per month<br>£583.50 per year | £20 per day<br>£66 per week<br>£200 per month<br>£640 per year |

**Item 120: Proposed revised Visitor Permit charges:**

Current charges:

Canterbury £5

Herne Bay and Whitstable £2

Proposed charges:

Canterbury £6

Herne Bay and Whitstable £3

**Joint Transportation Board**  
**19 March 2024**

**Annual Parking Review 2023**

Appendix 2: Summary of consultation results and officers' recommendations

**Canterbury:**

| Item | Road              | Proposed by                     | Consultation Results |            |           | Officer Recommendation | Officer comments                                                                              |
|------|-------------------|---------------------------------|----------------------|------------|-----------|------------------------|-----------------------------------------------------------------------------------------------|
|      |                   |                                 | Supporting           | Objections | Neutral   |                        |                                                                                               |
|      |                   |                                 | <b>55</b>            | <b>129</b> | <b>10</b> |                        |                                                                                               |
| 300  | Nackington Road   | Resident<br>(The Foreland)      | 4                    | 9          | 0         | No action              | Objections suggest that single yellow line is the correct restriction                         |
| 620  | Castle Street     | Ward Councillor<br>(Dixey)      | 1                    | 1          | 1         | Implement              | No reason given for objection                                                                 |
| 650  | Roper Road area   | Residents                       | 20                   | 101        | 2         | No action              | No majority in favour of the change                                                           |
| 660  | Forty Acres Road  | Hanscombe House<br>staff        | 4                    | 8          | 4         | Implement              | Objections make broad points about parking, not specific to the proposal                      |
| 690  | Merchants Way     | CCC Enforcement                 | 4                    | 5          | 0         | Implement              | Cars should not be parked on the pavement                                                     |
| 850  | St Stephen's Hill | MoP, via KCC Cllr<br>(Brady)    | 9                    | 2          | 0         | Implement              | Cars should not be parked on the pavement or verge                                            |
| 870  | Manwood Avenue    | Resident<br>(St Stephen's Hill) | 7                    | 1          | 1         | Amend &<br>implement   | Objection suggests Monday to Friday restriction would resolve the issue                       |
| 1500 | Flag Iris Avenue  | CCC                             | 1                    | 1          | 1         | Implement              | No reason given for objection                                                                 |
| 1700 | Sturry Road       | CCC T&E                         | 5                    | 1          | 1         | Implement              | Objection wrongly refers to parking being removed. Cars should not be parked on the pavement. |

## Herne Bay:

| Item | Road                        | Proposed by                           | Supporting | Objections | Neutral | Recommendation    | Officer comments                                                    |
|------|-----------------------------|---------------------------------------|------------|------------|---------|-------------------|---------------------------------------------------------------------|
|      |                             |                                       | 55         | 127        | 25      |                   |                                                                     |
| 3000 | Albion Lane & Norton Avenue | Parish Council                        | 10         | 37         | 3       | Amend & implement | Exclude Norton Ave - objections show that residents don't want this |
| 3125 | Gorse Lane                  | Parish Council                        | 5          | 9          | 1       | Amend & implement | Extend yellow lines on the western side only                        |
| 3150 | Kingsfield Road & Ellis Way | Ward Councillor (Jones)               | 3          | 7          | 1       | No action         | No action due to objections                                         |
| 3160 | Peartree Road               | Ward Councillor (Jones)               | 2          | 8          | 1       | No action         | No action due to objections                                         |
| 3170 | Mill Lane & Kingsfield Road | Ward Councillor (Jones)               | 3          | 1          | 1       | No action         | No action due to objections                                         |
| 3200 | Hillbrow Avenue             | Resident                              | 8          | 1          | 2       | Implement         | Evidence of support                                                 |
| 3300 | Reculver Road parking bay   | Ward Councillors (Carnac & Stockley ) | 0          | 6          | 1       | No action         | No action due to objections                                         |
| 3360 | Spenser Road                | Resident                              | 2          | 1          | 1       | Implement         | Only affects the applicant                                          |
| 3400 | Reculver Road PPB           | Ward Councillors (Carnac & Stockley ) | 2          | 2          | 1       | Implement         | Cars should not be parked on the pavement                           |
| 3420 | Reculver Road shops         | Shop proprietor                       | 3          | 3          | 1       | Implement         | Protects customer parking                                           |
| 3610 | Glenbervie Drive            | Ward Councillor (Stockley )           | 3          | 1          | 1       | Implement         | Cars should not be parked on junctions                              |
| 3900 | Reculver Drive              | Resident                              | 3          | 5          | 1       | Amend & implement | Implement minimum length                                            |
| 4550 | Cecil Park                  | Resident                              | 1          | 4          | 2       | Amend & implement | Implement short length of yellow lines                              |
| 4580 | Dolphin Street              | KCC Councillor (Watkins)              | 0          | 4          | 1       | Implement         | Objections are irrelevant to the proposal                           |
| 4600 | Western Avenue &            | CCC Enforcement                       | 4          | 9          | 3       | No action         | Objection from KFRS                                                 |



|      |                     |                 |   |    |   |           |                             |
|------|---------------------|-----------------|---|----|---|-----------|-----------------------------|
|      | Pier Avenue         |                 |   |    |   |           |                             |
| 4670 | Sandown Drive       | CCC Enforcement | 2 | 13 | 1 | No action | Objection from KFRS         |
| 4800 | Hampton Pier Avenue | Shop proprietor | 2 | 1  | 1 | Implement | Protects customer parking   |
| 4900 | Ridgeway Cliff      | Resident        | 2 | 15 | 2 | No action | No action due to objections |

### Whitstable:

| Item | Road                           | Proposed by                         | Supporting | Objections | Neutral | Recommendation    | Officer comments                                                   |
|------|--------------------------------|-------------------------------------|------------|------------|---------|-------------------|--------------------------------------------------------------------|
|      |                                |                                     | 85         | 67         | 15      |                   |                                                                    |
| 6100 | Faversham Road                 | Resident                            | 3          | 7          | 1       | No action         | Ward councillors object and could increase traffic speeds          |
| 6400 | Borstal Hill                   | Resident (Grimthorpe Ave)           | 7          | 6          | 1       | No action         | Could increase the speed of traffic                                |
| 6550 | Millstrood Road                | Ward councillor (Wheeler)           | 2          | 6          | 2       | No action         | Six objections.                                                    |
| 6620 | Cromwell Road                  | Ward councillor (Turnbull)          | 4          | 1          | 1       | Implement         | Objection suggests it won't be enforced                            |
| 6700 | Tower Parade                   | Shop proprietor                     | 5          | 2          | 0       | Amend & implement | 20 minute bay only                                                 |
| 6750 | High Street                    | CCC Enforcement                     | 3          | 5          | 1       | Implement         | Enforcement team request                                           |
| 6800 | Old Bridge Road                | Resident via CCC Enforcement        | 7          | 6          | 4       | No action         | No consensus for change                                            |
| 6910 | Church Street                  | Ward councillor (Flanagan)          | 8          | 3          | 0       | Amend & implement | Reduce length of yellow lines                                      |
| 6925 | Gloucester Road                | Resident                            | 7          | 1          | 2       | Implement         | No reason given for objection                                      |
| 6930 | Castle Road                    | Ward councillor (Charlotte C)       | 3          | 16         | 2       | No action         | Many objections. Parked cars help to control the speed of traffic. |
| 7000 | Queens Road & Baddlesmere Road | Resident via KCC Councillor (Baker) | 15         | 2          | 0       | Implement         | Clear support                                                      |

|      |                                  |                 |    |   |   |           |                                           |
|------|----------------------------------|-----------------|----|---|---|-----------|-------------------------------------------|
| 7050 | The Heath                        | CCC Enforcement | 3  | 2 | 1 | Implement | Cars should not be parked on the pavement |
| 7075 | Chestfield Road                  | Parish council  | 3  | 5 | 0 | Implement | Most objections not from residents        |
| 7075 | Molehill Road                    | Resident        | 5  | 2 | 0 | Implement | No reason given for objections            |
| 7300 | Herne Bay Road & Marine Crescent | Residents       | 10 | 3 | 0 | Implement | Objections don't justify no action.       |

### Rural Villages:

| Item | Road          | Proposed by | Supporting | Objections | Neutral | Recommendation | Officer comments                                              |
|------|---------------|-------------|------------|------------|---------|----------------|---------------------------------------------------------------|
|      |               |             | 23         | 37         | 4       |                |                                                               |
| 8020 | Jubilee Road  | Resident    | 18         | 19         | 2       | No action      | No support from parish council, mixed response from residents |
| 8430 | Mill Road     | Police      | 2          | 1          | 1       | Implement      | Cars should not be parked on the pavement                     |
| 8450 | Whatmer Close | Resident    | 3          | 17         | 1       | No action      | Clearly no support from residents                             |

### Pay & Display and Permits:

| Item | Proposal              | Supporting | Objections | Neutral | Recommendation | Officer comments                                                                                                                                                     |
|------|-----------------------|------------|------------|---------|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      |                       | 25         | 147        | 56      |                |                                                                                                                                                                      |
| 100  | On-street P&D charges | 9          | 52         | 16      | Implement      | It is important to cover the increasing costs of enforcement and maintenance of the on-street parking infrastructure and to match the cost of parking in car parks.. |
| 110  | Permit prices         | 7          | 51         | 19      | Implement      |                                                                                                                                                                      |
| 120  | Visitor permit prices | 9          | 44         | 21      | Implement      |                                                                                                                                                                      |

**Joint Transportation Board  
19 March 2024**

**Annual Parking Review 2023**

Appendix 3: Detailed consultation results

## On-street pay and display charges

|         |    |
|---------|----|
| Support | 9  |
| Object  | 52 |
| Neither | 16 |

### Support

#### *Beverley Road*

I support the proposals in order to reduce the regular congestion caused in Beverley Road Canterbury by visitors regularly parking all day.

#### *Beverley Road*

#### *Hackington Place*

I have a resident parking permit which I use on Hanover Place as I live on Hackington Place which has no road only the pedestrian and cycle pathway. Too many non residents park in Hanover and Roper Road making it difficult for residents. Many people now park and walk down to the theatre as there are no restrictions in the evening which again makes parking for residents tricky so why is the cut off time going to be 18.30?

#### *Hawks Lane*

#### *Roselands Gardens*

To try to deter car use in our city.

#### *Balham Park Road*

The money will help pay for local services and encourage the use of public transport.

#### *Coppergate*

Pay and display parking charges can support city development but should not be used for day to day expenditure, to offset parking/driving impacts it should be invested only in green and community schemes for residents.

#### *South Street*

The money will help pay for local services and encourage the use of public transport.

#### *South Street*

Visitors should contribute to local economy. May encourage use of public transport

### Object

#### *Albany Drive*

Charges are already high and surely should be sufficient

*Albion Lane*

Herne Bay need to be substantially lower cost than other parts of the district.

*Beacon Avenue*

A 33% increase for onstreet parking in Herne Bay is utterly unjustifiable, 3 times the rate of inflation at it's height last year. Not even the nurses want this much pay rise. This is a lazy price increase, £1.50 to £2.00 because it makes nice round numbers. I understand the Council need money but what with the removal of seasonal free parking in Herne Bay Seafront, the introduction of the Plaza and now this price increase, CCC truly will see the demise of incoming parking monies as residents and visitors stop going out in Herne Bay and find cheaper, and prettier, alternatives further afield, such as Minnis Bay.

*Beverley Road*

I don't want family and friends to have to pay everytime they visit and park on the street. I much prefer the alternative which is occasionally not being able to find a parking spot at peak hours on Sunday and Saturday. In [REDACTED] we have always been able to park within 50m of our house on Beverley Rd.

*Beverley Road*

If these are due to come in on Beverley Road, they will make it unaffordable for visitors and work men.

*Beverley Road*

It is already very high and pushing people to park in areas where it does not cost losing the council revenue.

*Beverley Road*

Re proposal 650 Beverley Rd area. We have lived in our home for over [REDACTED] and I currently have a residents permit. Whilst I sometimes have to search for a parking space and then walk a short distance, I have never been unable to park. I therefore regard the proposed changes as unnecessary and I believe that introducing parking charges and limiting the time to two hours would have a very negative effect upon our family and social life. My husband has [REDACTED] and is less able to get out. The ability of friends and family to visit informally is very important to us. I think that the cost, the time limit and the inconvenience involved in making a charge would severely inhibit visits and this would have implications for all residents whatever their circumstances. I believe that the current arrangements strike the right balance in prioritising residents parking but allowing visitors reasonable access.

*Beverley Road*

The parking system works perfectly well. The parking is already expensive enough

*Beverley Road*

The proposal will make money for the council but not help residents if we are moved to a more expensive annual charge for parking permits by moving us from St Stephens to St Dunstons. I also do not want my visitors to have to pay to park. A reduction to 2 hours free parking would be a good compromise, including at the weekends. That way residents can have visitors for 2 hours without them being penalised and also there will be less people

blocking the current parking spaces by leaving their cars while they go shopping. Any proposal that increases the council's income without benefitting the residents is unacceptable. You spent so much of our council tax on an unwanted car park at Canterbury West, it would be better to put money into better public transport so less people are using cars.

*Beverley Road*

This would prevent residents from having friends and family to stay—even for just a couple of hours—without paying.

*Beverley Road*

*Bognor Drive*

The costs are too high and this will keep visitors away from Herne bay

*Grasmere Road*

If we are to encourage visitors (read spenders) these charges will increasingly put the very folk we want to do the opposite. Why would they vote for £10

*Hackington Road*

I think £2.80 is too high. I think £2.40 the existing amount is also too high, it is off-putting and often there are many free spaces because people don't want to pay the existing amount. This pushes people to drive that bit further out of town and into parking in the resident's area for free for 4 hours. Please do not put the pay and display charges up. If anything they need to be put down to £2 per hour max.

*Hackington Terrace*

As a resident in Canterbury who often has to use pay and display for various reasons I find these charges already too high. I also feel that it would be unfavourable to businesses that may lose customers in a difficult time.

*Hanover Place*

There should be a 15 minute free period to allow for people dropping off/picking up

*Mandeville Road*

higher charges become prohibitive to visitors to the City

*Mandeville Road*

I think by increasing the charges it will deter visitors to Canterbury and be bad for local business

*Mandeville Road*

It is unnecessary and unhelpful to change the 4 hour parking bays in Mandeville Road (Canterbury CT2) to paying 2 hour slots. The situation at present works well. If residents need to park on the street - for building / gardening purposes - why should they have to pay - as well as paying Council Tax ? This is unreasonable .

*Mandeville Road*

Parking charges are already too high in Canterbury. It will put off visitors to the city which will reduce shops income

*Mandeville Road*

Pointless.

*Margate Road*

It is unjust that all drivers should be charged the same. Bigger, heavier, gross polluting cars should pay proportionately more for the damage they do and space they occupy

*Norton Avenue*

Cost of parking is already too expensive

*Roper Road*

I agree with limiting the parking to two hours but not with the charging for parking, this is a residential area and people have visitors and trades people

*Shepherds Gate Drive*

Why is the percentage increase for Herne Bay so much higher when compared with the CITY of Canterbury when the increase isn't as high

*Western Avenue*

I have faced many vehicles travelling the wrong way, flouting the new road layout rules. It also makes traveling around the town slower and more difficult.

*Beverley Road*

Expensive enough

*Beverley Road*

Parking rates in Canterbury are extremely high and it is resulting in the high street dying as people are not going into shops. I think the prices should remain the same.

*Beverley Road*

*Broad Street*

Parking is already too expensive in Canterbury. Would be visitors are going to out of town shopping centres rather than spending money on the high street.

*Cavendish Road*

Local businesses are already financially stretched. These changes are quite significant and could have serious negative consequences.

## *Damerham Close*

I am concerned that changes to the 4 hour parking rules around roper road/Beverley road will affect trade in Canterbury centre - particularly for people using businesses based in the st Dunstan's area.

## *East Street*

Cost of living People wouldn't visit our town as be put off

## *Grange Road*

Increases are too steep. Will continue to turn away visitors which in turn will have an impact on the footfall and you will have further business' fail and more empty properties - very short sighted as people will stop coming. I already barely go to Canterbury now for shopping purely due to the excessive parking prices. So I do the majority of my shopping on line. Due to huge hike in Herne Bay and Whitstable you will push more cars to park in non restricted streets which causes more grief for residents.

## *Hackington Terrace*

I am not sure where this objection should go about the changing of Mandeville Road specifically to pay. There is no issue with parking for the residents at present and unless there are other changes locally whcih would make an impact I oppose having to ask visitors to pay and display on a road which is not in central canterbury.

## *Hanover Place*

I object to the changes to Hanover Place parking, I've lived here for over [REDACTED] and this would mean any visitors who drive to see me would have to pay when they come to see me!

## *King Street*

High street is dead you need to encourage people into the city not fine them with high parking charges

## *Lansdown Road*

Parking in Canterbury is already relatively expensive, and raising it further would have the effect of inducing people to go elsewhere to conduct their business

## *Mandeville Road*

- Replacing the rather well-working current parking arrangements with your proposed plan would put further pressure on the already squeezed businesses operating in and around the city centre - In order to create a car-free society you need to improve public transport first. Whereas charging citizens ever-inflating amounts for parking just creates an even poorer and unsatisfied community -Foremost please consider what your proposal would be doing to the residents of St Stephens. Welcoming friends to our homes will become a rarity as one would either need to ask one's friends to pay the hourly parking fee (let's say an average visit for lunch or tea is generally 1 1/2 to 2 hours, this would cost them £4.80) or one would have to buy a visitor voucher for them (depending on the zone this would be £4 or £6 or more each time). Please contemplate how your proposed changes would increase poverty as we already experiencing a cost-of-living crisis, but especially reflect on the impact the parking scheme will have on social interaction and how it will increase loneliness. I have



acquaintances who have seen friends declining invitations since on-street parking in their borough was made unaffordable.

*Mandeville Road*

Proposals to replace the 4 hour free parking bays in 1- 20 Mandeville Road with 2 hour pay and display will seriously disadvantage residents. There is no provision for visitors in this plan, which will make family visits expensive and, in some cases, impossible. It will negatively affect carer visits and reflect on the mental health of those who are in need of home support. It will increase the cost of maintenance and repair visits. There is no information in the proposal about where the parking meters would be located. In 1-20 Mandeville Road there is virtually no space for parking meters away from house fronts.

*Mandeville Road*

The hourly increase of 16% is beyond reasonable given inflation and given current increases in council tax.

*Mandeville Road*

The proposal includes changing free 4 hour parking on Mandeville Road to 2 hours pay and display. As a long-term resident (and home owner) of Mandeville Road this change frightens me. My neighbours and I rely on Free parking during the day for carers/childminder/builders/deliveries/family and friends. Turning the Road into a Pay and display lot will have a negative impact on many of the road's households and will exacerbate parking issues in neighbouring areas.

*Mandeville Road*

We are residents and Parking Permit holders in Mandeville Road. We do not want the Proposed Parking Changes in our street to go ahead. This is for the following reasons: a) At present the four-hour limit for non-permit holders works well. This allows our family and friends, plus trades people and other visitors to stay for a reasonable period without the need to find another parking space. b) For the vast majority of time Mandeville Road has plenty of available parking during the day (apart from the occasional weekend). Even during the busiest periods, we can almost always find a parking space in the locality both as residents and for our visitors. c) The proposal would increase our parking permit costs, and our visitors would have to pay to park in Mandeville Road as well. Where is the advantage to us in this? d) In addition, any visitors who stay overnight will have to buy a ticket at a machine by 8.00am the following morning to pay to be able to park. This will be a major inconvenience for our overnight guests. Again, we can see no benefit to us or our guests with this proposal. e) We would also like to point out that part of Mandeville Road is in a Conservation area. The addition of parking machines will negatively impact the appearance of this Conservation area. This is indeed the case in other Conservation areas in Canterbury where these parking machines have been introduced. f) Currently with our permits we can interchange one vehicle registration for another for a temporary period. There is no indication in the consultation if this arrangement would still apply. In summary we consider the parking proposals are a solution to a problem that doesn't exist. This suggests the only motivation for the Council to introduce these changes is to increase their revenue. We're also not happy that our council tax is being spent on proposing a scheme which will be very unpopular with many residents. We also note that the proposal is to integrate parts of St

Stephen's into the St. Dunstan's parking scheme. St Stephen's is a separate parish and as such any proposals and decisions should be made solely on the benefit to St. Stephen's residents. We can see no such benefit with this scheme to St. Stephen's residents. [REDACTED]

*Old Dover Road*

Parking fee is already high and council should try to reduce.

*Peartree Road*

*Roper Road*

I do not want parking meters as that will be very difficult for visitors. We want Roper road changed from 4 hours to 2 hours parking as this will stop a lot of people parking and going to work then moving it at lunch time and to stay in the St Stephens zone.

*Swalecliffe Road*

Whilst the proposed increase is minimal, I believe the on-street pay and display charges for Whitstable are already too expensive. We want to encourage visitors to the area, not drive them away to other towns/cities with cheaper or even free car parking. The local economy depends on visitors and tourists to the area, especially all of the local artisan shops and local eateries. Increasing on-street pay and display charges is likely to cause a significant rise in illegal or nuisance parking, such as parking on double yellows (Tankerton Rd and side roads), parking in residential streets (Northwood Rd and side roads). You also need to consider the impact on trades people and if they are forced to pay more for parking, then ultimately the client will pay a lot more for the service, hence fuelling inflation. The motorist cannot keep being a cash cow.

*Union Street*

*Winchester Gardens*

Already high enough! Want to encourage people back to the high street

**Neither**

*Albion Lane*

*Beverley Road*

*Beverley Road*

*Beverley Road*

*Hanover Place*

*Herne Bay Road*

*Herne Street*

*Merchants Way*

*Nackington Road*

*Sandown Drive*

*Beverley Road*

*Broad Street*

*Mandeville Road*

*Palace Street*

The cost of on street parking is just some 160 pounds for city centre residents but clearly there is no availability since applying every month for years has resulted in nothing. As a resident I pay around 1000 pounds for parking in the council car park. The difference is unfair and unreasonable as I pay over three thousand pounds in council tax. I would like a clear understanding of the policy and a reduction for car parks for residents which can be proportional to council tax charges or other criteria.

*Worthgate Place*

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## **On-street permit charges**

|         |    |
|---------|----|
| Support | 7  |
| Object  | 51 |
| Neither | 19 |

### **Support**

*Albany Drive*

increase and charges seem reasonable for what is offered with the permits

*Beverley Road*

The proposed increase is modest and reasonable and is the first for some time as far as I know.

*Hawks Lane*

*Roselands Gardens*

To try to deter the amount of cars parked along our streets.

*Coppergate*

Residents permits should be tiered by vehicle type with electric and low emission vehicles exempt. Receipts should be reinvested in green and charging infrastructure and pedestrianisation.

*Mandeville Road*

This is a much better way of making money than pay and display.

*South Street*

Locals are already finding the rise in the cost of living difficult.

**Object**

*Albion Lane*

*Albion Lane*

*Beverley Road*

I am happy to pay for my permit and to see a reasonable rise in the cost to match inflation but the current proposal represents an unreasonably steep rise in the cost.

*Beverley Road*

I live at Beverley Road and I currently have the Stevens permit. With the new proposed change to Beverley Road becoming St Dunstan's parking zone I will have to rebuy a permit when I am only in this property for another five months, and from what I've heard, it is very difficult to get a St Dunstan's permit, and therefore I will not be able to park in front of my house, for which that is important for many reasons.

*Beverley Road*

People are struggling and often cannot afford all the extra costs that keep mounting up.

*Beverley Road*

People are struggling financially.

*Beverley Road*

Same as previous: I don't want family and friends to have to pay everytime they visit and park on the street. I much prefer the alternative which is occasionally not being able to find a parking spot at peak hours on Sunday and Saturday. In [REDACTED] we have always been able to park within 50m of our house on Beverley Rd.

*Beverley Road*

The changes affect the people who visit me and the cost of my resident parking permit

*Beverley Road*

The system is Not working as the council do not do enough to make sure people who live in the area are getting a permit. No checks are don't if some leaves an area so they Renee a permit and continue to park and resident have to wait for a permit to come up.

*Beverley Road*

*Beverley Road*

*Bognor Drive*

The costs are too high and this will keep visitors away from Herne bay

*Hackington Place*

The proposed rise is way beyond inflation while the council will already be making more money by introducing parking charges for non residents.

*Hackington Terrace*

As a resident I feel that the charges are too high already.

*Hanover Place*

The proposed increase is inflationary at over 10 per cent. It should be set at the current rate of inflation.

*Hanover Place*

These rises are way over inflation and unjustified. I've not even had a cost of living rise for the past 2 years. Rises should be carried at inflation

*Hanover Place*

*Mandeville Road*

I consider the current charge of £65 per annum to be adequate when you take into account the increases to vehicle licence tax and council tax

*Mandeville Road*

we pay vehicle license tax and council tax and do not consider an increase of on street permit charges necessary

*Mandeville Road*

*Mandeville Road*

*Margate Road*

It is unjust that all residents should be charged the same. Bigger, heavier, gross polluting cars should pay proportionately more for the damage they do and space they occupy.

*Merchants Way*

Pavement parking on merchants way. Given the width of the pavements it is only possible to park on one side of the road. Given also the number of "paved" Gardens without dropped curbs some of the parking spaces are no longer available. Given volume of houses with lack of parking (in particular 82-92 and 51-65)there is currently insufficient parking on the roads

*Norton Avenue*

Cost of parking is already too expensive

*Western Avenue*

*Balham Park Road*

Locals are already finding the rise in the cost of living difficult.

*Beverley Road*

Expensive enough

*Beverley Road*

Permit prices are high enough already and I object to the price increase particularly as there are no regular traffic warden visits in Beverley road resulting in people thinking it's an okay place to park as they won't get a ticket.

*Beverley Road*

*Broad Street*

I feel like you are already taking enough money and can't see improvements. There are potholes and loose man hole covers everywhere. I realise that Kent highways are supposed to fix these. Money has been wasted on proposals like the ridiculous zone thing that no resident was in favour of. If the leakage of money was fixed the prices wouldn't need to be raised.

*Broad Street*

My objection is not the cost. It is that you clearly issue too many permits for the road. Therefore I pay for the annual permit but have nowhere to park. You should agree some arrangement for car parks when this happens.

*East Street*

Cost of living

*Grange Road*

The increase in charges and also the time I can park will now affect me visiting friends in Canterbury. Appreciate you need to get revenue but do you really want "ghost" cities and towns, isn't it better to encourage people to come and spend in the cities - shops / restaurants / businesses ?

*Hanover Place*

I object to an increase in the charge when I am going to be in a worse position - ie ANY visitors who drive to see me will have to pay to park!

*Hanover Place*

The proposed increase is inflationary at over 10 per cent. It should be set at the current rate of inflation.

*King Street*

I think a 10% increase is too high when policing of use seems to reduce year on year. I now regularly can't find a space.

*Lansdown Road*

The council do nothing for this money except to administer the parking fees, which are already extortionate! Instead of penalising those who have no driveway, cur expenditure instead.

*Mandeville Road*

More residents will pave over their front gardens to create private parking spaces. This will have a detrimental effect on rainwater run off and the general environment. - Increased on-street permit charges would create an even poorer and unsatisfied community, especially but not only during a cost-of-living-crisis

*Mandeville Road*

The current charge for on-street permits in Mandeville Rd is £65 per annum, with a proposal to increase this to £72 ( over 10%). The additional proposal to include Mandeville Rd in St Dunstan's zone would represent an increase from £65 to £97 per annum, an entirely unacceptable 50%.

*Mandeville Road*

The current increase of more than 10% is beyond reasonable given last year's inflation and expected inflation for next year. This, together with proposals to change streets such as mine to pay and display for visitors is a significant reduction in service for a large increase in cost.

*Mandeville Road*

We are residents and Parking Permit holders in Mandeville Road. We do not want the Proposed Permit charges to increase in our street. This is for the following reason: The proposal would increase our parking permit costs by almost 50%, as the proposal will put us into the St Dunstan's parking permit range. Where is the advantage to us in this?

*Old Dover Road*

I'm already paying council tax and paying parking fee is already irrelevant. I wouldn't agree for this hike in the fee.

*Peartree Road*

*Roper Road*

It's expensive enough especially as we can't get a spot outside our house.

*South Street*

Don't penalise local residents

*Swalecliffe Road*

Again, whilst the proposed increase is minimal, I believe the on-street permit charges for Whitstable are already too expensive. Residents need to park somewhere and just by continually squeezing the residents for the privilege of parking near to their property, will not force them to give up their vehicles but instead find alternative possibly illegal parking, or sell up and move out of the area. You also need to consider the impact on self-employed people who probably require several vehicles such as a van plus car and if they are forced to pay more for residents parking, then ultimately their customers will pay a lot more for the service.

*Union Street*

I do not always get a parking space in my current zone and therefore have to already pay extra for parking elsewhere.

*Winchester Gardens*

Already pricey enough for local residents.

**Neither**

*Beacon Avenue*

*Beverley Road*

*Beverley Road*

*Beverley Road*

*Grasmere Road*

*Hackington Road*

*Herne Bay Road*

*Herne Street*

*Mandeville Road*

Prices always rise

*Sandown Drive*

*Shepherdsgate Drive*

*Beverley Road*

*Cavendish Road*

Justification is required for increase of these charges as I presume road maintenance is funded via road tax.



*Damerham Close*

*Hackington Terrace*

*Mandeville Road*

*Palace Street*

The cost of on street parking is just some 160 pounds for city centre residents but clearly there is no availability since applying every month for years has resulted in nothing. As a resident I pay around 1000 pounds for parking in the council car park. The difference is unfair and unreasonable as I pay over three thousand pounds in council tax. I would like a clear understanding of the policy and a reduction for car parks for residents which can be proportional to council tax charges or other criteria.

*Worthgate Place*

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## **On-street visitor permit charges**

|         |    |
|---------|----|
| Support | 9  |
| Object  | 44 |
| Neither | 21 |

### **Support**

*Albany Drive*

Seems reasonable

*Beverley Road*

To encourage use of public transport, walking or cycling on those days when a permit is required.

*Hawks Lane*

*Roselands Gardens*

Inflation and to try to deter amount of parked cars n our streets.

*Balham Park Road*

This will encourage people to use public transport and free up parking for locals.

*Coppergate*

Residents visitors permits should be tiered by vehicle type with electric and low emission vehicles exempt. Receipts should be reinvested in green and charging infrastructure and pedestrianisation. The online system should be scrapped and no limit set on visitors. This drives more revenue and supports residents without offstreet parking.

*King Street*

I think visitors should come by train

*Mandeville Road*

This is a much better way to raise money than pay and display.

*South Street*

Fair for visitors to support local economy

## **Object**

*Albion Lane*

*Beverley Road*

Again, people are struggling financially.

*Beverley Road*

Already very high

*Beverley Road*

i do not think the proposed changes allow my visitors enough time to park comfortably for a visit.

*Beverley Road*

If these are due to come in on Beverley Road, they will make it unaffordable for visitors and work men.

*Beverley Road*

If visitors permits are introduced to the Beverley Rd area, this would severely limit spontaneous social visits and I strongly object to this system being introduced.

*Beverley Road*

This is too expensive. Residents who live in the area and have family to visit should not have to pay so much for parking. I cannot see how the additional charges are justified in any increased work to officers as it is a simple online process to book permits.

*Beverley Road*

*Beverley Road*

*Grasmere Road*

Just another cash cow

*Hackington Road*

I think £5 for a visitors permit is enough. Especially when there are normally free spaces. There is no financial incentive that will change supply and demand. Just add more cost to visitors. It won't change the parking.

*Hackington Terrace*

As a resident you have to have visitors and trades people coming and these charges are too high and off putting.

*Hanover Place*

20% rises are unjustifiable, especially when people are still reeling from massive energy Bill costs. There should be no rises this year. £5 is already too much

*Hanover Place*

The proposed increase is inflationary at 20 per cent. Any increase should be in line with current inflation rates.

*Hanover Place*

*Mandeville Road*

I don't support this increase in price

*Mandeville Road*

I think the existing charge is adequate

*Mandeville Road*

*Margate Road*

It is unjust that all drivers should be charged the same. Bigger, heavier, gross polluting cars should pay proportionately more for the damage they do and space they occupy

*Norton Avenue*

*Roper Road*

*Western Avenue*

*Beverley Road*

Expensive enough

*Beverley Road*

I see no justification for increasing the cost of visitors permits. It makes it difficult for residents to afford for their friends and family to come to stay. My mother in law lives within a permit zone and her visitors are so important to her and it is difficult when she has to pay more for the privilege. I am concerned that this will make it more expensive and therefore less likely that vulnerable residents will be able to afford to have visitors

*Beverley Road*

Prices are expensive enough and do not need to increase. Local residents need to be able to have friends and family visit at affordable prices. Canterbury permits are significantly higher than that in Herne Bay and Whitstable

*Beverley Road*

*Cavendish Road*

Damage to already failing town tourism.

*East Street*

Cost of living

*Grange Road*

Again you are penalising the public who then cannot visit friends or will avoid cities / towns due to the high costs.

*Hanover Place*

The proposed increase is inflationary at 20 per cent. Any increase should be in line with current inflation rates.

*Hanover Place*

why is this increasing by 20% when inflation is much lower, seems an unnecessary hike

*Lansdown Road*

Yet another tax on those who cannot afford a driveway. This will have the effect of stopping people visiting others, who are mainly poor and elderly, hugely affecting their quality of life! To think a Labour Council could support this is unbelievable!

*Mandeville Road*

- Please see also comment above (1b) Whereas at the moment the rules allow visitors to stay for up to 4 hours for free, welcoming friends to our homes will become a rarity as one would have to buy visitor vouchers for them each time. I have acquaintances who have seen friends declining invitations since on-street parking in their borough was made unaffordable. Please ask yourself: Would you invite friends to your home on a regular basis if it were to cost you £4/£6 or more each time? Our neighbours will become more isolated and neighbourhood poorer for it.

*Mandeville Road*

Existing visitor permit charge for our area is satisfactory and we can see no reason for a 20% increase

*Mandeville Road*

In light of the proposed increase of over 10% in on-street parking permits there is no justification for an additional increase in visitor permits.

*Old Dover Road*

Too much charge for the visitor's.

*Peartree Road*

i live on peartree road. Proposals to extend yellow lines will have a negative impact on the many residents that live here. we have a lot of residents and a lot of houses, some with drives, which already has a major impact on the available parking spaces. on a weekend it's a real struggle to park on the road anywhere near our residence let alone if we dare to invite visitors over. I don't see why the yellow lines are needed? we are not within walking distance of any commercial places that could cause people to need to park or near transport i.e train station for people to be coming here to park for commuting, it's just residing residents parking, we are a compact residential road which is already struggling to meet the needed parking spaces, lowering the road space will just negatively affect us. i'm sure there would be more driveway requests which would result in a knock on affect from the yellow lines once again having another negative affect on the residents who do not have an opportunity for a driveway. please rethink this decision.

*Swalecliffe Road*

For the same reasons given in 1b and 2b above. We want to encourage visitors to the area, not drive them away to other towns/cities as the local businesses and economy depends on visitors and tourists to the area to survive. If visitors to the area are driven away by punitive charges, then a number of local businesses are unlikely to survive after several tough trading years and the current cost of living crises coupled with high inflation.

*Union Street*

*Winchester Gardens*

Prices are already extremley high for visitor permits and local residents want friends and family to have the ability to visit so they need to be affordable.

*Worthgate Place*

The charge is currently £4. Quite a jump to £6! These are often used for work people who might stay for just an hour or less.

**Neither**

*Beacon Avenue*

*Beverley Road*

*Beverley Road*

*Beverley Road*

*Bognor Drive*

*Hackington Place*

*Herne Bay Road*

*Herne Street*

*Mandeville Road*

*Merchants Way*

*Sandown Drive*

*Shepherdsgate Drive*

*Broad Street*

*Broad Street*

*Damerham Close*

*Hackington Terrace*

*Mandeville Road*

*Mandeville Road*

*Palace Street*

The cost of on street parking is just some 160 pounds for city centre residents but clearly there is no availability since applying every month for years has resulted in nothing. As a resident I pay around 1000 pounds for parking in the council car park. The difference is unfair and unreasonable as I pay over three thousand pounds in council tax. I would like a clear understanding of the policy and a reduction for car parks for residents which can be proportional to council tax charges or other criteria.

*Roper Road*

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## Castle Street

|         |   |
|---------|---|
| Support | 9 |
| Object  | 1 |
| Neither | 1 |

### Support

#### *Castle Street*

Although more cars on street may well cause further hold ups especially between 4.30 - 5.30pm I am generally in support. However all cars could be taken off street completely in this area if the council reinstates Rosemary Lane car park for residents only. Our collective payment for resident permits should cover costs.

#### *Castle Street*

I think this is a fantastic proposal as it will not only provide more parking for residents wich is always welcomed but will in turn discourage speeding in castle street and the route being used as a short cut which for pedestrian and child saftey is brilliant news!

#### *Castle Street*

It will slow down traffic. We need more parking spaces. It will deter rat runners.

#### *Castle Street*

Parking is very difficult in the area, and this may help reduce speed of traffic too, as people speed in a very dangerous way down the road. We currently have moved out of our house on Castle Street, partly due to this.

#### *Castle Street*

While I think the Council does a pretty good job of getting the balance right, there are times when as a resident it is difficult to find a space and this can be stressful. Residents' parking can also slow the traffic - there are unfortunately some irresponsible and selfish fast drivers in central Canterbury.

#### *Hawks Lane*

#### *Lavender Mews*

We have a need for more residents bays as it is frequently difficult to park. We also need traffic calming in the area as Cadtle Street and Stour Street are used by some cars to speed. Visitors to the White Hart pub frequently park in residents bays as checks are non existent at night. There has also been an increase in blue badge cars frequently using the bays for days and weeks at a time. The council needs to review the provision of unlimited blue badge parking in the residents bays and at the very least cap it at 3 hours as it is being abused- some cars have been parking continuously in the bays 7 days a week, 24 hours for the last few years.

*St Mary's Street*

Not enough residents parking bays in existence and frequently have to park outside my permit boundaries or pay for parking as there are no spaces. More res park is needed.

*South Street*

**Object**

*Grange Road*

**Neither**

*Shepherdsgate Drive*

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**Flag Iris Avenue**

|         |   |
|---------|---|
| Support | 1 |
| Object  | 1 |
| Neither | 1 |

**Support**

*Hawks Lane*

**Object**

*South Street*

**Neither**

*Shepherdsgate Drive*

---

**Forty Acres Road**

|         |   |
|---------|---|
| Support | 4 |
| Object  | 8 |
| Neither | 4 |

**Support**

*Albany Drive*



*Beverley Road*

*Hawks Lane*

*Mandeville Road*

This would likely be helpful to residents

## **Object**

*Beverley Road*

Not enough parking maybe a a delivery

*Church Path*

*Godfrey Gardens*

This scheme is far from helpful as it does not support local businesses or part time workers who do not have any parking at work. It is going to cause businesses to move out of Canterbury & eventually be an empty high street!!

*Slades Close*

There are not enough off road parking spaces for residents at the moment and it will harm all of them but will only help amazon etc

*St Dunstan's Street*

I run a [REDACTED] in St. Dunstan's street employing [REDACTED] local people. We all park in Roper Road /Forty Acres and this provision will put more financial pressure on myself and my employees at a time when the council should be supporting local businesses.

*Coppergate*

There are no shops on forty acres road. This is a useless proposal cynically used to reduce parking and increase paid uptake.

*Mandeville Road*

First of all, the map is incorrect. The street named as Mandeville Road is Beverly Road. Secondly, replacing all this area with double yellow lines will, in no uncertain ways, reduce parking space for adjacent areas for residents with permits whose price you are proposing to increase. It is also likely that many of us will get rid of front gardens to be able to park regularly. This will have a negative impact on parking spaces due to the need for no parking stretches for private parking. It will also impact on the urban environment and reduce the attractiveness of the area with consequences on house prices.

*South Street*

Dont reduce needed parking

**Neither**

*Forty Acres Road*

Can you give more information on how many loading bays there will be and why they are necessary. will there be some car parking bays as well ?

*Shepherds gate Drive*

*Grange Road*

*Mandeville Road*

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**Manwood Avenue**

|         |   |
|---------|---|
| Support | 7 |
| Object  | 1 |
| Neither | 1 |

**Support**

*Hawks Lane*

*Manwood Avenue*

I am unable to drive out of my house [REDACTED] because of the parking on both sides of the road during school pickup times. Cars use my drive entrance to facilitate parking on the grass verge, damaging the verge in the process. They often use my drive as a convenient reversing area. I fully support the changes, but they will only be effective if monitored and enforced. Most of the present restrictions seem to be ignored.

*Manwood Avenue*

I'm a resident of Manwood avenue and when cars are parked on both sides of the road it can make the it very difficult to pass. More worrying is that it's unlikely that emergency vehicles would be able to pass. My only concern would be cars parking overnight still being a problem

*Manwood Avenue*

Parking on both sides of Manwood Avenue does cause access problems especially at School drop off / collection times. This will only help with suitable enforcement.

*Manwood Avenue*

This proposal will improve safety and reduce congestion at the start and end of the school day. It's not unusual to see cars travelling along on the pavement and grass verge.

*St Stephen's Hill*

Each day the road is congested and very dangerous. This is due to parents collecting their children from Archbishop's School. Parents park without and consideration for other road users or children. Most days at 1500 there is no space for a fire appliance to access if required. Car owners have their engines running, for heat in the winter or air con in winter. This area needs more policing. Perhaps a car park built in the school grounds is required.

*Orchard Close*

I live in Orchard Close and welcome this proposal as parking on both sides of Manwood Avenue can be a serious problem for access to our property sometimes. However I am concerned that it may make parking in Orchard Close worse and it is a small narrow Close with entrance and exit via the same access point. Also there seems to be very little monitoring of the existing double yellow lines at the junction with St Stephens Hill by traffic wardens as every day parking to pick up schoolchildren ignores them.

**Object**

*Shepherdsgate Drive*

Should be weekdays only

**Neither**

*South Street*

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**Merchants Way**

|         |   |
|---------|---|
| Support | 4 |
| Object  | 5 |
| Neither | - |

**Support**

*Hawks Lane*

*Honeywood Close*

I support pavement parking bans in principal as this enables pedestrians, particularly those with pushchairs or mobility aids, to travel safely on pavements. Too often, priority is given to motor vehicles and pedestrian safety is jeopardised as a result. A culture has developed in recent years of vehicles parking on pavements even when there is no real need. With the Highway Code now stating that pedestrians should have priority and KCC and CCC having Active Travel Plans in place, it is definitely time to reclaim the pavements for people and make walking safer.

*Shepherdsgate Drive*

*South Street*

## **Object**

*Merchants Way*

Not required-3 cars on pavement,no obstacle to pedestrians. look at shipman !!

*Merchants Way*

Pavement parking on merchants way. Given the width of the pavements it is only possible to park on one side of the road. Given also the number of "paved" Gardens without dropped curbs some of the parking spaces are no longer available. Given volume of houses with lack of parking (in particular 82-92 and 51-65)there is currently insufficient parking on the roads

*Merchants Way*

People only park on the pavements because there is nowhere else to park in Merchants Way , I agree that it is not safe. Parking issues have been made worse here due to houses in multi-occupancy and the sale of garages ,both due to council/govt policies , also , when the estate was built people didn't really own cars .Ironically , when you built on the former garage areas, the houses you built all had parking put in.Parking is as bad in other areas of the estate such as Shipman Ave. but no parking ban there? Will you be doing anything productive , such as assisting tenants/owners with reduced costs to install crossovers or create other parking areas , like you done in Knight Ave. and the Vauxhall Ave. area ? I think it is only fair that you should come up with a proper parking plan for the road to sort out the inadequate parking , and not just penalise working people . I have lived here for over [REDACTED] and have always paid my [REDACTED] , I checked how much a crossover would cost and had several quotes from your recommended installers , the cheapest coming in around £5000 plus the £400 to the Council. Also , the harmony of the area will be ruined as disputes arise due to parking in "peoples places ".

*Merchants Way*

There is already insufficient parking for residents thanks in part to the amount of HMO's that have been granted permission by yourselves More Parking needs to be a priority not restricted what is already inadequate!

*Merchants Way*

There is nowhere to park the pavement is not ideal but there is still room for pedestrians to get past so doesn't cause them problems , i understand it's not the best choice but there is a lot of houses with a lot of car drivers in our street we have 4 shared houses with multiple occupants and just not enough parking in the area no space on other rd as they to use the path to park we need to find a more suitable solution to the parking problem on this est not move this problem to another rd

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## Nackington Road

|         |   |
|---------|---|
| Support | 4 |
| Object  | 9 |
| Neither | - |

### Support

*Hawks Lane*

*Shepherdsgate Drive*

*Lansdown Road*

As one of the main roads in Canterbury, anything that prevents the free flow of traffic should be avoided.

*South Street*

### Object

*Albany Drive*

Surely already has sufficient parking restrictions

*Nackington Road*

1. it is not necessary. There is no congestion due to parked cars. It is a waste of money. Please spend it wisely elsewhere 2. it will limit the occasional parking necessary for visitors and those working at residential properties eg cleaners gardeners 3. a number of residents are elderly and need the parking for access and cleaners/home help 4. on the occasions when there are events at the cricket group, it is in the interest of the community for all to be able to enjoy those events and park on the road should they not be able to afford parking otherwise

*Nackington Road*

As parking in Nackington Road is used very infrequently (except for events at the cricket ground) I think it should not have a double yellow lines as some parking is traffic calming in a road where vehicles frequently drive too fast. Furthermore many of the properties do not have a drive and e.g our neighbour does not have one and is using a gardening firm that needs to park in the road.

*Nackington Road*

Having lived here for over [REDACTED] there is minimal disruption currently and think that by applying the lines this would cause more inconvenience than solve anything.

*Nackington Road*

I am a resident of Nackington Road. The reason stated for this change is to ease congestion. People do not park on this road and therefore there is no congestion along Nackington Road. When there is a very busy event evening such as the 20/20 cricket, some cars park on the single yellow but most people who visit the cricket ground do so via the park and ride. These events are in the evening, the traffic levels are low and the driveways along the Nackington road allow for passing places. There are already adequate restrictions imposed to avoid congestion during the busiest times of the day on the single yellow lines when no one is allowed to park. The only congestion is created by the traffic lights! For the residents of Nackington Road this change will create significant disruption and a change to our living circumstances as we have limited parking and on the rare occasions that we need tradesmen or have visitors, they will not be able to park outside for a short period of time.

*Nackington Road*

This is unnecessary. Congestion is never an issue along the stretch of road under consideration. Furthermore it will prevent legitimate parking by tradespersons and visitors. Many residents are elderly and thus need home help.

*Nackington Road*

We have never experienced any issues with parking on Nackington Road. Really unclear what the benefit of this is to offset the cost in completing.

*Nackington Road*

Introducing double yellow lines is disproportionate and will unduly and significantly impact the living arrangements of Nackington Road residents, who have limited if any off-street parking. The current single yellow line restrictions sufficiently manage the traffic.

*Naxkington Road*

My objections to the proposed double yellow lines in Nackington Road [REDACTED] [REDACTED] are as follows: 1. I do not have a driveway or any means for off road parking. 2. Being very elderly my need for carers to park outside my house is essential. If they have to park far away and walk to my house I will be charged for longer use of their time. Being an OAP this is totally unfair. 3. Same applies as 2. regards workmen. 4. This conjection given as a reason to stop parking seems to apply when there are events being held in the cricket ground which are mainly in the evening during the summer 5. Surely the event holders and ground management should be responsible to arrange there is no parking in the road. The residents should not be penalised for these events. 6. Cricket matches are held in dry weather so should bad weather cancel the event, no congestion. 7. hHaving lived [REDACTED] in this house I wonder if the Council, ever come and see when and where the conjection is and when . During the day, traffic is moving and cannot be obstructing the flow.

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## Roper Road area

|         |    |
|---------|----|
| Support | 17 |
| Object  | 83 |
| Neither | 2  |

### Support

#### *Beverley Road*

As already stated in previous question.

#### *Beverley Road*

There are not enough spaces for resident permit holders and it should be resident parking only. If people want to come into town they should use one of the many car parks and pay the fees, this will also reduce the amount of traffic in the area at the weekends. As resident parking at the weekends is non existent so it should also include Sundays . Also the pavements are very narrow so any ticket machines will cause problem for disabled people and people with buggies. Residents should be given a free allocation of permits for guests and careers. Can we have more electric charging bays

#### *Beverley Road*

To encourage other means of travel and reduce the impact of cars on the neighbourhood.

#### *Beverley Road*

We support as we have a [REDACTED], and with this new restriction coming in place it will deter shoppers to park here, thus increasing the likelihood of us and other residents having the ability to park closer to our homes. Some residents are concerned about guests parking (family, friends, hairdressers ...), which we understand, but ultimately they don't live here and need to park everyday. In an ideal situation residents would be able to apply for free guest permits, which is used in some London boroughs.

#### *Beverley Road*

#### *Hanover Place*

I assume p&d means pay and display (it would be helpful if the council explained abbreviations in full for the avoidance of doubt or misunderstanding). If that is the case i expect this to make it easier for residents with permits to find a parking space at busy times. However, before any scheme is introduced I suggest residents are consulted on the locations of any ticket machines, or better still, there are no ticket machines and anyone parking either scans a QR code or phones a number on which to pay.

#### *Hanover Place*

Motorists without permits have been taking up resident's spaces for far too long. I pay for my annual residents permit, and sometimes when I come back from work there are NO parking spaces left - and I see cars I do not recognise as residents' cars on a daily basis. That being said, I do NOT agree that resident's should be charged more than they already are -

especially since I OWN the property I live in, I should be entitled to a free space near my own home. I've paid £65/year for the permit which is already a bit silly, so there shouldn't even be a discussion as to whether you should raise the price of residents' permits.

*Hanover Place*

We have lived in Hanover Place for [REDACTED], both my wife and I are resident permit holders. To be able to park anywhere in our road at certain times has become very difficult because vehicles are parked here on an ad hoc basis without payment. We also have regularly, taxis parked for long periods, the drivers of which, live some where around Station Road West, a different parking zone.

*Hawks Lane*

*Roper Road*

Please can I strongly agree to the proposed changes and in fact suggest we go one step further and stop people without permits from parking on the road at all without a guest permit purchased by an actual Resident. As I resident with [REDACTED] living at [REDACTED], parking is simply intolerable. My wife and I rarely get a space and have to constantly park on neighboring roads or wait until shoppers have vacated. All of the spaces are taken up by shoppers, commuters and/or guests of the newer houses opposite (yellow brick houses built in the 1980s I believe). I cannot even open my car door without someone asking me to "hurry up and move" so they can have my space. Most landlords of the newer properties opposite, who do not even live in these house, still apply for permits and get them, as do their tenants. This cohort of the road also made up the majority of people who objected at the last consultation. It is simply unfair and makes no sense to involve them in the consultation, as they have private spaces and are simply objecting so their friends can park free of charge. The parking is so bad I have been forced to put my house on the market and sadly move. With my wife and I [REDACTED], we often help local residents with many medical and non-medical issues, so it's a shame to leave. Should the parking improve we would strongly reconsider moving away however. The huge underused £10m carpark on the next road at station road west would easily take up the shoppers, provide great revenue for the council and make our quality of life much better. It would also encourage local families to move into the area. All the people viewing our house thus far have cited parking as the biggest negative to move into the Road, which speaks volumes. They would all be happy to pay even more for a permit should this allow a resident to actually park on the road. I really hope the above is strongly considered and if needs be I can formulate a petition as the majority of the road agree with me but to no access email.

[REDACTED]

*Roper Road*

This is a good idea as those of us who buy a yearly permit to park in the St Stephen's area may actually find a place to park near their property. There are many problems in roper road in regards the parking but this proposal should really improve our chances of parking close to home and not a 100m away. St Stephens parking in Roper Road is only half way down the road which then turns into St Dunstan's. So we are unable to use the spaces that are just across the road from us. Maybe this can be considered for change as there are no St Dunstans residents who require street parking for some distance. ALSO, someone needs to



take action of speeding cars in our road. It is a 20 zone yet hardly anyone adheres to it. Some drivers speed down here and it wont be long before there is an accident. It would be a good idea to take preventive action please rather than wait until a fatality occurs.

*Roper Road*

*Hanover Place*

Motorists who aren't residents have been taking parking spots, and there have been a number of occasions I've come back from work without a place to park despite living there for [REDACTED] and paying for permits.

*Roper Road*

I strongly support this proposal. The current parking restrictions on Roper Road are too lenient. Non-residents regularly park their cars on Friday afternoons and do not collect them until Monday morning. This reduces the available spaces for residents to park. I regularly cannot find a space near my home.

*Roper Road*

We support 2 hours of parking with pay meters. this will free up spaces for the residence with parking permits.

*Roper Road*

*Roper Road*

## **Object**

*Albany Drive*

Cannot see why this would be needed in this area of the city

*Beverley Road*

As stated previously in this questionnaire, I believe there are sufficient spaces and regulations currently to meet residents' needs. The proposed restrictions would deter social visits from family and friends which is so important to quality of life for all residents, but particularly for those like my husband who is becoming increasingly housebound. The cost, the time limit and the inconvenience of organising payment would deter free visiting and certainly increase social isolation.

*Beverley Road*

Because I think there is adequate parking on Beverley and Mandeville road for residents. Plus it is expensive for friends and family to have to pay large parking fees when they visit at the weekend, if you make guest parking tickets obsolete.

*Beverley Road*

Friends, relatives and visitors would have to keep moving their cars after 2 hours. It would increase traffic around the area.

*Beverley Road*

I am a resident of Beverley Road. Although we pay for parking it can often be difficult to find space and I feel it should be limited to residents and their visitors only. We are so close to the city and parking is taken advantage of. The enforcement officers do a good job but I feel that any parking for people who are not resident and their visitors puts a huge strain on parking. Additionally the pavement is in very poor repair and too narrow for parking machines

*Beverley Road*

I object to having to go into St.Dunstans parking area on the basis we will have more people taking up our parking spaces,also there is a big increase in the cost of fees,which local residents do not agree with.So please take the proposal of the agenda.

*Beverley Road*

I strongly oppose this as it will disadvantage people with child care or care needs (already a group under huge financial pressure) as they will need to pay extortionate amounts to allow those people to park there in the week. In addition it will prevent the visiting of friends and family over the weekend.

*Beverley Road*

Please see earlier comments. I do not wish visitors to have to pay to park and propose 2 hours of free parking so there is less likelihood of shoppers parking for extended periods. Residents in St Stephens should not be asked to pay extra for their permits by moving them to St Dunstans, that is just a way to make money and does not benefit residents.

*Beverley Road*

Residents in this area have consistently requested that the hours of restriction be longer and be extended to seven days a week, as in Hanover Place. Many also favour reducing the four-hour slot, or making the area residents only. Now, an entirely different proposal appears, and very few approve of it. Charging for parking with P&D seems like an encouragement to park. We do not want machines on our parts of the area. We want to discourage parking in our area. The perspective of the people whom you serve is to keep our area as a purely residential area and not a car park. Frankly it appears that the proposed changes fit some bureaucratic menu where an existing set-up is just extended and additional revenue generated at our inconvenience. It is grossly unfair to redefine us as part of St Dunstan's and then charge us a hugely increased permit fee. There is no justification for such an increase when we are facing a continued reduction in the facility. I completely reject the proposed changes and ask that you re-visit the residents requested variation. ■■■  
■■■

*Beverley Road*

Strongly object. I don't want family and friends to have to pay everytime they visit and park on the street. I much prefer the alternative which is occasionally not being able to find a parking spot at peak hours on Sunday and Saturday. In 2 years we have always been able to park within 50m of our house on Beverley Rd. The vast majority of the road are of the same opinion.

*Beverley Road*

This is too extreme and restrictive, could a middle ground be found?

*Beverley Road*

We are not in the city centre and it will deter friends and family from visiting. It works well as it is

*Beverley Road*

We will really struggle as a family on Beverley road with the new proposed changes. We have one resident permit but my husband often requires to park an additional work vehicle which does not have a local permit, so he will really struggle to park anywhere near our home when needed with these new restrictions coming in. The 4 hour window option throughout the week is extremely useful for us so family can drop by, workers on the house can park. The visitor permits seem pretty costly if needing to use with any frequency. I would accept extending the current rules to Saturday and Sunday (8-4) as a better compromise to help the parking situation at weekends, as I know residents struggle to park close by at times, but this would at least not be too restrictive.

*Beverley Road*

*Beverly Road*

The parking system works well enough as it is. I am a resident permit holder and never have trouble parking. My visitors are able to visit and park without difficulty. The current charge is acceptable

*Brewery Lane*

Strongly object. This will impact on local residents and visitors. There is a huge multi storey car park in Station Road West. There is absolutely no need to make changes to on street parking in the Roper Road area

*Hackington Place*

I object to this as this will effect the community. Residents that live in this area, including me can only have people visit them for 2 hours now under these changes. There is no way of paying, other than online. (some older people have no access to online) Some residents need visits from their families for their wellbeing and mental health, under these new laws no-one can visit for more than 2 hours. There is no pay and display options or machine to increase your stay, just vouchers online. Crazy and bad for the community, all to raise extra funds. The private garages will see an increase in people parking illegally, which residents can do nothing about. People's mental health will suffer due to 2 hour maximum visits. Surely 4 hours stay is the very least when people pay their road tax. Please don't do this. For the sake of the community.

*Hackington Road*

We live at the [REDACTED]. We strongly object to any changes in the parking system. The 4 hour max stay works perfectly. There is always space to park during 8am-4pm for visitors and trades people. We would strongly protest against any changes especially pay

and display. This would be highly inconvenient and affect us as residents in a negative way especially if parking was limited to 2 hours.

*Hackington Terrace*

As a resident at the [REDACTED] I find the current system works well with the 4 hours visitor time, the proposed 2 hours is much too short. We have both visitors and trades people and the new system would make our life very difficult and expensive in bad economic times so I strongly oppose it.

*Hanover Place*

I have absolutely no problem with lack of parking. This plan will only result in unnecessary increases in parking costs. I hope you maintain the same parking policy as in previous years.

*Hanover Place*

I lived in Hanover place. The current 4 hour limit generally works really well. It allows us to have friends for lunch and trades people visit without any hassle or expense. I've seen this before where a minority of households with multiple vehicles spoil it for everyone else. During term time for about 20 weeks a year it can be a bit busier but it's generally fine for most of the year. Please keep the 4 hour free parking. And keep us in St Stephens zone. Otherwise this is just yet more indirect taxation that disproportionately hits the poor

*Hanover Place*

I see no reason to change the parking arrangements from St Stephens Zone to St Dunstons Zone in Hanover Place. The changes contemplated will cause problems for visitors and tradesmen causing them to park in the garage access hard standing which according to deeds associated with the garages is illegal. You are only allowed to drive your car across the private hard standing into your garage. No parking on the hard standing is allowed.

*Hanover Place*

I trust this message finds you in good health. I'm [REDACTED] [REDACTED] e, writing to address the proposed parking restrictions in Roper road, Hanover place, Beverley road and Mandeville road. Firstly, I appreciate the council's efforts in managing parking for community harmony. However, I disagree with the need for stricter regulations in Hanover Place. Presently, parking availability in Hanover Place meets residents' needs adequately, and additional restrictions may inconvenience us without clear benefit. I urge reconsideration of the proposed changes. I hope my input, along with others', will inform your decision-making process. Let's collaborate for solutions benefiting Hanover Place's community life. Thank you for considering my perspective

*Hanover Place*

No need for this. No issues with current parking arrangement. Will cause problems when having friends and family to visit and I do not agree with having to pay an increased fee for parking permit especially considering the current cost of living crisis

*Hanover Place*

The public notices state that we can view a "statement of the Council's reasons" for making these changes. I'm unable to find anything on the website. Why not have transparency on

the reasons for making these changes? I think on this point alone the changes should be deferred while the Council explains things better. As a resident of Hanover Place, I have noticed the area becoming more popular with people parking here and walking into town, no doubt a result of sky high parking costs in town. You're not solving the parking issue with these changes, you're just pushing the problem around. My main objection is that when friends/family come to visit us they'll now have to pay, and be limited to staying for 2 hours. Has the council even considered this aspect? I have no doubt you'll expect resident to purchase visitors permits to solve this matter. The Council will therefore gain extra income but the residents will see no improvement in services and be slightly worse off. Are residents going to be issued with free visitor permits? The cost of this could be offset by the increased P&D revenue. How is the money generated from P&D fees going to be reinvested? No mention of this anywhere on the Council's website.

### *Hanover Place*

This will make it very difficult and expensive for relatives, friends and helpers to visit us (seniors); some will cease to do so. The current arrangements work well for us. There is no problem of traffic holdups in Hanover Place as it is a cul-de-sac, not a through route. We do not wish to see charges and we favour the 4 hour rather than the two hour limit.

### *Hanover Place*

We wish to withdraw our support for alterations to residents parking in Hanover Place. The notices on lampposts do not mention that the proposal is that the Roper Road area would join the St Dunstons zone, which if passed would allow residents in Station Road West to park their vehicles in the Roper Road area. This will include residents of property to be built next door to the pedestrian tunnel under the railway line, leading to that area. Further more in the letter sent to residents in Hanover Place a factual error has been made regarding current parking there. It states that "drivers without permits are allowed to park free of charge for up to four hours between 8 am and 4 pm on Monday to Friday". That is not the case as the signage in Hanover Place does not state Monday to Friday, therefore it allows such parking 7 days a week!!!! The traffic wardens could be giving out tickets for long stay parking already, if they were to visit the road, which is a cul de sac, at weekends! It is being suggested that residents for this area should pay £97 per annum per permit as against currently £65, an increase of 49.33 percent. This is totally unacceptable.

### *Honeywood Close*

I do not really see a need for this, other than to create a further income for the Council. It is far enough away from the City Centre to make it unlikely that many people will choose to leave their vehicles there for long periods. As many residents are out during the day, there is sufficient space for others to park for short periods. It also means that visitors to all these residential areas will need to pay to park and will be limited in their length of stay.

### *Mandeville Road*

- It is not necessary if the purpose is to ensure residents have enough parking – that is achieved by the residents (and visitor) permit system
- It would mean that if we had a friend that wanted to pop round, or a tradesman come round to do some work, then they would need to either pay for the privilege or we'd have to use a visitor permit (in contrast to current position).
- The current system has an "up to 4 hours" window which is really

flexible to accommodate tradesmen etc. but is not so long that non-residents can stay all day. • Current system works and, while the foreseeable impact of the proposed change is negative, there could be additional unforeseen consequences. If it ain't broke don't "fix" it.

*Mandeville Road*

1) There is no need to change the system for residents with parking permits as the current system works fine for permit holders. There is very rarely any problem for residents with parking permits finding spaces to park. 2) The proposed increase for residents in the Riper Road area from £65 to £97 represents an increase of just under 50%. This is completely unjustified. 3) Mandeville Road is in the St Stephen's Council ward and we have voted in councillors to represent our interests. To change the parking zone to St Dunstan's zone is therefore undemocratic. 4) As long as non-residents parking regulations do not change in surrounding streets (e.g. the proposal to take out parking bays on Forty Acres Road), there is no need to change non-residents' parking regulations.

*Mandeville Road*

90% of residents do not have off street parking so any visitors we will need to pay for, which will cost us a fortune on top of the extra 50% you are suggesting we will be paying for our permit (from £65-97). As there are usually plenty of available parking spots, this is not solving any issue and actually provides us with no benefit. It is just a stealth way of getting us to give you more money.

*Mandeville Road*

As a resident I am better served by the previous system and would prefer these changes not to be made. It will make it very difficult for visitors and trades and we like the current set up.

*Mandeville Road*

Current parking arrangements are working fine. The proposed changes will cause difficulties for residents in terms of visitors etc.

*Mandeville Road*

I don't believe there is any necessity to reduce the 4hr bays in Mandeville Road from 4hr to 2hr. There isn't an obvious pressure on parking spaces during the week in this area. I can't think it would prove popular with residents, as family and friends, childminders, are often required for more than 3hrs. Most importantly I would be concerned that more front gardens would be turned into driveways leading to the loss of valuable green space so vital for wildlife and our wellbeing.

*Mandeville Road*

I live on Mandeville Road. We have no problem with the current parking and there is no reason to change it. In fact, without these bays friends and family would struggle to park and visit our young growing family. The fact that you are changing the hours to less and extending the hours would further exacerbate the problem you are creating. Please leave the parking as it is.

*Mandeville Road*

I object to changing the 4 hour parking to 2 in Mandeville Road. This has no purpose and will not achieve anything except inconvenience for residents. We do not have the option of a residents parking permit. At the moment the 4 hour limit works very well and there are always spaces free. It seems that a system that works very well must be changed, very upsetting. It will lead to more people paving over their front gardens which is harming our environment and contrary to the council's purpose when recently planting trees along the length of the road for the benefit of the environment! This is a very unpopular proposal. Please do not do this. [REDACTED]

*Mandeville Road*

I strongly object to the proposed changes to the parking restrictions within Mandeville Rd and would like the current four hour free parking to remain in force. If you insist on charging for people to park I think you should allow them still to park for four hours.

*Mandeville Road*

I wish to record my objection to the current proposal. The cost of parking is already too high, and I do not agree on a restriction of 2 hours being put in place. It is already very difficult for family and friends who visit our house (in Mandeville Road) to park for any extended period. I also do not agree with the principal of making it increasingly difficult for visitors to this area to park.

*Mandeville Road*

Re: Mandeville Road and Beverley Road parking restrictions. I totally object to any change in the current situation. 1 There is currently no absolutely no problem with the four hour bays in Mandeville Road. By starting to charge for 2 hours you are only creating difficulties for residents and for working people in the area. 2 These bays are often empty and work as they are supposed to do. They are generally used by working people/visitors of residents, many of whom are elderly and need visits from carers etc. 3 This area is far enough away to deter people who want convenient access to the city Centre. You only have to look at how many are left free during the day. I invite you to walk up here and do just that. 4 This plan will exacerbate parking in the neighbouring areas such as St Michaels Road. 5 This will only encourage the current tendency to pave over front gardens to create more parking spaces. This is well known to have a detrimental effect on the environment, increasing the possibility of flash flooding and losing green space. CONCLUSION All in all, installing UNNECESSARY 2 hour bays in Mandeville Road and Beverley Road is an extremely bad idea, making life more difficult for the residents who pay their council tax each year. This will prove very unpopular.

*Mandeville Road*

Strongly DISAGREE with the proposal for Mandeville Road to move to payment parking. The free 4 hour current parking allows friends and family to visit residents while stopping all day parking. There are always empty spaces for residents to park. We should be encouraging people to visit our beautiful city and not exclude them with high charges in roads and car parks.

*Mandeville Road*

The current 4 hour limit in St Stephens works well. Some commuters park in the streets and walk into the city centre, but there is always enough parking space. The proposals would impact any visitors to homes in the area. Currently they can stay for free for as many days as required by a midday swap with the resident's car parked on the drive,

*Mandeville Road*

There are no problems with the current parking situation in this area, therefore no viable reason for change. These bays are often free and are generally available and utilised by residents' families/ visitors/ carers etc. Installing a 2hr pay and display will be to the detriment of current residents. IF it goes ahead this will result in parking issues in neighbouring areas instead. Furthermore there is potential in this having a negative environmental impact by resulting creating own parking in their front gardens.

*Mandeville Road*

There is no problem at present in Mandeville Rd and the 2 hour restriction will be prohibitive for family visits etc

*Mandeville Road*

We STRONGLY object to the proposed changes from 4 hour free parking Monday to Friday 8am to 4pm to 2 hour pay and display Monday to Saturday. We would like the existing parking restrictions to remain in force.

*Mandeville Road*

What is the parking problem that this proposal is seeking to solve?

*Orchard Place*

I regularly use the 4h free parking on Roper Road whilst my [REDACTED] ter has tuition as we are unable to find a school that can meet her needs. As a [REDACTED] [REDACTED] I am on very limited income. It cost a considerable portion of my monthly budget to do the 60mile round trip at least twice per week. Having to pay for parking will limit our ability to attend tuition. She is unable to use public transport so that is not an option

*Plough Lane*

If I wish to visit friends in Roper Road and travel there by car, which I must do as to use public transport is difficult if not impossible, by reducing the parking time allowed means that after less than two hours I shall have to depart or else find a parking space in another location. Completely inconvenient! Why do you have to make such an anti-social change? What is the reason behind this proposal? Do you deliberately wish to make people's lives more difficult?

*School Lane*

Not long enough pop into city centre. I can't afford car parking payments; they are too expensive on top of other bills.

*Shepherds Gate Drive*



*St Dunstan's Street*

I run a [REDACTED] in St. Dunstan's street employing [REDACTED] local people. We all park in Roper Road /Forty Acres and this provision will put more financial pressure on myself and my employees at a time when the council should be supporting local businesses.

*Sunnymead*

I visit elderly relatives in this area and spend quite a lot of time with them. Other relatives do this too. Applying a parking charge would make this expensive and we would possibly have to cut back our visits.

*The Street*

The roads named in this consultation are used extensively by CCT staff and students (community counsellor training) as well as service users of the neighbouring CCS (community counselling service). Any reduction in the 4 hour free parking will seriously affect students, many of whom are unwaged volunteers, staff and service users who rely on having free parking nearby. Furthermore as an EV driver I rely on the Beverly Road charging facility. When two vehicles share charge only 3.5kw is provided to each vehicle. Reducing the allowed period from 4 to 2 hours would make any charge completely insufficient to replenish any meaningful range in such vehicles. I therefore object to this consultation and encourage the council to leave the current 4 hour free parking in place.

*Hanover Place*

I live in Hanover Place and have a resident permit but there are times particularly at weekends when it is almost impossible to park because the road is full of shoppers cars taking advantage of the current 4 hours free parking. I do agree that this should be reduced but your proposal regarding fees is extortionate and will further contribute to the death of Canterbury's city centre and high street. it'd be great if the car park along from the station was still open and shoppers could park there, but you've closed it and it's being redeveloped as flats. how can you revitalise the high street if visitors and shoppers cant park near the city centre? I hope you don't share the same nonsensical view as the previous council we voted out, that visitors could be forced to use public transport? They just won't come. So yes, from a selfish point of view, I'd rather they didn't park on my road but they have to be able to park somewhere or the city centre will continue to die.

*Balham Park Road*

*Beverley Road*

I am extremely disappointed and angry about the proposals that are being suggested for our road and feel it has been designed to create additional revenues for the council rather than support the Beverley Road residents. I strongly oppose and object to the proposals. I believe that a majority of residents oppose the change and would strongly urge the council and our local counsellors to reject this proposal. There is an issue with parking within the Road and it is increasingly hard to park particularly on a Saturday and a Sunday and some evenings after 6.30pm. We have evidence of some people leaving their cars at midday on a Friday and not returning until a Sunday evening, sometimes Monday so people are clearly travelling to London and beyond for long weekends. I would favour an extension of our

current arrangement perhaps 8-6.30 Monday to Sunday like there currently exists in Hannover place to help alleviate the problem and am disappointed that the council have not listened to requests of this nature. A neighbour has been liaising for a number of years about an extension of the current arrangement and therefore this proposal has come quite out of the blue. Your current proposal only covers a Saturday and not a Sunday which is just as much of an issue as a Saturday. We need something that covers both Saturday and Sunday. The 2 hour paid element of the proposal is very restrictive for those of us who have family and friends visit us who can only stay a maximum of 2 hours and will have to pay a fortune for the pleasure. In particular my mum who is also a local Canterbury resident in South Canterbury plays an active role in childcare for us and often looks after my boys, under the proposal she would no longer be able to do this for us which is absolutely ridiculous! There generally isn't a massive parking issue during the week, I can always get a space close to my front door. We do not live in central Canterbury and welcome having people having the freedom to come and visit us. Beverley Road is a conservation area with very narrow pavements and installing parking meters and signs will spoil the beauty of the street and make it more difficult for pedestrians, pushchairs and disabled users. I strongly object to having these and believe it goes against the ethos of a conservation area. I believe that there are several issues compounding the parking issue which need urgent attention from the council

- 1) The frequency of traffic warden visits - There are not regular enough patrols in our area and as a result non residents are becoming very complacent and parking as they do not get a ticket and often leave them there all day. On Thur 25th Feb a local musician parked outside our house around 10.30 and moved his car around 5.15 pm without a ticket on his car. This is not an isolated incident and is quite frequent. In addition to this one neighbour has been unable to get a permit and parks in our road and has only ever got 1 ticket. Another said they forgot to use a visitors permit for a friends car who visited 21-23rd August and they did not get a ticket. These are just three examples to illustrate the extent of the situation. I would request that we get more frequent patrol visits to stop people thinking they can park all day in Beverley Road and get away with it!
- 2) Ex residents are being sent renewals once their car parking permit runs out. I am aware of 2 sets of friends this happened too, one just deleted the email however the others for at least a year renewed it again (they were not residents at the time of renewal). I haven't asked them whether they did it for the 2nd year after leaving as I don't want to know the answer! There have been a lot of people move out of our road and if this is happening over and over again the chances are that there are others renewing their permits. This causes two issues, firstly it means there are not enough permits for others (we have heard that some new people are not able to get them as there are none left) and secondly it means that they are getting to park in the road reducing spaces for those with permits particularly as they are London workers. Surely the council computer systems are sophisticated enough to match this or note when there is a change of name for council tax and therefore rebate the remainder of the time left on the permit / stop renewal notices being sent out. There are also quite a few student HMO's which again if they moved house then they can still come and easily park in our road and head up to university. Can this please therefore be reviewed as a matter of urgency.
- 3) We have several HMO's in our road some which have 4 or 5 people living in them. Can the number of permits which are allocated to HMO please be reduced as 5 cars per student household has a significant impact for residents and parking within the street.

*Beverley Road*

I believe that this is the wrong proposal for the road and I object. Both weekend days, including Sunday, are critically congested as people park in the road and walk into Canterbury. We need a solution which includes both days, ideally 8am-5pm. The pavements are narrow and in poor condition, and cannot accommodate ticket machines - especially on bin days, or with a pram/wheelchairs etc. This is a conservation area and I believe they are not an in-keeping solution. I am not in favour of increasing my resident permit fees, regardless of which zone we would belong to. The changes to pay and display would create income for the council so it would not appeal to also be paying more in permit fees. Inflation I can accept, but the move to St Dunstons Zone doesn't make sense to me. I hope you can see why this proposal doesn't work for me, and having spoken to neighbours, many others too. We do have parking congestion so I would welcome a proposal which addresses the challenge through more effective means.

*Beverley Road*

I live in Beverley Road and I strongly oppose and object to the proposals. I believe that the proposal has been designed to create additional revenues for the council rather than support the Beverley Road residents and work with us to come up with an effective solution. There is an issue with parking within the Road and it is increasingly hard to park particularly on a Saturday and a Sunday and some evenings after 6.30pm. I would favour an extension of our current arrangement perhaps 8-6.30 Monday to Sunday like there currently exists in Hannover place to help alleviate the problem and am disappointed that the council have not listened to requests of this nature. I know neighbours who have been attempting to have conversations for a number of years about this. Your current proposal only covers a Saturday and not a Sunday which is just as much of an issue as a Saturday. We need something that covers both Saturday and Sunday. The 2 hour paid element of the proposal is very restrictive for those of us who have family and friends visit us who can only stay a maximum of 2 hours and will have to pay a fortune for the pleasure. In particular my mother in law who is also a local Canterbury resident in South Canterbury plays an active role in childcare for us and often looks after my boys, under the proposal she would no longer be able to do this for us which is absolutely ridiculous! There generally isn't a massive parking issue during the week, I can always get a space close to my front door. We do not live in central Canterbury and welcome having people having the freedom to come and visit us. Beverley Road is a conservation area with very narrow pavements and installing parking meters and signs will spoil the beauty of the street and make it more difficult for pedestrians, pushchairs and disabled users. I strongly object to having these and believe it goes against the ethos of a conservation area. I believe that there are several issues compounding the parking issue which need urgent attention from the council 1) The frequency of traffic warden visits - I believe there are not regular enough patrols in our area and as a result non residents are becoming very complacent and parking as they do not get a ticket and often leave them there all day. I have numerous examples of this. 2) Ex residents are being sent renewals once their car parking permit runs out. I am aware of 2 sets of friends this happened too, one just deleted the email however the others for at least a year renewed it again (they were not residents at the time of renewal) There have been a lot of people move out of our road and if this is happening over and over again the chances are that there are others renewing their permits. This causes two issues, firstly it means there are not enough permits for others (we have heard that some new people are not able

to get them as there are none left) and secondly it means that they are getting to park in the road reducing spaces for those with permits particularly as they are London workers. Surely the council computer systems are sophisticated enough to match this or note when there is a change of name for council tax and therefore rebate the remainder of the time left on the permit / stop renewal notices being sent out. There are also quite a few student HMO's which again if they moved house then they can still come and easily park in our road and head up to university. Can this please therefore be reviewed as a matter of urgency. 3) We have several HMO's in our road some which have 4 or 5 people living in them. Can the number of permits which are allocated to HMO please be reduced as 5 cars per student household has a significant impact for residents and parking within the street.

*Beverley Road*

I live on Beverley Road and do experience difficulty parking on the road due to non-residents abusing the current system, however, I do not believe that the proposal provides a solution. The 'problem days' are Saturday and Sunday, which are not addressed by the proposal, and I understand that the new parking charges would come with the installation of ticket machines on our pavements. These cannot be accommodated on our already very poor quality and narrow pavements - which I notice as I frequently walk with a pram - and the machines surely do not comply with conservation area restrictions. I also object to the increase to annual parking permit costs as a result of the change in area (St Stephens to St Dunstons).

*Beverley Road*

The proposals are ruinously expensive at a time of a cost of living crisis.

*Beverley Road*

This consultation does not include all the proposed changes. People are not being consulted properly. There is no mention that Beverley Road will become part of St Dunstons and the permit cost will increase by over £30 per year. The road is unsuitable for pay machines. Residents have never asked for a car park - they simply want to be able to park outside - or even close to - their homes. The council have previously been asked to make Beverley Road resident and resident visitor permits only but have not included this as an option in the current consultation which makes no sense as that is the only sensible option. The introduction of pay machines in a residential area would only be to increase revenue which is simply wrong. Sufficient parking is available in the new multi story and Beverley Road is not needed to supplement that.

*Beverley Road*

This will impact hugely on my childcare arrangements if visitors can't stay longer than 2 hours, and have to pay. The costs proposed are disproportionate to the location of our residential area, and removing any restrictions on a Sunday will make parking even worse.

*Beverley Road*

We have lived at [REDACTED] since [REDACTED] and have never needed to complain about the parking in this street. I work from home and can confidently report that there are no problems with parking what so ever. Everyone can find a place to park, day and night, and therefore this is obviously yet another money making scheme. We choose to live in the

center of Canterbury and accept that there will be visitors and tradespeople regularly passing. The people who will be penalised are the residents, who pay high taxes to live in the centre of the city, tradespeople who maintain our homes and the elderly and disabled visitors. I strongly object to this new proposal and would welcome all evidence that suggests it is needed.

#### *Central Avenue*

I drive into Canterbury from Herne Bay or Whitstable (where I work) via Thornden Wood. 4 hour parking on Roper Road means that I can park on the north side of Canterbury without passing through the city, thereby not contributing to the traffic in Canterbury city centre. If the parking bays become all 2 hour pay and display, the walking distance to the centre (about 15 minutes) doesn't leave much time to shop/visit cafes, as many do at the moment. The money spent on parking would be money that I couldn't spend in Canterbury. Some people from Herne Bay already travel to Westwood Cross, instead of Canterbury due to free parking there. The parking charges in Canterbury are expensive and might be ok for tourists but are off putting for locals in surrounding towns who want to shop in their nearest city (or need to park multiple times each week). I think there should be affordable parking options in the city so that everyone can enjoy our historic city.

#### *Coppergate*

This is a useless proposal cynically used to reduce parking and increase paid uptake. These are peoples homes and sadly for many a car and so parking is essential. However I have no issue with price increases nor with tiering based on emissions.

#### *Damerham Close*

As stated, I use the 4 hours parking regularly to access the st Dunstan's area. I believe there is sufficient parking to accommodate all needs as things stand and I am concerned about the negative effects on trade if these changes are introduced.

#### *George Roche Road*

I work for a local tuition company on Roper Road that specialises in the care and education of CYP with EHCPs. I need my car as I often travel to different locations throughout the day to tutor many students. A two hour limit would mean disruption to lessons and timings for these young people.

#### *Grange Road*

Will then mean I have to pay each time I visit my friends - also I help with their childcare and again why should I have to pay to park. It's not like it is so close in the city centre.

#### *Hackington Terrace*

There is absolutely no need for this from a resident point of view. Mandeville Road is not overcrowded and this change would make it hard for us to have any visitors / tradespeople come to our homes without further financial burden.

#### *Hanover Place*

this would mean any visitors by car would have to pay to park, by all means change the restriction from 4 hours free parking to 2 hours free parking to stop people parking for free

for a half day in Canterbury, but why charge for a 2 hour stay? Seems so inconsiderate for those of us who live here. Who has requested this change? It seems to work well with 4 hours free parking, so I don't see the need to try and make residents' visitors pay

*Mandeville Road*


I am totally opposed to the proposed changes to parking regulations in Mandeville Road. My neighbours without exception are also opposed. The existing regulations work very well and parking is accessible for residents, friends, carers etc. I care for a disabled relative at my address. 2 hour pay and display is unnecessary and will make our lives exceedingly difficult. People will have to pave over their front gardens making a nonsense of the recent tree planting by the council in this road. We do not wish to the St Dunstan's area.

*Mandeville Road*

I do not agree with the proposal to move Mandeville Road into the St. Dunstan's zone. I feel the existing parking restrictions are enough and seem to work fine. To reduce the current parking bays in Mandeville Road from 4 hours to a maximum of 2 hours pay & display parking will simply make it more difficult or even put people off completely from visiting me.

*Mandeville Road*

I object to the proposed parking changes for Mandeville Road, 1) because they would encourage neighbours to concrete over their front gardens which would be an architectural eye sore and have a negative impact on the natural environment. 2) because it would make life much more cumbersome for the residents and their visiting family members and friends.



*Mandeville Road*

Please consider this: - Replacing the rather well-working current parking arrangements with your proposed plan would put further pressure on the already squeezed businesses operating in and around the city centre - More residents will pave over their front gardens to create private parking spaces. This will have a detrimental effect on rainwater run off and the general environment. - In order to create a car-free society you need to improve public transport first. Whereas charging citizens ever-inflating amounts for parking just creates an even poorer and unsatisfied community - But foremost, please consider what your proposal would be doing to the residents of St Stephens. Welcoming friends to our homes will become a rarity as one would either need to ask one's friends to pay the hourly parking fee (let's say an average visit for lunch or tea is generally 1 1/2 to 2 hours, this would cost them £4.80) or one would have to buy a visitor voucher for them (depending on the zone this would be £4 or £6 or more each time). Please contemplate how your proposed changes would increase poverty as we already experiencing a cost-of-living crisis, but especially reflect on the impact the parking scheme will have on social interaction and how it will increase loneliness. I have acquaintances who have seen friends declining invitations since on-street parking in their borough was either made impossible or unaffordable. Please ask yourself: Would you visit a friend on a regular basis if it were to cost you anything from £5 upwards each time? I like to stress that I find the current parking rules have served us and the community in general very well. There are generally always parking bays available and I have not experienced any problems with either residents or any

of the occasional parker in our street. To the contrary I wholeheartedly endorse the current rules and regulations. They have worked well and I would like to very much encourage the council to stand by the present parking rules. In the light of the above I strongly oppose your proposed new parking scheme.

*Mandeville Road*

Strongly object to pay and display parking in this zone. Reasons are given above.

*Mandeville Road*

There are always free spaces and there will be no benefit to residents in this proposal. My family and friends regularly use the 4-hour bays, but will now be restricted to visiting for 2 hours only and paying. Plus, residents' parking permits will increase in price. The proposed parking restrictions will force people who need to stay for longer than 2 hours or who can't afford to pay into neighbouring roads, potentially creating parking problems there. The proposed parking restrictions will also encourage residents to pave their front gardens over to create parking, thus causing environmental damage. I cannot think of one positive impact installing parking meters and creating further parking restrictions will have on our neighbourhood, so please don't do it.

*Mandeville Road*

We are residents and Parking Permit holders in Mandeville Road. We do not want the Proposed Parking Changes in our street to go ahead. This is for the following reasons: a) At present the four-hour limit for non-permit holders works well. This allows our family and friends, plus trades people and other visitors to stay for a reasonable period without the need to find another parking space. b) For the vast majority of time Mandeville Road has plenty of available parking during the day (apart from the occasional weekend). Even during the busiest periods, we can almost always find a parking space in the locality both as residents and for our visitors. c) The proposal would increase our parking permit costs, and our visitors would have to pay to park in Mandeville Road as well. Where is the advantage to us in this? d) In addition, any visitors who stay overnight will have to buy a ticket at a machine by 8.00am the following morning to pay to be able to park. This will be a major inconvenience for our overnight guests. Again, we can see no benefit to us or our guests with this proposal. e) We would also like to point out that part of Mandeville Road is in a Conservation area. The addition of parking machines will negatively impact the appearance of this Conservation area. This is indeed the case in other Conservation areas in Canterbury where these parking machines have been introduced. f) Currently with our permits we can interchange one vehicle registration for another for a temporary period. There is no indication in the consultation if this arrangement would still apply. In summary we consider the parking proposals are a solution to a problem that doesn't exist. This suggests the only motivation for the Council to introduce these changes is to increase their revenue. We're also not happy that our council tax is being spent on proposing a scheme which will be very unpopular with many residents. We also note that the proposal is to integrate parts of St Stephen's into the St. Dunstan's parking scheme. St Stephen's is a separate parish and as such any proposals and decisions should be made solely on the benefit to St. Stephen's residents. We can see no such benefit with this scheme to St. Stephen's residents.

*Mandeville Road*

We live in Mandeville Road. We regularly have trades people, electricians, plumbers, builders and gardeners working in our house and garden, sometimes for whole working days. It is difficult to see how these people could work effectively if they can only park for two hours at a time. We can swap vehicles, but if you get the timing wrong you end up with parking charges as we did a couple of years ago. We note that we could buy a permit for the St Dunstan's zone, however our Council Tax charge is already considerable.

*Preston Parade*

Canterbury town is obviously suffering ...empty premises . It is not attractive. We need to take steps to encourage people into the town. Limiting parking time to 2 hours will only deter more people from coming into Canterbury to shop. Less shoppers will result in even more stores closing. This is a very bad idea and flies in the face of common sense.

*Preston Parade*

I think that restricting free parking to 2 hours will have a detrimental effect on the shopping centre in Canterbury. Given the current state of the High Street with many sites of former large shops being empty and looking run down, I think the Council need to do everything possible to encourage people to shop in the city. Many local people are prepared to walk in from the Roper Road area to avoid paying high parking costs in the city centre. Creating another barrier to this ( ie. limited time to park for free) will cause many people to seek alternative places to shop. I have heard quite a few local people saying that they visit the shops in the City centre less than they used to, as there is less to attract them there than there was only a few years ago. Don't let more restrictive parking regulations give people another reason to abandon the City centre shops .

*Roper Road*

I do not want parking meters as that will be very difficult for visitors. We want Roper road changed from 4 hours to 2 hours parking as this will stop a lot of people parking and going to work then moving it at lunch time and to stay in the St Stephens zone.

*Roper Road*

This is ridiculous - I have no parking at my address and if I have visitors for the day during the week days, where are they supposed to park???

*South Street*

2 hours is insufficient time for anybody to walk into Canterbury and back and spend time in local businesses. Currently, I park in Roper Road, walk in, spend money in cafes, restaurants and shops. If you reduce parking to 2 hours, people will have no time to spend money. So local businesses and economy suffer. So you force me to drive to a car park and thus add to road congestion. Mad idea. Why is this change proposed?

*Winchester Gardens*

I am a local resident in Canterbury and have lived here for over [REDACTED]. I live at the other side of town near the hospital. I support my daughter and son in law with regular childcare for my two grandchildren and often do this at their house at various points during the week / weekend. These proposals would result in me not being able to support them as I will only



be able to stay for a maximum of 2 hours and would have to pay which is absolutely ridiculous. They do not live in central Canterbury and have chosen to live in an area where it is possible to have friends and family visit.

## **Neither**

### *Roper Road*

I AM NOT SURE THAT HAVING PAY AND DISPLAY UP THE ROAD IS FAIR. I THINK JUST CHANGING IT TO TWO HOURS AND NO RETURN IS SUFFICIENT. ARE YOU INFERRING THAT P&D MACHINES PAY PUT UP IN OUR STREET OUTSIDE PEOPLE'S HOMES??? THIS WOULD NOT BE GOOD. HAVING RECEIVED A SECOND LETTER SAYING THAT WE ARE TO CHANGE FROM ST STEPHENS TO ST DUNSTONS AND THAT SATURDAY IS NOW INCLUDED IN THE TWO HOUR PARKING, IS ALL VERY CONFUSING AS THE TWO PROPOSALS DON'T SEEM TO CORRESPOND. PLEASE CAN YOU PUT OUT THE ONE PROPOSAL INCLUSIVE OF ALL CHANGES PROPOSED. THANK YOU

### *Hanover Place*

While I support the idea in principle, I do not support any changes that would alter the present seven day restrictions in Hanover Place in any way. When we had five day restrictions, non residents would park up on Friday night and leave their cars for the entire weekend, making it difficult for residents to park. If the objective of this is to give residents more control, then a simple way of doing this would be to make parking restrictions throughout the St Stephen's zone applicable for seven days. The other thing would be to better enforce existing restrictions. Sometimes wardens do not visit the area for several days, evidenced by non residents parking their cars and then returning to their address in other zones. I also strongly oppose any move to incorporate St Stephen's zone into St Dunstan's Zone on the grounds that this would mean a 49 per cent increase in permit charges and open up the area to St Dunstan's residents specifically in the Spires and Station Road West development where parking restrictions exist as part of planning controls. This was one of the reasons why Hanover Place residents successfully lobbied for seven day restrictions in the first place.

## **No response to Support, Object, Neither**

### *Mandeville Road*

We do not have issues with non-residents parking so frequently that it makes it difficult for residents to find a space. There are plenty of spaces in the area when needed - so why bother? This just seems like a quick money making scheme for the council. We do not have a car or a parking permit currently and did not receive a letter from the council about these plans, and was instead told by neighbours. This does still affect us though because when we hire cars (which we do frequently) under these plans we would have to use p&d which would be expensive and an inconvenience because, like most of the houses in this area, we do not have off road parking spaces. We both strongly object to these plans because they seem to be put in place to solve a problem that does not exist on our road.

*South Street*

when approaching Canterbury by car from the north, you can park at Roper Road for 4 hours. This allows the driver and occupants of the vehicle to walk into Canterbury and allows enough time to use businesses in the City thus providing much needed income. More importantly, it prevents the vehicle adding to the already congested roads around Canterbury. 2 hours will not be enough time.

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## **St Peters Place**

|         |   |
|---------|---|
| Support | 3 |
| Object  | - |
| Neither | 1 |

### **Support**

*Hawks Lane*

*Shepherdsgate Drive*

*South Street*

### **Neither**

*Honeywood Close*

My concern is that, if there is nowhere for taxis to stop at this end of the pedestrianised area of St Peter's St, they will instead park up on pavements wherever they can, thus causing more danger for pedestrians, particularly close to the pedestrian crossing. Is it possible to provide an alternative place for a taxi bay?

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## **St Stephens Hill**

|         |   |
|---------|---|
| Support | 9 |
| Object  | 2 |
| Neither | - |

### **Support**

*Albany Drive*

*Hawks Lane*

*Honeywood Close*

I support pavement parking bans in principal as this enables pedestrians, particularly those with pushchairs or mobility aids, to travel safely on pavements. Too often, priority is given to motor vehicles and pedestrian safety is jeopardised as a result. A culture has developed in recent years of vehicles parking on pavements even when there is no real need. With the Highway Code now stating that pedestrians should have priority and KCC and CCC having Active Travel Plans in place, it is definitely time to reclaim the pavements for people and make walking safer. Due to its proximity to a school, it is even more important that pavements are for people and not vehicles in order to make it safe for children walking to/from school and crossing roads.

*Manwood Avenue*

This road is mayhem at the start and end of the school day. Traffic doesn't slow down even when there are crowds of school children waiting to cross the road. Speed is a problem especially vehicles coming down from the university direction. The speed humps have little or no effect in getting drivers to slow down. Looking forward to the new pedestrian crossing and imposition of 20 mph speed limit.

*Roselands Gardens*

Extremely dangerous for children at drop off and pick up times here as cars park in verge and pavements. Grass verges also bring churned up by vehicles and residents driveways being blocked. Strongly support this.

*Shepherdsgate Drive*

*St Stephens Hill*

I support fully as a resident. Every day when Archbishop's School finishes the road is an accident waiting to happen. Cars of parents and taxis park on all of the grass verges and pavements. It makes visibility difficult for anyone trying to cross the road and therefore dangerous. Some parents are parking on the verges and pavements an hr before school ends with their engines running. The pollution levels are terrible because of this. The grass verges are being ruined and bring the area down. They are muddy all winter and wouldn't look better with grass or planted. I have had arguments with car owners blocking access to my drive and even parking in it! Cars also park in the bus bays. The area needs policing. A car park could be created on the school grounds.

*St Stephens Hill*

We live right opposite the school crossing for Archbishops and white lines showing that it will become a proper crossing. I think this will tie in with the verge parking. Wondering what sort of crossing this will be - will it have lights etc.... Some posts to be put too... Can you tell us how this will effect us. We do agree with the ban on verge parking as it has become ridiculous and sometimes cars parked in our drive.

*South Street*

**Object**

*Beverley Road*

*St Stephens Hill*

I am very concerned how it will be implemented. In some areas there will be bollards but there is an area of grass verge from the bus stop to Tyler close entrance that will have nothing so everyone will park there. They already do and block our drive making it frightening to use the drive as the parents refuse to move. It will be even worse than now with the 10 or so cars that regularly park along the area opp the school will have just the small area to use. Could the whole area have the same treatment that will also make it look more consistent. Another concern they are parking in front of the bus stop which means it is more dangerous for drivers coming down the hill when overtaking the parked buses random drivers pull out making an accident more likely as it is a blind spot.

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**Sturry Road**

|         |   |
|---------|---|
| Support | 5 |
| Object  | 1 |
| Neither | 1 |

**Support**

*Albany Drive*

*Hawks Lane*

*Honeywood Close*

I support pavement parking bans in principal as this enables pedestrians, particularly those with pushchairs or mobility aids, to travel safely on pavements. Too often, priority is given to motor vehicles and pedestrian safety is jeopardised as a result. A culture has developed in recent years of vehicles parking on pavements even when there is no real need. With the Highway Code now stating that pedestrians should have priority and KCC and CCC having Active Travel Plans in place, it is definitely time to reclaim the pavements for people and make walking safer. At this location, there is a constant stream of delivery vehicles and taxis, as well as vehicles belonging to the retail outlet workers, being parked on the pavement and zig-zag lines by the pedestrian crossing, causing danger to the many pedestrians including school children who frequent this area. However, I do think that, in this particular situation, there has been a missed opportunity to combine the needs of both pedestrians and vehicle drivers. The pavement was widened extensively during the recent development. It would seem to make sense to have, instead, created a lay-by that would incorporate the bus stop (reducing congestion on the roundabout whilst the buses are at the stop) and a 'pick-up/drop-off' point for taxis and delivery vehicles. There is an obvious need for such a location as the nearest possible place is round the corner on Kingsmead Rd. If this is not

provided, and the pavement parking ban not regularly enforced, I can see the current situation continuing.

*Shepherdsgate Drive*

*South Street*

**Object**

*Chaucer Wood Court*

I object to this ban, as parking spaces in the area are limited anyway for residents. With new housing development this has become even worse. Agree to a ban if new parking area is created when ban is imposed.

**Neither**

*Grange Road*

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**The Paddock**

|         |   |
|---------|---|
| Support | 5 |
| Object  | - |
| Neither | 1 |

**Support**

*Hawks Lane*

*Honeywood Close*

*The Paddock*

I fully support this. I am a resident of The Paddock and have access to the private car park. Unfortunately, on several occasions I, and my neighbours, have been blocked in the car park due to non-residents parking in front of the entrance resulting in me being unable to attend work and other appointments. During such instances, I have spoken with the council parking team and Kent Police and been advised that neither can do anything due to a lack of parking restrictions. I therefore feel it is essential to place double yellow lines in front of the car park entrance to ensure that residents are protected in their entry and exit of the car park.

*Shalmsford Street*

I fully support this proposal. I frequently visit The Paddock as my daughter and son-in-law live there. On several occasions, I have witnessed residents being blocked into the residential car park due to people parking in front of the entrance. This has prevented my family from going to work and on a recent occasion, their elderly neighbour from attending

a hospital appointment. Police and parking attendants have been unable to support with this as there are currently no restrictions in place.

*South Street*

**Neither**

*Shepherdsgate Drive*

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## Albion Lane and Norton Avenue

|         |    |
|---------|----|
| Support | 10 |
| Object  | 37 |
| Neither | 3  |

### Support

#### *Albion Lane*

I live in [REDACTED] and I fully support the proposal for yellow lines. The entrance to my driveway is often blocked my vans overlapping the entrance, often both sides of the drive entrance. I am elderly and on one occasion, I required an ambulance and it was unable to get the turn onto my drive due to vans overlapping my entrance. It had to pull up further up the road. There is no visibility coming off my driveway. View from all directions is blocked, including Forgefields, as well as up and down Albion Lane. There have been 2 near misses coming off my drive where we have had to creep out and cars just go shooting by and can't see the car trying to exit the driveway.

#### *Albion Lane*

we support this proposal as its hard to pull onto and exit our drive due to vehicles being parked either side of our entrance and it is very hard and unsafe when leaving our property being [REDACTED]

#### *Albion Lane*

#### *Cormorant Way*

When visiting a property close by, I often cannot see to pull off their drive as parked cars and vans completely block all vision from both directions. It's an accident waiting to happen.

#### *Neville Road*

Fully support the double yellow lines on Albion Lane. A relative lives in a property on this road and the vehicles (usually large vans) parked there cause an obstruction, blocking the view when trying to get off the driveway and sometimes blocking the driveway altogether. With the amount of traffic in an out of Forgefields it is an accident waiting to happen.

#### *Norton Avenue*

I support this measure but the council will need to enforce it every school drop off and collection times or it's a wasted venture.

#### *Norton Avenue*

Since parking restrictions have been introduced around the area of Herne Junior school - the School Lane and Streetfield area , the people who drive their children to school now park or more to the point abandon their cars in Norton Avenue and Albion Lane. The parking in Norton Ave means that twice a day residents have trouble getting on or off of their driveways, it is very noisy (and we have a lot of people who work shift patterns in the area)

and litter has also increased. We also have the added problems that parents dropping off or collecting their children arrive early - to get a space - and then sit in their cars for 20 minutes or so and in one case I noted 45 minutes - with either the heating on in the winter or the AC on in the summer. As we keep being told that we have a 'climate emergency' - this is particularly selfish of the parents. I was under the impression that children attending local primary schools should be with a local 'catchment' area - in which case the children should be walking to school. If they took up walking it would give the parents and the children some much needed exercise and set them up to learn or work for the rest of the day. Double yellow lines are needed to the junction of CWPR as again with parents taking children to school they abandon their cars anywhere they like which is highly dangerous.

#### *Petrel Close*

My [REDACTED] where yellow lines are proposed. Since yellow lines were placed in other parts of Albion Lane people are continually parking outside 10 and 10A (often part blocking access to the drives). We have requested yellow lines several times over the past 3 or 4 years and are pleased to see that this may now be acted on. I visit [REDACTED] every other day and park on her drive. On trying to leave the drive I am in a hope for the best exit as my vision to both the right and left is usually obscured by large vans/ a mini coach. I have to creep forward and rely on sound rather than vision as to getting into the road, with a fairly continual flow of cars coming up or down Albion Lane. Last year [REDACTED] had a heart incident and the ambulance was unable to get access and had to park 75yards away.

#### *Ridgeway Road*

If you are driving down Albion Lane it is very difficult to see oncoming traffic. Parked cars obstruct the view and oncoming traffic is travelling at speed and often on the wrong side of the road. If you are waiting behind the parked cars to allow oncoming to pass it is completely blind to pull out!!

#### *Shepherds Gate Drive*

I support the Albion Lane proposal. I don't understand why you have added the 2 proposals together as they are not connected? Albion Lane has been an issue for years and you have added the lines but never extended far enough. The bend there is completely blind due to the vehicles parked, this isn't linked to the school traffic as it's like it all the time. It's very dangerous and you cannot see around the vehicles when maneuvering around them down the hill and often driving up the hill you have to reverse to let people down. I don't have any comment on Norton Avenue as I don't drive down it!

## **Object**

#### *Albion Lane*

The idea of putting double yellows in these areas is ridiculous, there's not enough parking for people that live there. Why should we prioritise the school that are there for no longer than 30 minutes over people's cars whilst their at home. If you can't park here there will be no parking for a very long distance. If you do the double yellows I guarantee you that nothing will change. Homeowners will still park here and then you'll be fining them for parking outside their own homes. Money grabbers as per usual



*Bullockstone Road*

I am a parent of a child at Herne Junior School. Parking is already a nightmare and I have to be parked by 2:45pm for a pick up at 3:15 which eats into my working hours. If you make these changes, you will cause even more problems as there will be less places to park. I was notified of this change by a resident on one of the roads in question who can't understand why these changes are deemed necessary stating that its a short time each day and not inconvenient for him or other residents. The car park on School Lane is very quickly full and there are already limited places to park locally. Walking is not a possibility as I have to get to and from work in between drop off and pick up.

*Herne Street*

If there is not school parking available at the end of Norton Avenue; this will only serve to push the problem onto surrounding roads and in particular street field which is already overally congested at school times. There needs to be incentive to walk children to school as opposed to restricting parking; without incentives to go car free, parents will still drive and will need somewhere to park.

*Margate Road*

*Norton Avenue*

As a resident of Norton Avenue I object to the proposal of double yellow lines. I do not find parking at school times to be an issue. Parents are considerate and safe. If the double yellow lines are imposed residents will not be able to park along our road or people visiting. Many households have growing families and as such they have an increasing number of vehicles which they should be able to park along their own street.

*Norton Avenue*

I can't see why this is being proposed when there isn't an issue with parking in Norton Avenue. Where are people who live in the road meant to park now?

*Norton Avenue*

I do not feel that we need double yellow lines in a small residential close. We do not have any trouble with parking so I do not understand why this is proposed.

*Norton Avenue*

I live at the bottom of the cul de sac of Norton Avenue, and there is no off street parking for a number of the terraced houses. If the lines go in as proposed, i will not be able to park near my home. The school parking along Norton Avenue is not excessive and I feel this proposal is detrimental to the residents of the terraced houses.

*Norton Avenue*

I live in Norton Avenue but fortunately for me, I have a driveway. However, I am aware that a lot of my neighbors don't have off street parking, so have no choice but to park on the road. By putting double yellow lines in place, it will only be forcing my neighbors to park their cars in a different street, which will only cause annoyance and unnecessary congestion for neighboring residents. Also, we don't have a problem with parents parking in the street

to do the school run. Traffic can still flow in and out of the street with ease at any given time. Lastly, If we have family or friends that wish to visit, they wouldn't be able to park in our own street. To consolidate my view, residential 'on street' parking in Norton Avenue is necessary and the current arrangement is perfectly fine. Putting double yellow lines in place would be absolutely ridiculous!

*Norton Avenue*

I live in Norton avenue, this will make parking that is already difficult at times even worse- the current parking is not unsafe so I'm not sure why these yellow are being put in place? This will not help the current situation only make things worse.

*Norton Avenue*

I live in Noton Avenue , i am nearly [REDACTED] , one of the children has [REDACTED] , i also care for my son who has [REDACTED] my car is in constant use,yellow lines stopping me from parking outside my house would have a impact on not just my health but the health of my son and the children i care for.

*Norton Avenue*

I wish to object the norton avenue yellow lines. As a resident I know people use this road to park for school drop off. Visitors also struggle to find a parking space as it is. Surprisingly a yellow line is outside number 5, 7 and 9 and this has never been a problem with residents I really can't understand. I would expect you will have have quite a few objections to this

*Norton Avenue*

im actually disgusted that you are even thinking about putting yellow lines outside our homes when there is no other parking for us residents to park just because some parents are lazy and dont care where they park mayb deal with the school and parents and ban them we live in a nice little close there is no other parking facilities we can use and why should we have to park far away from our home i will feel so unsafe i work for a airline so i come and go all through the night how unsafe for me to come home 3am and walk far to my home i would feel so unsafe and vulnerable and its really worrying me i should be able to park outside my home and feel safe other neighbour as 3 small children how she will manage getting them in out car safely by her self im so upset that we could suffer and to be honest what if i got attacked walking home from my car its putting people at risk and causing stress to me and my neighbours its already dark round here so if u want to put yellow lines where are we ment to park unless u make a car park or suitable places to park this should not be allowed its an absolute disgusting thing to even think of and i will not be supporting this at all i really think it needs rethinking as you are putting families in danger stress

*Norton Avenue*

OBJECT.!! We have lived in this Road since [REDACTED] and there is no issue and never been an with parking and the double yellow you are planning are not necessary even during school hours people park sensibly. When homeowners family and friends visit where would they be expected to park ? Majority of the houses down in the cul-de-sac don't have driveways and need to park on the road. \*This is a residential area and on street parking is necessary.!! You should be more concerned and vigilant to the other Norton Avenue where

there is double yellow lines and parents on the school run continuously park with out being punished. Albion Lane double yellows is necessary to prevent accidents from happening with the parking on the right by the bungalows before turning left into Forgfields a significant hazard and safety issue. Being homeowners and thankfully having the luxury of a driveway but other neighbours don't. But more importantly for visitors travelling to see us would have nowhere to park and would have to park especially with young children and would then need to park in a nearby residential street which is just stupid and would cause negative reactions from the residents living in them streets who would then struggle to park in their own road due to your obscene plan to put these double yellow lines in Norton Avenue a complete joke.!

*Norton Avenue*

This proposal is madness. There is no need to put these double yellow lines there. It will stop residents from parking outside there homes.

*Norton Avenue*

Where are resident's supposed to park? Also those with visitors? The only bus parking in the street is by the school runners twice daily. Double yellow lines will only clear a space for school runners to continue to park illegally.

*Norton Avenue*

Where are the residents of norton avenue supposed to be able to park? We have no where other than the road. Where do you come up with these crazy ideas?

*Pigeon Lane*

By limiting street parking where are you expecting parents to park to drop children off to school. It's not always as simple as walking or getting public transportation for families with working parents.

*Queensbridge Drive*

I object to the double yellow line suggestion in Norton Avenue. My son and daughter in law live at the bottom of the cul de sac and do not have a parking space. There are a number of terraced houses that do not have parking. Please explain where the residents are supposed to park if this is implemented. I have to park outside my sons to pick him up as he unable to drive after a stroke. They have 1 car . I am there during school times and it is NOT that much of a problem. Please do not prevent resident parking outside their own homes.

*Queensbridge Drive*

My sister lives here, I park here regularly to visit. It's hard enough to park there already let alone with extra yellow lines.

*Tyndale Park*

Not enough parking for residents as it is I suspect the council will want to bring in residents parking permits just so they can squeeze a bit more money out of them This proposal is not nesassary. Yes resident's absolutely hate school pick up and drop off times but majority of them would loathe having to pay for a permit

*Tyndale Park*

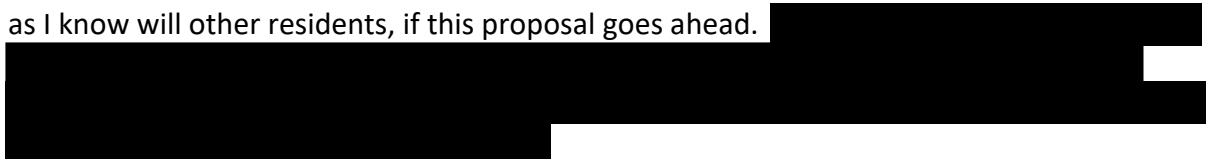
The parking is already very limited and this would only make it worse.

*Norton Avenue*

As a resident of the second Norton Avenue, I feel this proposal will cause all the residents to park on our road as they won't be able to park on their own. There are issues currently with the bin truck struggling to get down our road as there are already too many cars parking on our road. During school drop off/pick up time it becomes a nightmare outside and this will only make it worse. It's already not safe at these times with the speed and parking issues on our cul-de-sac and I have seen some near misses with children walking to school. This will only make it worse

*Norton Avenue*

I am the complainant. Complaint is about Highways and Transportation Reference Proposal No 300 Norton Avenue. Complaint details: This proposal is a money making scheme by the council and does not take into mind the residents that live here, and moved due to there being either off-street and on street parking. We put up Monday to Friday with the school run for 45 minutes in the morning and again in the afternoon whereupon these idiots double park against our vehicles and in front of our garages ( which are too small for vehicles of today, hence why we have to park on the road ) or over dropped curbs. We also have to put up with the football parking on Saturdays. The only rest bite we get in our own street is a Sunday. So why are we, the residents being punished as to where they can park when these school run idiots should be monitored by the school and council? Putting down double yellow lines is your answer? Christ what happened to common sense over the generations? I work nights as a majority and I am now being pushed further away with my car from my home away from keeping an eye on it and also now having to change my car insurance as I won't always be able to park near my home, thanks to you idiots !! We have already seen so called English speaking traffic wardens parking up in cars on your ALREADY DOUBLE yellow lines issuing tickets, which I shall gather evidence to this effect from now on. Too say I am mad with Kent council is an understatement if you go ahead with this proposal. Money grabbing NOT COMMON SENSE !! Action requested: Get traffic wardens in these areas on the school runs in the morning and afternoons and monitor the ALREADY YELLOW double lines in places such as School Lane !! It doesn't work there either, as there are never any traffic wardens in place and these school run idiots just take over the village, with their 4x4 large vehicles. Maybe the sight of traffic wardens issuing tickets in and around this area will keep them away.????? What are double yellows doing? NOTHING ..... just stopping residents from parking outside their homes Or allow us to have if we can prove our addresses the right to park in free parking zones to residents only. let us become your ears and eyes with photographic evidence of these idiots parked up just for the school runs. WHY ARE US RESIDENTS WHO LIVE HERE BEING PUNISHED????? YEP A MONEY MAKING SCHEME set up by KENT COUNCIL. I shall be keeping these remarks as evidence and take this further as I know will other residents, if this proposal goes ahead.



*Norton Avenue*

I live in Norton Avenue and although I have a drive many don't. You have regular football clubs that play in the playing field behind my house and parking is always tricky. Losing these parking spaces will make the limited parking we have here impossible! I really struggle to see what logical reason the council have to make these with yellow lines if not to just make money from people (in the form of parking fines) who literally can not park outside their own home!

*Norton Avenue*

I object in part to this proposal. I support the introduction of the double yellow lines into Albion Lane as the parking of vehicles in this area causes a hazard to those driving around the bend approaching that area and those exiting Forgefields. I object to the introduction of the additional parking restrictions to Norton Avenue as these will further exacerbate the parking issues in this area, which is limited. It will mean vehicles parking in areas that are already congested and impact residents in other roads in the area, in particular the other Norton Avenue which will most be most impacted. This area already suffers from limited parking and contributes to the issues experienced during the school run on weekdays and football matches and practices at weekends, at times when these parking restrictions are ignored by those attending these events.

*Norton Avenue*

I object to the lines on Norton Avenue as this will create further parking frustration for residents without driveways. And will create more shortages of spaces. However I support the lines on Albion lane as this is a blind spot for people turning into and out of forgefields

*Norton Avenue*

I object to this as it will increase parking in neighbouring roads which are already overcrowded

*Norton Avenue*

I object to this proposal which will remove parking space availability for residents of Norton Avenue. This will then increase parking issues in neighbouring roads where there are already parking restrictions. The issues around parking at school arrival & leaving times is around 15 minutes, twice a day, 5 days a week. These restrictions will cause issues 24hours a day for residents! A number of houses in Norton Ave, have no parking adjacent or allocated to them & therefore rely on spaces on the road. Where do you propose that these households park instead? I do not think that the Forgefields estate has been adequately notified of these proposals. The notification signage is only in Norton Ave which is numbered 1-29, 2~16. As this is a cul d sac, unless you are walking or live in this Norton Ave these are not easily seen. There are no signs in Norton Ave numbered 31~71, 18~38, 73~79 yet these proposals will have a detrimental effect on those homes as well as the rest of the Forgefields estate.

*Norton Avenue*

I'm a resident of Norton Avenue and me and five of my neighbours use the bottom of Norton Avenue where you are proposing putting double yellow lines, to park our cars! There are eight cars that regularly park there. I am unable to use the garage attached to this house as it has subsidence and is not included with the rent. Can you please tell me where six

vehicles of local residency are going to park? If you include the proposed cars that park on Albion Lane, then that is another three or four cars not being able to park. This is just another money making scheme for the council who are trying to increase their revenue, and nothing to do with the school that doesn't even affect me! Leave Norton Avenue alone. If double yellow lines go in Norton Avenue then the council are depriving me of somewhere to park within a short walking distance of my home. And difficulty in getting shopping to my house.

*Norton Avenue*

Not all of Norton Avenue have been notified of the councils intention to place yellow lines in Norton Ave yet the lines will affect all of Norton Ave. I have no objection to lines being placed in Albion Lane as the cars are parked on a corner of the main road into the estate. However the lines in Norton Ave will only penalised the local residents. Properties from 19 to 33 odds, are situated down a side ally and have no parking places. Yes, they have a garage but these are very tight to get a small family car in and with modern life, most households have two cars. Therefore they have to park their vehicles on the road as there is nowhere else to park them. Placing yellow lines in the road will take parking areas away for them. There is no reason to place yellow lines in this part of Norton Ave as the parents use the other Norton Ave to drop their children off. This road has yellow lines already and no one respects these. Traffic wardens come early in the morning to penalised the local residents and then leave as it gets busy with school traffic. Therefore I strongly object to yellow lines being placed in Norton Ave.

*Norton Avenue*

The Albion lane additional yellow lines should definitely go ahead and are long overdue. The Norton Avenue lines at the moment are a mistake as there is no alternative for the residents adjacent to the hammerhead IF additional parking was added at the same time ie at the end of the garage block (say in grasscrete so as so to lessen the impact and allow the rain to be absorbed) then that would help the situation, otherwise all it will do is force the cars to park elsewhere and there isn't anywhere else therefore causing more chaos and frustration.

*Norton Avenue*

The parking is already terrible here for residents, this will make it even worse. Who the hell comes up with these plans, clearly not someone who spends any length of time here

*Norton Avenue*

The proposal of double yellow lines where six houses including mine park is an outrage! There is no where else to park for us as the garages are not big enough for cars and the one connected to the house I rent is subsiding and not usable so not included in the rent! This is a money making scheme for the council only and nothing to do with the parking. It's a disgrace. There are eight cars from six houses that regularly park at the bottom of Norton Avenue. Where are we supposed to park if you put double yellow lines on the road?

*Norton Avenue*

This would cause more harm than good, especially to the people of Norton Avenue and Albion Lane. Go sort the issues out with the one way system on the seafront and the congestion on the high street instead.

*Norton Avenue*

We live in Norton avenue and the parking situation is dia as it is by adding more yellow lines the parking for residents will become none existent

*Norton Avenue*

**Neither**

*Forgefields*

As a resident I appreciate the need to improve traffic flow at drop off and pick up times. My concerns are are that the cars need to stop somewhere so the problem will just move further into the estate. At these times there are often people driving up and down or in my case blocking driveways. These vehicles will still need to stop somewhere. At one point there was a suggestion to remove the green next to the pathway in Norton Avenue and turn it into a Carpark maybe this could be considered as a solution. In all the years I have lived here - [REDACTED] it has been very rare to see this particular green being used for anything.

*Shepherdsgate Drive*

I support Albion lane and the turning circle on Norton Avenue however the part along the main part or Norton is only going to displace motorists around the estate and make people park across driveways during drop of times

*East Street*

**No response to Support, Object, Neither**

*Albion Lane*

WHERE WILL WE PARK AND AND TIME RESTRICTIONS

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**Cecil Park**

|         |   |
|---------|---|
| Support | 1 |
| Object  | 4 |
| Neither | 2 |

**Support**

*Malvern Park*

The council are driving visitors away from our town. I don't go onto town very often as parking is a nightmare. It's very expensive or non existent

**Object**

*Cecil Park*

I do not support this proposal in its present form. The original draft proposal was to have double yellow lines between Nos. 6 and 8 and that was in line with my request. The revised proposal is for double yellow lines spanning the full width of the two properties. This is unnecessary and is taking away a much needed parking space for the residents of Cecil Park.

*Cecil Park*

I wish to object to the proposal of double yellow lines [REDACTED], Herne Bay. I am in total agreement with the wishes of [REDACTED].

*Cecil Park*

The yellow lines are far to long. All that's needed is double yellows on the road between No;6 & 8 where the small wall is.

*Cecil Park*

There is no need for double yellows at this location . This would further reduce the space available to park in this road. Most people park in Cecil park because they live there and have no drive way. It seems a waste of money to restrict parking space when there is no need.

**Neither**

*Shepherdsgate Drive*

*East Street*

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**Cliff Avenue**

|         |   |
|---------|---|
| Support | 2 |
| Object  | - |
| Neither | 1 |

**Support**

*Cliff Avenue*

I support the proposal but feel the lines should be extended on both sides of the road to ensure that the end of the road near the reculver road junction is kept completely clear. We live in [REDACTED] and feel the lines should extend back to opposite our driveway . We also feel that the junction would benefit from a roundabout as it is quite dangerous pulling out at times. The roundabout would slow. Vehicles travelling along reculver road



*Shepherdsgate Drive*

Seems wise

**Neither**

*East Street*

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**Coopers Hill**

|         |   |
|---------|---|
| Support | - |
| Object  | - |
| Neither | 2 |

**Neither**

*Shepherdsgate Drive*

*East Street*

---

**Dolphin Street**

|         |   |
|---------|---|
| Support | - |
| Object  | 4 |
| Neither | 1 |

**Object**

*Dolphin Street*

I am a resident of [REDACTED]. Area in front of 1-7 Harbour view Dolphin St has no requirement for a loading Ban, The space shown is used constantly for parking and there is no reason for this to change. Parking has already been reduced due to the Plaza scheme. The space shown In front of 1-7 Harbour View should remain as normal parking spaces. I believe that this may be a hang over from before the flats were built in 2014 I support the loading ban at all junctions as this may aid the issue with the take away drivers parking at junction. [REDACTED]

*Herne Bay Road*

Due to new road layout!! I can't see where if ever there was a loading area anyway. So why, now would there be a lauding ban ??

*Peartree Road*

I am the owner and a director of the management company [REDACTED]. Area in front of 1-7 Harbour view Dolphin St has no requirement for a loading Ban, The space shown is used constantly for parking and there is no reason for this to change. Parking has already been reduced due to the Plaza scheme. The space shown in front of 1-7 Harbour View should remain as normal parking spaces. I support the loading ban at all junctions

*Shepherds gate Drive*

There should be loading ban between setting times only

**Neither**

*East Street*

---

**Glenbervie Drive**

|         |   |
|---------|---|
| Support | 3 |
| Object  | 1 |
| Neither | 1 |

**Support**

*Glenbervie Drive*

As well as making it easier for drivers (including drivers of refuse vehicles) turning out of Freshlands it will also assist the drivers of larger vehicles who use this junction as a turning point and lessen the risk of vehicles parked on our side of the road being damaged. In addition the proposed double yellow lines should also prevent the frequent 'pavement parking' (i.e. two wheels on the path) on top of a fire hydrant.

*Glenbervie Drive*

Would be easier and safer to turn into glenbervie drive without parked vehicles obstructing the end of the road next to the junction. sods law states you turn into glenbervie as a car is coming down glenbervie towards the junction this leaves very little space to pull up if cars are parked tight to junction. Also builders vehicles are parked opposite junction building new house to make matters worse . Also a resident parks on grass verge on reculver road obstructing vision when turning right out of glenbervie drive.

*Shepherds gate Drive*

**Object**

*Burtonfields*

There is no problem with current layout

**Neither**

*East Street*

---

**Gorse Lane**

|         |   |
|---------|---|
| Support | 5 |
| Object  | 9 |
| Neither | 1 |

**Support**

*Gorse Lane*

It's an accident waiting happen! Witnessed many near misses due to parked cars on the bend impairing vision on the said bend.

*Gorse Lane*

Total agreement. Gorse Lane is unfortunately a cut through, I have witnessed many "near misses" where parked cars have blocked a clear view of the road both turning into and out of Gorse Lane.

*Gorse Lane*

We support this proposal on grounds of safety. Parked cars make it impossible to see any oncoming traffic.

*Ridgeway Road*

Oncoming traffic is often on the wrong side of the road when you turn into Gorse Lane at the junction with Hunters Forstal Road

*Shepherdsgate Drive*

**Object**

*Gorse Lane*

Extending all the way to number 6 is overkill and would further congest parking areas further along the street. Agreed, double yellow lines are required. However, i would suggest only up to the telegraph pole between the gardens of numbers 2 and 2A. This would allow plenty of space for traffic to manoeuvre and allow view of oncoming traffic as you traverse the slight bend.

*Gorse Lane*

Gorse Lane its a beautiful area to live with a great community spirit that it is why decided to move here a few years back. Unfortunately we have noticed from when we first moved that our road has turned into a rat run for people accessing Broomfield Road/hunters Forstal

Road which has only been exacerbated I believe by the continuous developments in the area. On numerous occasions I as well as my son have almost fell victim to a speeding motorist or more common a abusive motorists. We have good number of children who use my road to and from school due to the locality of Herne (Church of England) school and the bust stop on Hunters Forstal my 11 son being one. It is only a matter of time i believe before someone is seriously injured or worse. So until Canterbury city Council acts efficiently to deal with continues speeding in Gorse lane I cannot support the planned action as in a indirect way the cars parked in the proposed location do act as a traffic calming meure for motorists entering and exiting Hunters Forstal. [REDACTED].B

#### *Gorse Lane*

I have already submitted a comment in relation to this but have now had time to reflect and wanted to make the following points. Gorse Lane property owners at the top of the road will still need to park outside their houses. Due to the number of large driveways further down Gorse Lane, there are fewer options as you go further down. All that will happen by putting double-yellow lines outside to number 6 is that you will push the parking problem lower down the road where there are still bends (Gorse Lane is not a straight road). Gorse Lane is used as a drop-off point for parents dropping off/picking up their secondary school-aged children by the bus stops on Hunter's Forstal Road. There are already double-yellow lines on one side of Gorse Lane that joins Hunter's Forstal Road, and cars pull up onto it every day while dropping/picking up their children. I don't believe that extending the double yellow lines will improve this although agree there should be double-yellow lines on the other side that stop at Number 1 Gorse Lane (and would mirror the double yellow lines on the other side of the road). Cars tend to use Gorse Lane as a cut-through and drive fast up and down the road. Parked cars act as a bit of a traffic calming measure as they force drivers to slow down. Gorse Lane is certainly wide enough to cope with cars moving around parked cars – unfortunately some people are just impatient. While we are fortunate to have a drive for one of our cars, we have to park on the road for one. When using our drive to turn around, we are sometimes faced with impatient drivers who seem to find waiting 30 seconds while a parking manoeuvre is carried out to be too much. I strongly believe that the best deterrent for speeding cars would be to install speed bumps where you propose to install double-yellow lines and at other points throughout Gorse Lane. Without parked cars on the road, drivers will drive even faster up and down Gorse Lane as there will be nothing to cause them to slow down. I hope that speed bumps would help cars to realise that Gorse Lane won't ever be a good road for them to speed down.

#### *Gorse Lane*

I live at [REDACTED]. My wife and I are very elderly and require carers to visit periodically. This proposal will prevent them from parking outside our house. This means we will have to walk quite a distance (for us) if either of us is getting a lift or NHS transport. I have very limited mobility and so this will make my life very awkward and cause me to be discouraged from getting out and about. We are both registered disabled.

#### *Gorse Lane*

I live at [REDACTED]. I do not feel the lines need to come this far down. What would be more helpful would be to: Put double yellow lines further along Hunters Forstal Road so there is no obstruction when trying to exit Gorse Lane. It is hard to see right towards

Margate Road due to a van often being parked there. Put speed bumps in Gorse Lane close to 4-6 Gorse Lane. Drivers use it as a cut-through and drive first. Traffic calming would ease this.

*Gorse Lane*

I live at [REDACTED]. I have a mobility issue. [REDACTED]. Having close access to my property is very important. Parking down my road is very limited. The only problem I see on this road is the speed people drive down here. Speed bumps would be the better option. I'm not sure what I will do if I can't park outside my home with my disability. A drop curb maybe. This is very worrying.

*Hunters Forstal*

Problem is the main bend, which already has double yellow lines, more are unnecessary. Getting rid of all these parking spaces will reduce the parking for residents and negatively impact house prices due to lack of local parking.

*John Newington Close*

Both my Parents live at [REDACTED]. There is parking for 1 car on the drive, which has their car parked on it. When I visit to pick either of them up for appointments or other needs they may have I must be able to park outside their house as they cannot walk far, their ages are [REDACTED], [REDACTED]. [REDACTED]. As such double yellow lines outside their house will be a major issue. An option would be a disabled bay or to have a gap in the double yellow lines across the extent of the drop kerb outside their house. As an aside I can find no data on RTA's on the proposed length of the double yellow lines, in fact the bigger issue is turning right out of Gorse Lane into Hunters Forstal with parked vehicle so close to the junction, hence it would be beneficial to extend those double yellow lines.

*Hunters Forstal Road*

I feel it is unnecessary for double yellow lines to go up as far as 6 Gorse Lane. It is not a danger spot. There haven't been any accidents there to my knowledge. All this will create is a problem for people parking that live or are visiting in this area.

**Neither**

*East Street*

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## Hampton Pier Avenue (parking bays)

|         |   |
|---------|---|
| Support | 2 |
| Object  | 1 |
| Neither | 1 |

### Support

*Hampton Pier Avenue*

*Herne Bay Road*

### Object

*Shepherds Gate Drive*

This will have a negative effect on those parking here while exercising on the seafront

### Neither

*East Street*

---

## Hampton Pier Avenue (yellow lines)

|         |   |
|---------|---|
| Support | 3 |
| Object  | - |
| Neither | 2 |

### Support

*Herne Bay Road*

*Margate Road*

This will make it safer entering and leaving Essex Ave

*Shepherds Gate Drive*

### Neither

*Hampton Pier Avenue*

We are finding cars are parking half on and half off the kerb. Spring and summer time Hampton pier avenue road is horrendous as public do not use car parks and use the road and grass to park their cars all day . This causes cars driving on the path down the road as people do not wait for traffic to come down the road or up. Last summer was horrendous

we are surprised no major accidents happened. As a resident of Hampton Pier Avenue for [REDACTED] the parking on our road has got so much worse and we have trouble getting in and out of drive now. Cars are been left for weeks parked in the road by someone who has a business in cars possible mechanic & left a car outside our home has been there for 8 weeks or more!,, So frustrating as last summer the chap parked up to 9 cars in our road half on the road half on the kerb for days and weeks !!! Residents are making notes now as its getting to all the residents now! Hopefully if the council are looking into the safety of junctions on Hampton pier avenue they could come and help us improve parking too!,, Now you are proposing extension of yellow lines which makes sense but why has the council actually come along knocked on residents doors and spoke to us how road is doing with the traffic & parking ?

*East Street*

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## **Hillbrow Avenue**

|         |   |
|---------|---|
| Support | 8 |
| Object  | 1 |
| Neither | 2 |

### **Support**

*Hillbrow Avenue*

Double yellow lines are needed to prevent cars parking opposite the junction to the cul-de-sac, so access is maintained for refuse collections, and emergency services vehicles, when cars are parked opposite the junction, refuse collection vehicles, fire brigade & ambulances are unable to gain access to the properties in the cul-de-sac

*Hillbrow Avenue*

Double yellow lines are required opposite the junction to the cul-de-sac to stop cars parking, so as to allow refuse collection vehicles to gain access to empty the bins to the properties in the cul-de-sac, when cars are parked opposite the junction, the refuse vehicles cannot get access to the cul-de-sac

*Hillbrow Avenue*

I am resident at [REDACTED] which is at the end of the cul due sac in question. Cars and vans regularly park opposite the junction which stops the dustcart from accessing the cul-de-sac resulting in failed collections throughout the year. This is inconvenient and causes extra expense due to repeat trips for the dustcart. More importantly is that this illegal parking will also block access for fire appliances and possibly ambulances.

*Hillbrow Avenue*

Refuse collection vehicles are unable to gain access to the properties in the cul-de-sac when vehicles are parked opposite the junction of the cul-de-sac, the same would apply to emergency vehicles, i have been in touch with the police on the matter of parking within 10

metres of a junction including opposite junctions, the police have moved vehicles on from opposite the junction, but, i was informed the long term solution would be to have double yellow lines installed opposite the junction as a long term solution.

*Hillbrow Avenue*

Restriction of Refuse vehicles to the Close has caused us many issues with bins not being emptied for a number of weeks. This is action is needed, not only for refuse vehicles but also emergency and delivery vehicles.

*Hillbrow Avenue*

we support the double yellow lines, on the grounds that if a car is parked opposite the cul-de-sac, it restricts the access for the dustcart, therefore the bins down the cul-de-sac do not get emptied multiple times over the course of a year, also the paths and kerbs get damaged with delivery vehicles trying to get down the cul-de-sac, have to mount the kerb causing damage multiple times over the years costing Highways a lot of money in repairs, with having 3 workman over 3 days replacing the kerb stones and path, also cars parking opposite the cul-de-sac will restrict the access to the fire brigade and ambulance, delays to these services could endanger lives, therefore it becomes a health & Safety issue

*Hillbrow Avenue*

*Hillbrow Avenue*

I support the installing double yellow lines from No8 to No14 Hillbrow Avenue Herne Bay CT6 7DY due to the fact when cars are parked opposite the cul-de-sac between No8 & No 14 our bins do not get emptied here in the cul-de-sac, which happens on a regular basis because the dustcart cannot get down into the cul-de-sac when cars are parked opposite the junction.

**Object**

*Hillbrow Avenue*

1. Congestion at junction of Hillbrow/Mill Lane is already a far more serious problem and this proposal will compound it. 2. Only one incident of refuse lorry having access problems. 3. DY Lines outside 8-14 will allow parking opposite which will surely compound the problem. 4. Why isn't the cul-de-sac, which is at the heart of the problem included? 5. How many cul-de-sacs in the district have yellow lines opposite in a residential area. 6. These proposals serve to benefit Councillor Malcolm Harlin [REDACTED] who has made no secret of the fact that he doesn't like vehicles parking in front of his house. The reason he hasn't included the cul-de-sac in his proposal is because he knows it will be vigorously opposed. 7. Parking either by residents and/or tradesmen will be limited in an already busy little avenue. 8. District nurses visit our bungalow twice a day to administer insulin to my husband. These restrictions will affect their ability to park easily and quickly.

**Neither**

*Shepherds Gate Drive*

If this is for refuse vehicle access should have a loading restriction in place in the am period



*East Street*

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## **Kingsfield Road and Ellis Way**

|         |   |
|---------|---|
| Support | 3 |
| Object  | 7 |
| Neither | 1 |

### **Support**

#### *Kingsfield Road*

I believe this to be an excellent idea we have had multiple near misses with vehicles coming out of Ellis way and traffic around the Kingsfield bend whilst there is normally a van parked on the bend obstructing the view . I believe this will result in a safer junction and aid emergency vehicles access there are plenty of alternative safe parking spaces in the area so I really hope this goes ahead

#### *Partridge Close*

To stop cars blocking the road

#### *Shepherdsgate Drive*

Seems wise

### **Object**

#### *Ellis Way*

Completely unnecessary, parked cars will just move further into ellis way probably on the bend making it difficult to see or drive on the correct side of the road. Cars already park in ellis way when there is no room on pear tree as there is a pedestrian link through.

#### *Ellis Way*

I am asking why it is necessary to apply yellow lines to kingsfield rd and Ellis way ? Makes no sense just a waste of money , it would make more sense to put double yellow lines at mill lane into kingsfield road this an accident waiting to happen!! Frank hayes 4 Ellis way Herne bay .

#### *Hawe Farm Way*

My parents have lived in [REDACTED] way before Ellis Way was built and in the [REDACTED] of living here have never experienced any problem /crashes caused by cars being parked outside these residential properties, the only accidents have been caused by driver error or bad weather conditions. It will make being able to visit my Dad who is now on his own extremely difficult as there is not an alternative area for his family to park when we visit. It is not a main road, or bus route but a residential

area. No objection to placing yellow lines on the bends but not outside the residents property.

*Hawe Farm Way*

The introduction of the proposed restrictions would impact on the properties and there ability to park outside there properties as it stands cars can safely park outside properties without having a impact of traffic from being able to drive safely and having clear line of sight. If these changes take place there is very little areas for households to safely park there cars close to there properties. This road does not form part of a bus route so it's only local people who use the road , it is not used as a short cut and this proposed change will have a great impact on residents being able to park and have friends and family and professionals visit and safely park.

*Kingsfield Road*

I want to object to this proposal, I live at [REDACTED] I don't feel there is any reason for double yellow lines in this area. It's a residential area and not a bus route. All the time I've lived here busses have only used the route for a few days as a diversion. These lines will cause an inconvenience to others in the area as the vehicles that park here will have to park somewhere. I only have one parking spot on my drive and 2 vehicles plus any one visiting, I need to park my vehicle outside my property for security reasons as it's my work van and I have a camera from the house facing it. In the day time the rd is clear as everyone's at work.

*Kingsfield Road*

The proposed yellow lines along the Ellis Way junction would not make the road any difference to the safety of the road. I do however support the yellow lines around the bends of Kingsfield Road.

*Sanderling Road*

My parents, now just my dad, have lived in Kingsfield Road [REDACTED]. There has never been an accident due to parked cars outside their house. If you go ahead with the plans, none of our family will be able to park outside the family home. There is already lots of residents that park on the road, therefore restricting us visiting. Signs encouraging drivers to stop at the junction or white lines showing the right of way remaining on Kingsfield Road, so that cars are not driving straight across into Ellis Way, would be a better solution.

**Neither**

*East Street*

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## Mill Lane and Kingsfield Road

|         |   |
|---------|---|
| Support | 3 |
| Object  | 1 |
| Neither | 1 |

### Support

#### *Kingsfield Road*

Fully support.

#### *Partridge Close*

To stop cars blocking the road

#### *Shepherdsgate Drive*

Seems wise

### Object

#### *Ellis Way*

Not really necessary, cars don't park that close to the junction, the cars parked adjacent the junction appear to be mill lane residents who choose to park safely at night in kingsfield rather than on mill lane.

### Neither

#### *East Street*

---

## Peartree Road

|         |   |
|---------|---|
| Support | 2 |
| Object  | 8 |
| Neither | 1 |

### Support

#### *Ellis Way*

#### *Partridge Close*

To give cars better views of the road

## Object

### *Peartree Road*

i live in Peartree road and parking is difficult enough without more restrictions. i think with the restriction already in place they need to be enforced as most nights people park on the already laid yellow lines. maybe think about restricting large vehicles from parking in this area.

### *Peartree Road*

I object to the double yellows we didn't want them in the 1st place. When my my family come to visit there is no parking. Having trouble parking now as the line how they are now. Having to park 10mins away from my house if i have guests. [REDACTED]

### *Peartree Road*

It will make parking impossible. The current double yellow lines are affective in making the entering and exiting from the car park safe so extending them is unnecessary.

### *Peartree Road*

The current yellow lines are adequate. This is just a way for the council to make more money from residents trying to park their vehicles near their homes.

### *Peartree Road*

We have limited parking as it is. we did not need the 1st lot of double yellows. Some of us have to park 10mins away from our properties. If we have guests we or them will not be able to park any where near. I have no trouble coming out of the car park on to the road even with cars parked where they were before the 1st lot of double yellows. I have spoken to a thew neighbours and the strongly object for same reasons we all agree with we do not need them. [REDACTED]

### *East Street*

Parking is already at nightmare round there it doesn't need making worse

### *Peartree Road*

More double yellow lines in this area will just see the people who live there leave their work vans in other parts of Peartree Road. From 1 to 17 Peartree Road, numerous work vans are left for up to a week at a time outside people's properties. It's slowly becoming a car park for people who don't actually live there to leave their vehicles. My car has been damaged by someone who lives much further round Peartree leaving their handbrake off and their car and it rolling into mine. The police were required to find the owner as no one recognised their car.

### *Peartree Road*

this will take up a possible two crucial parking spaces. There are already yellow lines in place and i think this is a complete waste of time and council resources. This is a quiet residential road, there is already a major struggle for parking as it is and the place of the proposed extension is going to take away two spaces that are crucial to the peartree community as you have the 16 households of which the lines are already in place of the entrance and also

directly opposite there is a close with no spaces unless we have a driveway and also people have visitors, health care professionals are frequent in the road for the elderly residents, deliveries and just general people visitors so people can be social but having. no where to park will restrict this and have a burden on the residence social and general life experience

**Neither**

*Shepherdsgate Drive*

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**Reculver Drive (yellow lines)**

|         |   |
|---------|---|
| Support | 1 |
| Object  | 5 |
| Neither | - |

**Support**

*Reculver Drive*

This was my response from Richard Jenkins on the 2023 parking review, when I pointed out double yellow lines were proposed across a casual non-official pedestrian entrance and not the official entrance, as is now proposed. ' We always inspect the sites to assess the proposals. It wasn't our view that the yellow lines near the Reculver Road junction needed to be extended, or that the pedestrian entrance to the car park needed protection.' Richard Jenkins Senior Transportation Officer Canterbury City Council This suggests complete incompetence, this could\should, have been completed at the same time as the other yellow lines last year, without any doubt saving money.

**Object**

*Burtonfields*

There is no problem with current layout

*Malvern Park*

There is no wherento park here already.. your aim is to force people to use the car park but that won't happen.. people will park in the other roads instead

*Shepherdsgate Drive*

*East Street*

Parking for the school is already a nightmare this will make it worse

*Grange Road*

If you have kept the car parks free it would not cause these issues, this will entail more issues with pushing people parking outside residents houses which again will affect me

visiting my friends who are not near the car parks but mid-way - as people will park outside residents houses to avoid paying the car parks and in turn you have empty car parks

**No response to Support, Object, Neither**

*Reculver Drive*

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**Reculver Road near Cliff Avenue (parking bays)**

|         |   |
|---------|---|
| Support | - |
| Object  | 6 |
| Neither | 1 |

**Object**

*Beacon Avenue*

Why remove a parking bay? It is always in use at the weekend for the Pub and comes in very useful.

*Burtonfields*

No issues with current parking arrangements

*Malvern Park*

By removing this parking where do you expect people to park?? Again driving customers away!!!

*East Street*

Parking is already a nightmare this will make it worse

*Grange Road*

*Reculver Drive*

There's already very limited parking in this area and removing this bay would have an adverse effect on the local businesses and residents. This is a single parking bay which gives good traffic visibility. Would not introducing a 20mph limit in this area have a far better impact on road safety and right through the village.. Note..in this area at the moment 7/02/2024 there are far greater road traffic safety issues...the middle of the road there are deep ruts which are extremely dangerous to motorists and cyclists.

**Neither**

*Shepherds gate Drive*

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## Reculver Road shops (time limits)

|         |   |
|---------|---|
| Support | 3 |
| Object  | 3 |
| Neither | 1 |

### Support

#### *Beacon Avenue*

I support this so that the space can be used by people wishing to go to the shops in the evening and not by residents who take these valuable spaces with their vehicles, thus leaving no where for shoppers to park.

#### *Sanderling Road*

I am happy to support the proposal but wish to also request that the double yellow lines opposite the parking bays are remarked as there is still continuous parking which causes significant congestion. People are so lazy that they cannot park in the free spaces just past Terminus Drive. I would like to see more enforcement officers to stop this behaviour.

#### *Grange Road*

### Object

#### *Burtonfields*

Most of these are convenience stores so see no reason to impose time limits

#### *Reculver Road*

#### *Shepherdsgate Drive*

Till 9pm on a Sunday is a crazy ideal no need to be that late any day let alone a Sunday

### Neither

#### *East Street*

### No response to Support, Object, Neither

#### *Reculver Drive*

---

**Reculver Road, near Terminus Drive (pavements and verges)**

|         |   |
|---------|---|
| Support | 2 |
| Object  | 2 |
| Neither | 1 |

**Support***Beacon Avenue*

This bit of road can be very treacherous and busy, especially with buses and lorries. Removing the ability for people to park on verges and pavements will help ensure this stretch of road remains as clear as possible and provides a safer road.

*Shepherdsgate Drive***Object***Burtonfields**Grange Road***Neither***East Street***No response to Support, Object, Neither***Reculver Drive***Ridgeway Cliff**

|         |    |
|---------|----|
| Support | 2  |
| Object  | 15 |
| Neither | 2  |

**Support***Ridgeway Cliff*

I live on this intersection, so am directly affected - I feel the double yellow lines are important for traffic safety. I support restrictions to parking in the marked area, in order to deter dangerous or multiple-day parking - both of which I have seen in the years I have lived here.



*Ridgeway Cliff*

My wife and I live [REDACTED] and this proposal includes markings [REDACTED]. We fully support the proposals as they will put markings in place where there is currently nothing. In the years we've lived here we've had vehicles parked on pavements, large vehicles parked blocking traffic and obscuring sight lines for drivers approaching the intersections and we've had large recreational vehicles parked up long term - sometimes for weeks. People are able to do this because right now there is nothing in place to say they can't and we are concerned this will get worse as Herne Bay continues to grow. These proposals were first put to local council in 2023. They were delayed because a small group of people who don't live in the consultation area who are not directly affected by this proposal were able to bully local council into submission. This should not have happened. We understand changes like this will always be contentious for some but I hope this time local council can listen to the concerns of residents like my wife and I who are directly affected by these changes and who support them instead of people with nothing more in this than objecting to all parking changes anywhere regardless of the reasons behind them.

**Object**

*Ridgeway Cliff*

I have lived in Ridgeway Cliff for nearly [REDACTED] and there have been no traffic issues or accidents around the triangle or on Ridgeway Cliff. I see absolutely no justification for spending precious funds to install unnecessary yellow lines. Ridgeway Cliff is a quiet residential Road with low movement of traffic.

*Ridgeway Cliff*

I have lived in Ridgeway Cliff since [REDACTED]. There have been no issues with parking around the triangle, opposite our house [REDACTED] or around the corner. I see no need to put yellow lines or restricted hours in this area. There have been no incidents or accidents in the time I have lived here, and traffic into and out of Ridgeway Cliff is light, mainly residents.

*Shepherds Gate Drive*

This should be weekdays only and no DYL they all should be SYL

*The Broadway*

I strongly object to the proposed yellow lines, its completely unnecessary and will look un sightly with bright yellow lines and more signs spoiling the whole area, nobody wants it as a petition was signed last year by all the local residents

*The Broadway*

The parking restrictions are NOT needed and had bee already objected for last year. A petition was submitted from all residents in local area it affects all objecting. Parking is only an an issue when an event such as the carnival is on which is once a year and all of central Herne Bay and the side road are affected.

*The Broadway*

There are no parking issues on this stretch of road. This area is very rarely parked on and will just ruin the aesthetics of the area. This proposal has already been objected by all local residents of the area. With a petition raised to get it thrown out.

*Ridgeway Cliff*

Disappointed that this review has been proposed. We have objected last year. We have lived here eleven years with no problems at all. This will cause just replaced parking. We have no off street parking and will could cause a problem to visitors and tradesman and us. The new proposals are worse than previous as it covers a longer period of time. There is no need for this scheme in this area.

*Ridgeway Cliff*

I have lived at [REDACTED] and have not seen an issue in a build up of traffic or excessive parking at this location at any point. This isn't a safety related issue but a mere exercise to please a resident nearby and I strongly object for several reasons. No waiting times may impact carers to local residents in the area which is unfair and unjust given the fact you have a dangerous issue occurring at the other end of Ridgeway Cliff / Carlton Hill. This needs strong consideration given on which end is 'safety critical' and where the money should really be spent on our roads to make areas safer. You will be very aware of this issue as your inspectors have been highlighted of this on site previously.

*Ridgeway Cliff*

I have lived on [REDACTED] and near to the area where you propose changes. Not once have I experienced any issues with people parking in this area. I believe this is a waste of time and money on your part and feel you should be concentrating on the wrong end of Ridgeway Cliff. Van's and cars continuously park in dangerous positions causing visual obstructions and on numerous times I have witnessed near misses. Therefore if you wish to make changes then I strongly suggested spending the money on the junction of Ridgeway Cliff and Carlton Hill. The area where you wish to put the restrictions is generally quiet and well respected. In the summer periods, it is a bit busier but not once have I experienced a problem or obstruction.

*Ridgeway Cliff*

We do not see the need for these proposals. We have lived here eleven years. This is a backwater area of Herne Bay and we do not have any traffic flow or parking problems in this area. Please do not waste any more time or unnecessary money on these proposals.

*Ridgeway Cliff*

We do not see the need for these proposals. We have lived here for [REDACTED]. This is a backwater area of Herne Bay and we do not have any traffic flow or parking problems in this area. So please don't waste any more time or money on these proposals.

*Ridgeway Cliff*

We object to these proposals, as we do not see the need for them, as this area is a quiet backwater area of Herne Bay. We have lived here for [REDACTED] and have had no problems with parking and traffic flow around this area.

*Victoria Drive*

by introducing these restrictions you are just moving the traffic to neighbouring roads which are congested enough already,I don't understand what you are trying to achieve

*Victoria Drive*

I live in Victoria Drive, which is road opposite to this yellow line scheme in Ridgeway Cliff. Whilst I am all for keeping the traffic flowing and removing parking obstructions, I am concerned that any parked cars may move across into Victoria Drive, where there is already a parking problem. Victoria Drive is a narrow short road linking the Broadway and Western Esplanade and with the existing 5 houses in the road and 2 houses on the corner of the Broadway, we generally have up to 10 residents cars parking on the road, with several extra cars parked off road on driveways. Whilst I do not believe there is a parking problem where you are proposing yellow lines in Ridgeway Cliff, if yellow lines are put in it will encourage more cars to park in Victoria Drive, which will then restrict residents parking.

*Victoria Drive*

Totally unnecessary, it will cause more congestion in the neighbouring roads. I strongly object to this idea [REDACTED]

**Neither**

*Ridgeway Cliff*

I live at [REDACTED] and object to this proposal. My reason is that the case for additional parking restrictions at this location is not proven. I park on road and am almost always able to park either outside my property or nearby. I observe there is minimal parking at this location on a daily basis. Where cars are parked in the area covered by the proposal I have never experienced an obstacle or problems as a result. On that basis I cannot see any obvious need to improve access or road safety. I can see, however, that additional restrictions would impact on parking availability within the area when it is occasionally needed for seaside access and events. Also as the street supports parking on one side as most properties have driveways, I fear this proposal would have unintended consequences of concentrating/displacing parking within the street. As of now there is no issue with this. I can report that other properties have recently been modernised which did lead to a temporary increase in day time trades vehicle parking, but that work is now concluded. Even then it was not excessive as it is a quiet part of town.

*East Street*

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## Sandown Drive

|         |    |
|---------|----|
| Support | 2  |
| Object  | 13 |
| Neither | 1  |

### Support

*Albany Drive*

*Shepherds gate Drive*

### Object

*Bognor Drive*

I object to the following proposal as This will restrict emergency vehicles gaining access through the whole road due to the width of the road, this will also restrict waste/bin lorries also collecting bins and will cost the council more on return visits and build up of waste, the total width left with two vehicles parked between road curb to road curb is NOT enough for a Fire Engines or high vehicles to get through, as the last consultation pictures sent in 3 years ago. Blocking emergency vehicle's is in breach of the following 4, I LIKE TO DRAW YOUR ATTENTION TO RESTRICTING FIRE APPLIANCES AS THIS PROPOSAL WOULD BRING IN PARKING RESTRICTIONS THAT WOULD BE IN BREACH OF COUNTY OF KENT ACT 1981 1981 CHAPTER XVIII 53. ACCESS FOR FIRE BRIGADE, (1) EXCEPT AS PROVIDED IN SUBSECTION > (2) BELOW, WHERE PLANS FOR THE ERECTION OR EXTENSION OF A > BUILDING ARE DEPOSITED WITH A DISTRICT > COUNCIL IN ACCORDANCE WITH BUILDING REGULATIONS, THE > DISTRICT > COUNCIL SHALL REJECT THE PLANS UNLESS > AFTER CONSULTATION WITH THE FIRE AUTHORITY THEY ARE > SATISFIED THAT > THE PLANS SHOW – > (A) THAT THERE WILL BE ADEQUATE MEANS > OF ACCESS FOR THE FIRE BRIGADE TO THE BUILDING OR, AS > THE CASE MAY BE, TO THE BUILDING AS > EXTENDED; AND > (B) THAT THE BUILDING OR, AS THE CASE > MAY BE, THE EXTENSION OF THE BUILDING WILL NOT RENDER > INADEQUATE EXISTING MEANS OF ACCESS FOR > THE FIRE BRIGADE TO A NEIGHBOURING BUILDING. > (2) NO REQUIREMENT CONCERNING MEANS OF > ACCESS TO A BUILDING OR TO A NEIGHBOURING BUILDING SHALL > BE MADE UNDER THIS SECTION IN THE CASE > OF A BUILDING TO BE ERECTED OR EXTENDED IN PURSUANCE OF A > PLANNING PERMISSION GRANTED UPON AN > APPLICATION MADE UNDER THE ACT OF 1971 UNLESS NOTICE OF THE > PROVISIONS OF THIS SECTION IS ENDORSED > ON OR ACCOMPANIES THE PLANNING PERMISSION. > (3) SECTION 64(2) AND SECTION 65(2) TO > (5) OF THE ACT OF 1936 (NOTICE OF REJECTION OR PASSING OF > PLANS > AND ENFORCEMENT OF REQUIREMENTS) SHALL > APPLY AS IF THIS SECTION WERE A SECTION OF THE ACT OF 1936. > (4) ANY PERSON AGGRIEVED BY THE ACTION > OF THE DISTRICT COUNCIL IN REJECTING PLANS UNDER THIS > SECTION > MAY APPEAL TO A MAGISTRATES' COURT. > (5) IN THIS SECTION REFERENCES TO THE > ADEQUACY OR INADEQUACY OF MEANS OF ACCESS FOR THE FIRE > BRIGADE > SHALL BE CONSTRUED AS REFERENCES TO A > MEANS OF ACCESS ADEQUATE OR, AS THE CASE MAY BE, INADEQUATE > FOR USE FOR FIRE-FIGHTING PURPOSES BY > MEMBERS OF ONE OR

MORE FIRE BRIGADES AND THEIR APPLIANCES. >> ALSO >> APPROVED DOCUMENT B (FIRE SAFETY) TABLE > 20 FIRE SERVICE ACCESS. >> 16.1 FOR THE PURPOSES OF THIS APPROVED > DOCUMENT VEHICLE ACCESS TO THE EXTERIOR OF A BUILDING IS > NEEDED TO ENABLE HIGH REACH APPLIANCES, SUCH AS TURNTABLE > LADDERS AND HYDRAULIC PLATFORMS, TO BE USED AND ENABLE > PUMPING APPLIANCES TO SUPPLY WATER AND EQUIPMENT FOR > FIREFIGHTING, SEARCH AND RESCUE ACTIVITIES. I ASK CCC & JTB TO REJECT THE > PROPOSAL AND RECOMMEND THAT KCC MAKE A NEW REVIEW TO LOOK > AT CARRYING OUT REFURBISHMENT WORKS WHICH I FEEL IS NEEDED > AFTER 70 PLUS YEARS OF USE AND VEHICLE ROAD TAX FUNDS. >> I WOULD BE GRATEFUL FOR YOUR COMMENTS > AND RECEIPT OF THIS EMAIL, I WOULD ALSO LIKE TO ATTEND BOTH > MEETINGS TO PRODUCE MY FINDINGS AND CASE FILE AGAINST THE > PROPOSAL AND RECOMMENDED WORKS NEEDED TO IMPROVE THIS VERY > OLD/DATED ROAD. >>

*Bognor Drive*

If vehicles are parked on the road, fire appliances and refuse lorries would not be able to drive down that road. If the council decide that vehicles can only park on one side of the road, this is ridiculous too. Not every house has enough off street parking for the vehicles therefore they need to park elsewhere. I object to this proposal.

*Bognor Drive*

Many households have more than 1 car and because of that, parking on the roads is necessary. Sadly the roads are not wide enough for cars to park on, so the use of the verges is the only way the street can stay accessible for road users and emergency services

*Bognor Drive*

Object as this will cause issues with emergency vehicles, dustcarts and people getting off there drive ways

*Sandown Drive*

As stated in the last council meeting about not parking on the verges there is no way this should be stopped. There are too many vehicles including train station users in the road making it extremely narrow. Today 27:01:24 a fire engine had to knock doors to move cars as they couldn't get through if it was an emergency it would have been a disaster. I propose you put in force parking permits for residents only and any other parking to be 3 hours. All vehicles in the household should need one even work vans .

*Sandown Drive*

I have lived in Sandown drive for [REDACTED] and there has always been a problem with parking, firstly the road is very narrow, secondly cars park in the road that travel on the train, and thirdly grass verges cause a problem I have had 2 cars damaged very badly since living here due to cars, vans etc struggling to get down the road ( the vehicle that did the most damage £ 2,000's worth was a council dustcart ) because of this we have to put two wheels on the Kurb stones or nothing even a small car would be able to get down the road, how do you expect emergency vehicles to get down the road let alone attend an

emergency. I attended a meeting and supplied a letter against this back in 2019. Also the fire brigade tried to come down the road with cars parked either side and it wasn't possible

*Sandown Drive*

I won't be able to park outside my house with [REDACTED]. I park on the curb, not on the grass, if I didn't park on the curb, then cars would struggle to get through. This will really impact the amount of people that will be able to park anywhere near their own homes. There will, no doubt, end up being arguments between neighbours.

*Sandown Drive*

There are not enough spaces outside my house to park so we have to park up the road, which on these dark mornings and evenings can be worrying

*Sandown Drive*

This road is too narrow, If you restrict parking on the verges, emergency vehicles, refuse lorries and some delivery vehicles won't be able to get down the road. In the past, a fire engine has become stuck in the middle of the road. My car has lost its mirrors several times. No one has considered the ramifications of this proposal because they clearly don't live down this road and have no experience of the way it works. The only other way is for the Council to widen the road on both sides, which would mean moving the lampposts. There would be more value in actually making the Station end exit SAFE! Approaching traffic on the Fleetwood Avenue side travels at a great speed and every time you exit at that end, you take your life in your hands. There is no signage for speed limits or that there's a concealed entrance. THIS is what the Council should be concentrating on, not interfering with a system which has always work and always will.

*Sandown Drive*

What brain box thought this one up. Restricting parking on the verges is a dangerous move. People park on the verges for a reason. THE ROAD IS TOO NARROW. Cars are always being hit, emergency vehicles and lorries get stuck. We have photographic evidence which we will get to you when the your online services are fixed. I went to a Council meeting a few years ago, when this was proposed and it was decided that people could put there wheels on the verges to make it safe!! The only solution is for the Council is to remove part of the verges and widen the road. The current system seems to be working so why change it.

*High Street*

On a visit to Sandown Drive, by not allowing cars to park on the verge, would cause problems for access for a Fire appliances as it will only leave 2.3m, which could cause crews delays or even no access to incidents, as a Fire appliance needs 2.5m to get through, but needs a recommended width of 3.1m to access for the pull out lockers for equipment, so I would object to the proposal. Although Pier Avenue (Proposal no. 4600) is slightly wider this could also cause delays to crews if approved also.

*Sandown Drive*

With reference to the proposed plans to stop parking on the verges in Sandown drive I live at [REDACTED] and would like to highlight a few concerns. This is the third time this has reared its ugly head. This road just isn't wide enough for parking without using the verge

There is no way any emergency vehicle or dustcart will be able to gain any access to the road, a fire engine attempted to do this the other day and had no chance and that was with not parking on the verge and with parking on the verge it just managed to get down the road. This road is often used for non residence parking so if an emergency vehicle couldn't get passed parked cars then there is no way they could ask for it to be moved as they wouldn't be in a house. I have lived here for [REDACTED] and parking on the verge has always worked, so why try and change something that works, yes I understand that there is a lot of churned up mud but if residents looked after it after their builders have made the mess then it wouldn't be a problem, I often clear up outside after delivery drivers etc. I also do agree that cars should not be actually parking on the pavement but verge only I have pictures of the fire engine attempting to gain access that hopefully I can attach, I also have the width of the fire engine and I'm sure that a dustcart is actually wider. Also like to mention I have had 2 cars badly damaged and one of those was a council dustcart amounting to a couple of thousand pounds worth of insurance claim

*Stratford Place*

I am a [REDACTED] that visits my family in Sandown Drive regularly. At present I can park outside their property on the grass verge and manage to get into their house from my car. If your proposed changes go ahead then this will make my visits to Herne Bay, Sandown Drive to visit my family impossible. Even with a blue badge I would have to park further down the road etc and can not then walk. I have never been one to abuse my blue badge but feel if I did in this road it would be too unsafe for emergency vehicles or refuse collectors etc and I would also run the risk of getting my car damaged. I really do not want to loose my family visits as this is very very important to me.

**Neither**

*East Street*

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**Spenser Road**

|         |   |
|---------|---|
| Support | 2 |
| Object  | 1 |
| Neither | 1 |

**Support**

*Albany Drive*

*Shepherds gate Drive*

**Object**

*Burtonfields*

**Neither**

*East Street*

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**Western Avenue and Pier Avenue**

|         |   |
|---------|---|
| Support | 4 |
| Object  | 9 |
| Neither | 3 |

**Support**

*Albany Drive*

*Pier Avenue*

The pavements and grass verges are not made for a vehicle to park on as the a vehicle can damage these areas making these paths dangerous for pedestrains.

*Western Avenue*

*Pier Avenue*

I support this proposal because pavement and verge parking in Pier Avenue restricts the space available for pushchairs, wheelchairs, mot-ability scooters and walking support appliances. This is especially difficult when waste bins on certain days limit the pavement space even further forcing people into the road. Special attention needs to be paid to the motor repair premises at the crossroad of Pier Avenue and Western where all types of vehicles are parked on the single and double yellow lines as well as on the verges resulting in dangerously restricted visibility on a busy stretch of road for both drivers and walkers. Many of the verges in Pier Avenue are churned to mud and parked vehicles on the verges prevent others from being accessible to be mown and strimmed by the LA which results in the area looking neglected and council funds wasted.

**Object**

*Bognor Drive*

Object as this will cause issues with emergency vehicles, dustcarts and people getting off there drive ways

*Bognor Drive*

Please see below my objection for the following reasons. I object to the following proposal as This will restrict emergency vehicles gaining access through the whole road due to the width of the road, this will also restrict waste/bin lorries also collecting bins and will cost the council more on return visits and build up of waste, the total width left with two



vehicles parked between road curb to road curb is NOT enough for a Fire Engines or high vehicles to get through, as the last consultation pictures sent in 3 years ago. Blocking emergency vehicle's is in breach of the following 4, I LIKE TO DRAW YOUR ATTENTION TO RESTRICTING FIRE APPLIANCES AS THIS PROPOSAL WOULD BRING IN PARKING RESTRICTIONS THAT WOULD BE IN BREACH OF COUNTY OF KENT ACT 1981 1981 CHAPTER XVIII 53. ACCESS FOR FIRE BRIGADE, (1) EXCEPT AS PROVIDED IN SUBSECTION > (2) BELOW, WHERE PLANS FOR THE ERECTION OR EXTENSION OF A > BUILDING ARE DEPOSITED WITH A DISTRICT > COUNCIL IN ACCORDANCE WITH BUILDING REGULATIONS, THE > DISTRICT > COUNCIL SHALL REJECT THE PLANS UNLESS > AFTER CONSULTATION WITH THE FIRE AUTHORITY THEY ARE > SATISFIED THAT > THE PLANS SHOW – > (A) THAT THERE WILL BE ADEQUATE MEANS > OF ACCESS FOR THE FIRE BRIGADE TO THE BUILDING OR, AS > THE CASE MAY BE, TO THE BUILDING AS > EXTENDED; AND > (B) THAT THE BUILDING OR, AS THE CASE > MAY BE, THE EXTENSION OF THE BUILDING WILL NOT RENDER > INADEQUATE EXISTING MEANS OF ACCESS FOR > THE FIRE BRIGADE TO A NEIGHBOURING BUILDING. > (2) NO REQUIREMENT CONCERNING MEANS OF > ACCESS TO A BUILDING OR TO A NEIGHBOURING BUILDING SHALL > BE MADE UNDER THIS SECTION IN THE CASE > OF A BUILDING TO BE ERECTED OR EXTENDED IN PURSUANCE OF A > PLANNING PERMISSION GRANTED UPON AN > APPLICATION MADE UNDER THE ACT OF 1971 UNLESS NOTICE OF THE > PROVISIONS OF THIS SECTION IS ENDORSED > ON OR ACCOMPANIES THE PLANNING PERMISSION. > (3) SECTION 64(2) AND SECTION 65(2) TO > (5) OF THE ACT OF 1936 (NOTICE OF REJECTION OR PASSING OF > PLANS > AND ENFORCEMENT OF REQUIREMENTS) SHALL > APPLY AS IF THIS SECTION WERE A SECTION OF THE ACT OF 1936. > (4) ANY PERSON AGGRIEVED BY THE ACTION > OF THE DISTRICT COUNCIL IN REJECTING PLANS UNDER THIS > SECTION > MAY APPEAL TO A MAGISTRATES' COURT. > (5) IN THIS SECTION REFERENCES TO THE > ADEQUACY OR INADEQUACY OF MEANS OF ACCESS FOR THE FIRE > BRIGADE > SHALL BE CONSTRUED AS REFERENCES TO A > MEANS OF ACCESS ADEQUATE OR, AS THE CASE MAY BE, INADEQUATE > FOR USE FOR FIRE-FIGHTING PURPOSES BY > MEMBERS OF ONE OR MORE FIRE BRIGADES AND THEIR APPLIANCES. >> ALSO >> APPROVED DOCUMENT B (FIRE SAFETY) TABLE > 20 FIRE SERVICE ACCESS. >> 16.1 FOR THE PURPOSES OF THIS APPROVED > DOCUMENT VEHICLE ACCESS TO THE EXTERIOR OF A BUILDING IS > NEEDED TO ENABLE HIGH REACH APPLIANCES, SUCH AS TURNTABLE > LADDERS AND HYDRAULIC PLATFORMS, TO BE USED AND ENABLE > PUMPING APPLIANCES TO SUPPLY WATER AND EQUIPMENT FOR > FIREFIGHTING, SEARCH AND RESCUE ACTIVITIES. I ASK CCC & JTB TO REJECT THE > PROPOSAL AND RECOMMEND THAT KCC MAKE A NEW REVIEW TO LOOK > AT CARRYING OUT REFURBISHMENT WORKS WHICH I FEEL IS NEEDED > AFTER 70 PLUS YEARS OF USE AND VEHICLE ROAD TAX FUNDS. >> I WOULD BE GRATEFUL FOR YOUR COMMENTS > AND RECEIPT OF THIS EMAIL, I WOULD ALSO LIKE TO ATTEND BOTH > MEETINGS TO PRODUCE MY FINDINGS AND CASE FILE AGAINST THE > PROPOSAL AND RECOMMENDED WORKS NEEDED TO IMPROVE THIS VERY > OLD/DATED ROAD. >>

*Clarence Street*

There is already not enough parking in the area this just seems to be another extension to the new one way system and loss of parking for the plaza we are not even in summer it's just pushing the parking into a smaller area which I'm guessing will then require residents to

pay for parking permits which we all know you have to wait years for as they are over subscribed!! Yet another thoughtless scheme by this council !

*Kingsfield Road*

*Pier Avenue*

Fire engines and refuse vehicles will not be able to access pier avenue if vehicles are parked on th road both sides

*Station Road*

These roads are very narrow so by making them non pavement parking you will be causing massive problems with emergency vehicles, dustcarts etc not being able to get down the road to attend emergencies and non emptying of bins I have lived in the area for [REDACTED] and have had cars damaged when not parking on the curb stones, I have also seen dustcarts have to reverse up or down the road because they can't get through and then bins not emptied because of it

*The Circus*

We currently park on the verge within marked parking bays, as do others. This does not obstruct the pavement (which is wide enough for more than 2 people) but does allow access to larger vehicles, including low loaders carrying vehicles to the garage along Pier Avenue and enables access to and from the nearby driveways. Parking in the road would obstruct the road and driveways. We have a planning application approved to widen our driveway and our existing drive, along with many others along the road, has been there for decades and/or since the houses were built. This proposal will make the road more clogged and restrict access, as well as impeding the daily running of local businesses, resulting in a negative impact on the local economy.

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*Western Avenue*

My objection is not reference to banning parking on pavements, I question if this is the correct approach? If you specify which pavements you ban parking on by implication are you endorsing pavement parking on those pavements where there is no ban? In my experience there is an increasing issue of pavement parking in Herne Bay (the facility to attach photographic evidence would have been nice). Pavements are for people to walk on not a space to park your car on. Why not take the route of banning all pavement parking and then allow change to be considered if pavement parking is appropriate in a specific

road/area - perhaps where the roads are too narrow for emergency services dust carts etc - removes all ambiguity,. If Edinburgh can introduce a ban then let Herne Bay follow.

**Neither**

*Beacon Avenue*

*Shepherdsgate Drive*

*East Street*

---

## Court Hill, Littlebourne

|         |   |
|---------|---|
| Support | 4 |
| Object  | - |
| Neither | 1 |

### Support

#### *Bifrons Road*

These yellow lines were requested by Littlebourne Parish Council, following concerns over vehicles parking too close to the junction in Court Meadows making it dangerous for residents to pull out of the road. The Parish Council fully support this scheme.

#### *Court Meadows*

Very in favour because of the following 1. Extremely dangerous when people park their vehicles either side of entrance to Court Meadows. I live right near the junction and have witnessed lots of near misses. If vehicles drive in from Court Hill at the same time as one leaving Court Meadows on the the wrong side of the road, as they are overtaking parked cars it is very dangerous. 2. It is difficult to see if there is anything coming when leaving my car port as parked cars block the view.

#### *Davy Street*

#### *Nargate Street*

### Neither

#### *Jubilee Road*

My concern is very little parking takes in this location and a sudden implemation of lines is a bit over kill

---

## Island Road, Hersden

|         |   |
|---------|---|
| Support | 2 |
| Object  | - |
| Neither | - |

### Support

#### *Acacia Drive*

I support this proposal as the grass verges are being ruined by the people parking on them but after this is restriction takes place we as residents of Chislet Gardens will end up with their cars parked on our roads. We already have too many of the garages/car wash cars

parked in Blackthorn Road The Avenue and Acacia Drive with a lot of the cars on websites listed as for sale. So if this proposal goes ahead we need more parking restrictions on the roads I've listed like the residents of The Hoplands have. To start with the double yellow lines on the road coming into Chislet Gardens need extending particularly at the mini roundabout end Resident only parking bays or restricted time bays would help as they wouldn't be able to park up cars for weeks on end Thank you

*Shepherds gate Drive*

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## **Jubilee Road, Littlebourne**

|         |    |
|---------|----|
| Support | 18 |
| Object  | 19 |
| Neither | 2  |

### **Support**

*Bourne Drive*

It is very difficult to get along Jubilee road because cars are parked with very few passing spaces. It is often not possible to see when turning off the a257 whether anyone is coming down jubilee road so you may then end up having to reverse back to the junction of the a257. As well as the proposed double yellow lines at the court end road there needs to be more double yellow lines at the a257 end to allow cars to pass.

*Church Road*

The road is a hazard most times of the day and is often used as a rat run to get through. The size of vehicles trying to navigate the road causes immense problems for delivery people and farm vehicles.

*Church Road*

*Court Meadows*

The parking is terrible down jubilee Road, you are meant to be able to get Lorrie's down there instead of nargate street but I think they have to go through Preston now and I don't know if a fire engine would get through on some days.

*Davy Street*

*Elmleigh Road*

Safer flow of traffic

*Jubilee Road*

As a resident of Jubilee Road the parking and driving down the road has become a dangerous hazard. Residents have had cars damaged due to the inability to pass down the road correctly and safely. On more than 1 occasion in recent months the road has been

blocked due to negligent double parking - this has created turmoil and affected residents being able to access their properties. On a more serious level we have experienced emergency service vehicles being unable to pass down the road. As Jubilee Road is the main route to the doctors surgery I feel that unless measures are taken to provide a clear route down the road then lives could potentially be lost. The majority of properties have off road parking so I feel for the greater good the very few properties that do not will still have spaces to access to parking - just maybe not right outside their front door.

*Jubilee Road*

I live at [REDACTED] and when people park outside the house it makes it impossible to see what's coming down the road when trying to come off our drive, making it dangerous for all.

*Jubilee Road*

I support this proposal due to the location of the park and the school and keeping the roads clear. This will also assist emergency vehicles get to/from situations with more ease.

*Jubilee Road*

Jubilee Road has become impassable at times in recent years. It encourages road rage needing to round chicanes to pass through and encourages the potential for accidents with no clear line of sight. It puts in grave danger those needing assistance from emergency vehicles who can't get through with parking both sides. It's long overdue to introduce this but please only introduce it if it is to be enforced, otherwise it's a futile exercise.

*Jubilee Road*

Living on Jubilee road, we are faced with constant congestion down the road where cars are parks opposite each other. The road is heavily used through school drop off and pick up, every Thursday is a a huge issue when the bin lorry fights to make its way down the road, and there aren't enough pull ins for cars due to poor parking and the bin lorry struggles to get through. It also cause idling cars whilst they wait for cars to squeeze through.

*List Meadows*

Will make the road much safer

*List Meadows*

*Nargate Street*

The way residents park on Jubilee Road amazes me that any large vehicles can get through, I believe it is irresponsible and dangerous.

*Nargate Street*

*Pineside Road*

It's hard to say, something needs doing, if you put double yellow lines done one side and cars park on the other side of the road were is the room for cars to give way to on coming traffic. It should be one way. Something does need doing

*St Vincent'S Close*

Its very dangerous for the elderly and people with prams and wheelchairs to access jubilee road from the link. Also its not good for the emergency vehicles and the dust carts

*The Hill*

I support double yellow lines down one side of Jublee road in littlebourne, but request some no parking spaces are put on the opposite side to create regular passing places as it is a two way road and with the parked cars becomes a single track road. With all the cars on one side there will be very few places to pass each other

**Object**

*Bifrons Road*

Littlebourne Parish Council do not support this request for double yellow lines down one side of Jubilee Road, we do not believe this will improve the parking in Jubilee Road and may well encourage vehicles to drive faster along this stretch of road.

*Court Hill*

If cars were parked all the way down one side of the street how would there be any room to come from the other way?? Nobody would let you put like they don't now. What is proposed is no different to how it is now. Cars parked all along the left hand side as you head out to the a257. With a handful of places to pull in if something g is coming towards you as they have right of way. How about a 1 way system instead?

*Elmleigh Road*

There needs to be some double yellows both sides. Putting double yellow lines one side will not eradicate the problem, this road is used by lorries accessing local farms and delivery vehicles, putting yellows on one side will mean all cars are parked one side but there will still not be adequate gaps to pull into. The road is a busy road through the village to access doctors, church and school and local businesses. My suggestion would be to take some land from the recreation ground to provide "off road parking"

*Jubilee Road*

Adding yellow lines is a good idea in Jubilee Road to prevent people from parking inappropriately (especially as the road is used by HGVs, which are often unable to pass). However, having the yellow lines all down one side from the List to the Church Road end will encourage vehicles to speed along the road, which is a risk to pedestrians crossing from the List to the rec and children walking to the local school. Also, the yellow lines are planned for the side of the road that has mostly terraced houses with no driveways, some of which front straight onto the road (no pavement), so leaving this open to moving traffic would be a safety risk. Instead, well-placed yellow lines on alternating sides of the road would help with traffic calming, and will also leave suitable passing places in the road for vehicles coming from either end.

*Jubilee Road*

By moving the cars to the northern side of the road will increase restricted visibility to residents exiting their drives on the southern side of the Road, which happens now. It is

impossible to see past cars parked immediate to the dropped kerbs. I would expect to have a standard min 2mx2m visibility from the edge of [REDACTED] which I do not have as cars park immediately at the drop kirb both sides making it impossible and extreme dangerous to exit my drive. I have had too many near misses with cars driving down Jubilee Road Also traffic calming measures need to be implemented to reduce the speed of cars, especially if a clear 'lane' is produced by displacing the cars to one side of the road. The current staggered parking creates a natural traffic calming, so something needs to be considered if this is lost.

*Jubilee Road*

It will increase the congestion and cause more problems in Jubilee Road

*Jubilee Road*

The yellow lines are needed on the Recreation side of the road, from The List towards the Church as this is where there are the most driveways which are currently obscured by cars parking either side, which is dangerous when trying to pull out of a drive.

*Jubilee Road*

This proposal will effectively create a faster flow of traffic where at present the alternate parking on both sides of the road slows the traffic making it slightly safer. Without effective traffic calming this proposal will not solve any issues but raise more.

*Jubilee Road*

This simply will not work. The top end by the rec has a long section of double yellow lines and at busy times is unpassable. This creates a new section of block parking on one side and I believe will create more issues than it solves. I have also read the parish council is going to employ a parking expert to review the whole village this is a crazy over painting of rural roads. Many thanks

*Jubilee Road*

This will create a problem somewhere else in the village. It may also cause animosity amongst neighbours and lead to people parking across driveways. There is not a particular issue currently if drivers are careful.

*Jubilee Road*

We are awaiting a review of traffic measures for the whole village so this is unhelpful at this time and may limit future options. No one actually parks where most of the double yellow lines would be as they are in front of driveways. Any cars that do park on that side help slow traffic down.

*Jubilee Road*

We have [REDACTED]. Being able to park outside house means they can travel to school safely. If we would have to cross the road every day if the yellow lines are put where it is proposed. This would put them at risk as due to the nature of school times these times of day that they are travelling a very busy.



*Jubilee Road*

Your proposal to put double yellow lines just down one side of the street will only compound the traffic flow problems. We already have major issues at the park end where all residents park on the same side of the road making it a lottery when traffic is approaching from either end of the parked cars. By going ahead with your proposal all parked cars will be on one side leading to angry frustrated drivers which can only escalate to physical confrontation. Also by forcing everyone to one side residents with driveways will find it difficult to access and egress again leading to frustration and confrontation. The other consequence will be to make an unobstructed thoroughfare which will lead to speeding up of traffic making it extremely dangerous for other road users including pedestrians.

*Nargate Street*

My concern is that there will be no space for cars to pass along the road and it will become more of a race track than it already is. Littlebourne has a massive speeding problem and bad car parking only makes it worse.

*Nargate Street*

Traffic limited to one side of the road would make vehicles passing from opposite directions very difficult. It also unfairly limits parking for people living on the side with the continuous yellow line.

*The Hill*

Houses without driveways won't have anywhere to park. There is already very limited parking along jubilee road.

*Jubilee Road*

Except during events when visitors park badly, traffic generally flows well. However, the proposed continuous yellow lines on north side of Jubilee Road would make things more dangerous and leave fewer passing places, the opposite of the council's stated aim. The present distances between drives outside numbers 11 –15 and 31–37 Jubilee Rd also mean that non-residents' vehicles parking in these sections on the S side of the road try to squeeze in by overlapping the drop kerbs/ pavement, dangerously reducing visibility for residents. It is therefore much safer when the owners of the houses (that do not have drives) opposite those referenced above, park on the N side (in front of their own houses) so the S side here is clear. Therefore, in these sections, at least, the yellow lines should be on the SOUTH (pavement side) of the road and not on the N. A further advantage of this arrangement is that it discourages speeding, making the road safer for residents, pedestrians and drivers, alike.

*Jubilee Road*

Jubilee Road is used as estate rat run + by HGVs and large tractors shuttling crops. Further issues arise when non-residents visiting school/church/rec. leave insufficient space/ pavement park reducing visibility from driveways As JR is primarily RESIDENTIAL, priority should be given to the safety and convenience of residents, whose current, sensible, alternate-side parking has a traffic calming effect while allowing space for vehicles to pass CONTINUOUS YELLOW LINES would make road MORE dangerous, encouraging speeding down the remaining single carriageway Resulting continuous line of parked cars would also

INCREASE CONGESTION, by leaving no passing places/obscure sight-lines, making it more dangerous for residents exiting drives With no pavement on N side, faster-moving traffic increases danger for residents whose front doors open almost directly onto the carriageway. Intelligently placed, SHORT stretches of yellow lines on alternate sides would maximise parking/ calm traffic/protect access.

*Jubilee Road*

Living at [REDACTED] in a house fronting directly onto the road, having no pavement, driveway or front-wall, quite apart from the inconvenience to me, I am very aware of how much MORE dangerous yellow lines immediately outside my property would make the road. When cars park only on the opposite side of the road, traffic, including excessively large agricultural vehicles, HGVs and buses travel fast in both directions within inches of my doorstep. Not only is this 1) unsafe for pedestrians, 2) damaging to the building fabric, and 3) dangerous for residents unable to see to leave their drives, but the vehicles also have difficulty passing each other as the spaces left in front of driveways are too short. The current arrangement of parking on alternating sides of the road, with sufficiently-long double-width passing areas between parking sections should be enforced to keep traffic speeds low and prevent poor parking by non-residents from obstructing the carriageway (and often, the pavement).

**Neither**

*Rose Acre Road*

IN principle a good idea, however there should be some breaks (Passing Bays) as if its end to end parking you are going to have the same problem as there will be no where to pull in to enable traffic to come through the road.

*Jubilee Road*

Whilst I think yellow lines will be helpful in places I feel that they should be staggered, firstly to allow some of the residents to still park outside their house where is no drive ( mainly numbers 40-44) . Also to allow some parts of the road where drivers can pull in to allow oncoming traffic to pass. I live at [REDACTED] and the three cottages opposite(40-44) currently park outside their houses. The biggest problem has been when someone then parks outside my house and my neighbours( 11-15) meanly that large vehicles can't get through. We have had several incidents when large vehicles have got stuck and had to ask people in the cottages to move their cars. There are too many cars to allow a perfect solution but something needs to be done as the situation has been getting worse. Many thanks for your consideration with this problem

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## Mill Road, Sturry

|         |   |
|---------|---|
| Support | 2 |
| Object  | 1 |
| Neither | 1 |

### Support

#### *Mill Road*

I am a resident of Mill Road. People park so far upon the pavement that parents with buggies and pensioners have to walk in the busy road. I would also support yellow lines outside Mill Road properties 28-16 to stop parking completely. I live in one of the houses and it is awful. Parking permits are available for the village centre at a reasonable price.

#### *Mill Road*

I support this ban as I am a resident and have trouble walking on the pavement at times due to cars parking so high on the pavement, especially where it is very narrow. I've watched parents with buggies and elderly people with sticks and walkers having to walk into the A28 Mill Road, which is very busy and dangerous, all because cars are blocking the pavement, it is a safety concern that could lead to an accident, or fatality.

### Object

#### *Mill Road*

If the proposal is simply to stop cars parking on the pavement and to park on the road instead then I foresee the following problems: A) greater risk of accident. In the past couple of years a number of cars parked here have been clipped or smashed into. B) It will prevent traffic from being able to move freely both ways causing greater congestion, poorer air quality and inhibit the ability of emergency vehicles to get through. If the intention is to remove parked cars from Mill Road altogether then convenient alternatives will have to be provided.

### Neither

#### *Mill Road*

If the ban goes ahead it will be difficult for two lanes of traffic to pass each other, given the size of vehicles using this road. A speed restriction on this stretch of the road would also be helpful

## Whatmer Close, Sturry

|         |    |
|---------|----|
| Support | 3  |
| Object  | 17 |
| Neither | 1  |

### Support

#### *Whatmer Close*

I personally live in Whatmer close and due to other people being careless about obstruction driveways including mine and parking dangerously on blind corners, I am constantly having issues managing to get out of me own driveway or having to steer heavily to avoid someone parking in a dangerous place after the bend. It is very stressful driving as you neither now if you can get out of your own drive! The double yellow lines have been over due for far to long and need to be done more than ever.

#### *Whatmer Close*

This is a much needed proposal to stop double parking and obstruction to residents drive ways. Thought you may have included the bend too, as often vehicles are parked here which results in traffic mounting the pathway (if clear) to continue down to drive round.

#### *Whatmer Close*

We experience continued issues with neighbours and visitors parking in a way that obstructs our drive. Due to being a corner property of the close, we find that cars who park too close and even overhang our driveway cause us to have to weave our way out. There have been multiple incidents of near collisions and arguments between neighbours. I have evidence of a multitude of occasions this has happened and continues on a daily basis regardless of discussions to avoid it. I feel the only option now is to implement enforcement to tackle the difficulties this causes. We often wake in the morning wondering whether we will be able to get to work and only last night we had to ask someone to move as they had abandoned their car sticking out into the middle of the road and completely obstructing 2 drives. We truly thank you for looking into this and hope that it will finally be resolved.

### Object

#### *The Coppice*

I have family who have lived at the bottom of whatmer close since [REDACTED] and there have never been any issues or complaints until now. everyone has always been considerate of each other and conscientious. To introduce yellow lines anywhere in this road will cause massive difficulty to residents who are not able to walk very far to transport and also create an issue for residents and there visitors. It is likely that the proposer of this application has moved in recently and does not understand that everyone works together to make the micro community in the close a pleasant place to live

*Whatmer Close*

Having lived in Whatmer close for the past [REDACTED] and in Sturry for [REDACTED], it is apparent that the cedar road is already well over run with cars parked along the road, removing parking from whatmer close would create a further strain on the already over stretched parking along that stretch as people would no longer be able park outside their properties when families and friends visit. I cannot think of many, if any occasions that people have parked obstructively and if there has been a car that needs to be moved, the long standing residents within the close have always been polite and moved without hassle. There is already multiple drop curbs around whatmer close that stop people from parking anywhere but sensibly. I have a ring door bell that shows the bin men and ambulances services are able to turn round without any obstruction and have to manoeuvre through more parked cars on the cedar road than in whatmer close. Putting double yellow lines would only cause a further disruption to services such as the bin men when residents have to park their cars else where.

*Whatmer Close*

I am not aware of any of my neighbours having raised this as an issue. We live in the furthest corner of the close and have always been able to access our drive, as has my next-door neighbour. Many of the residents in the close park on the road because not all of the drives are long enough or wide enough to allow access to and from their cars, especially where there is more than one vehicle per household. Double yellow lines may force some people to convert part/all of their front gardens for parking. This would be a costly and environmentally unfriendly option. Another alternative would be parking further up the close or on Cedar Road. This would cause further congestion and make access more challenging, not just in Whatmer Close but on Cedar Road as well. This is clearly a proposal that does not stand up to scrutiny and should be dropped.

*Whatmer Close*

I do not concur with the claim that parking is "obtrusive"; use of the turning area for parking is adhered to carefully and considerably by residents, visitors and contractors. In the time I've lived in Whatever Close, I have experienced nothing but amicable use of the turning area for parking. Respectful parking practises have been conducted, never causing annoyance or frustration to the day-to-day management of the Close. Removing or limiting it's use would be to the detriment of residents, visitors and contractors. Not a viable proposal.

*Whatmer Close*

I have lived here for almost [REDACTED] and I have never witnessed a problem with turning in this area. A more appropriate place to put the double yellow lines would be at the top of the road where often parking on both sides of the road make it difficult for vehicles to get in or out of the close.

*Whatmer Close*

I live in the turning area of Whatmer Close and have for [REDACTED] and i have never had issues with parking , if this goes ahead I won't be able to park outside my house and will have to park outside other peoples houses at the entrance to the Close or on the main link road of Cedar Road which will put pressure on these areas , I find this a ridiculous proposal

*Whatmer Close*

I live in the turning circle of Whatmer Close. All my neighbours regularly park their cars or have visitors park their cars in the turning circle, when we have visitors they park in the turning circle, and not once have I found it obtrusive. We respect each others driveways, keeping those clear, and there is plenty of room for people to turn around, get deliveries and bins emptied. AND there's still room for the kids to play football out there! The decision to put in double yellow lines makes absolutely no sense to me, I don't know who has suggested this but I would guess they don't live in Whatmer Close. Where do you expect us or our visitors to park if not in our own cul-de-sac?!

*Whatmer Close*

I lived here since [REDACTED] and there has never been any problems with parking in the close. I have never encountered any obstrutive parking in the turning circle and i live at the bottom of the close. Stopping people from parking. The only issue i can see arising from putting double yellow lines around the whole close would be the impact it has on the adjoining road cedar road. This road already has multiple cars parked along it for the full stretch and will only be madr worse by restricting the parking in Whatmer close.

*Whatmer Close*

Lived here for over [REDACTED] this is the only spot I can park outside my house otherwise I will have to park outside of my road causing traffic problems and a huge inconvenience especially if family decide to come and visit there will be no parking at all

*Whatmer Close*

Making the turning area bigger will cause the cars currently parked in this area to be parked in the curve of the road, leading to the turning area. This will cause far more issues, such as difficult to drive through, difficult to see on coming children, pedestrians, cyclists and other vehicles. Making a 10 point turn in the parking area are by far safer, even with more effort, than what the after effects from the double yellow lines will cause. Please reconsider.

*Whatmer Close*

My family and I have lived in Whatmer Close for more than [REDACTED] and have never experienced any issues with obstructive parking in the turning area. They manage to turn a full size bin lorry in the area every week and there are never any issues. The proposed yellow lines will reduce the existing parking and will almost certainly create an issue elsewhere on the road that has never existed before and need not now. Totally ridiculous proposal that should be discarded.

*Whatmer Close*

Necessary parking for residence

*Whatmer Close*

Residents need this space to park. The parking does not cause obstruction however obstruction would be caused if the double yellow lines are imposed as cars will be forced to park further up the cul de sac making it difficult to enter and exit. Where will guests park and households with more than one vehicle.

*Whatmer Close*

The parking is required in the turning circle and is used by residents. It does not cause obstruction however it will cause a wider problem as cars will be forced to park further up Whatmer close making it more difficult to enter and exit the cul de sac. There is currently plenty of room however there will be a big issue if the double yellow lines are imposed.

*Whatmer Close*

We wish to object to the proposed parking changes to our Close. These proposed yellow lines will not only cause more parking issues for the resident, they will then cause further parking issues on to Cedar road and will also look ugly. My wife and I live with our 3 children, two of which work and also appose too, [REDACTED]. Our eldest children work and own cars which they currently park outside our property. If they can not park there they will then need to park on Cedar Road which will in turn create over parking issues causing people to either park far away from their property or even inappropriately. We have lived here for over [REDACTED] others longer and there have never been any issues. If we or other residents have friends over they would need to park on the main road and this will cause problems for other residents. Thinking of safety for children, busy school run times and cars filling up Cedar Road due to having nowhere to park, this could cause the roads to even worse as there would be many more cars parked on the main road making it much more dangerous to cross. I assume that if its granted and you put the yellow lines down you will be going round the whole of Sturry in every close to put yellow lines down making it impossible for any residents to park outside there properties

*Whatmer Close*

When we have family come to visit they will not be able to park on the road causing a bag log of parking onto the bigger/main roads.

*Whatmer Close*

This will cause the rest of the road to be used for parking which could cause more problems as people will park either side and therefore can make problems for bigger vehicles to get down like dustcarts We have never had any problems with parking in the sixteen years we have lived here so feel there is no need to change anything

**Neither**

*Whatmer Close*

Although I think some double yellow lines could help larger vehicles turning, I believe removing all the parking areas will clog the road further up and become much more dangerous. Double yellows at the top of the road to stop parking as soon as you turn into the close would be very beneficial and stop having to drive into oncoming traffic. I would suggest double yellow lines on the left of the turning circle, but leaving the 4 spaces available on the right hand side. Thank you.

---

## Borstal Hill

|         |   |
|---------|---|
| Support | 7 |
| Object  | 6 |
| Neither | 1 |

### Support

#### *Borstal Hill*

The new houses opposite are always parking on Borstal Hill opposite the junction and we saw 3 accidents here last year so this is a good thing. Please be aware you might push all the cars parking on Pierpoint at the moment into blocking the top of Windmill Road.

#### *Herne Bay Road*

#### *St Annes Road*

For the reasons stated. There is a risk that speeds will actually increase without such obstructions as parked vehicles but on balance this does still seem like a good proposal. The installation of a VAS outside Evolution Health should remind drivers to keep downhill speeds within the 30mph limit.

#### *Balham Park Road*

#### *Clovelly Road*

at present the parking on opposite side of Borstal Hill to Pierpoint rd makes turning right from Pierpoint into Borstal Hill difficult

#### *South Street*

#### *South Street*

### Object

#### *Borstal Hill*

As a resident of Borstal Hill, I object to the addition of double yellow lines, or any other proposed parking restriction, at the junction with Pierpoint Road. Given the efforts made by many residents and local campaign groups to highlight the issue of speeding on Borstal Hill, this proposal is nothing but insulting. The proposal to introduce double yellow lines will do nothing but provide people with an unobstructed clear decent down which they can speed. We local residents choose to park our cars, at our own risk, on Borstal Hill to prevent people from doing this. Canterbury Council have ignored all requests for a lower speed limit and the implementation of either speed cameras or speed bumps to slow the dangerous speeds at which people drive down Borstal Hill. Your proposal will quash our efforts to achieve a safer community and enable cars, buses and trucks to speed recklessly down Borstal Hill, putting people's lives at risk. I urge you to pay attention to the residents of Borstal Hill and



alter your proposal/consultation to a reduction of the speed limit and introduction of speed control measures, rather than preventing local residents from trying to create a safer residential area.

### *Borstal Hill*

Dear Canterbury Council, I am writing to object to the proposed parking restrictions on Borstal Hill at the junction with Pierpoint Road, on the grounds that it will exacerbate the speeding problem on Borstal Hill. I have been engaged with the local speed watch group who have been asking for the speed limit on Borstal Hill to be reduced from 30MPH to 20MPH. This proposal is also supported by the Green party in their manifesto and the CT5 Community Speedwatch team who have made several proposals about calming traffic in the area. CT5 – People’s Forum: <https://www.ct5peoplesforum.org/post/ct5-people-s-forum-first-meeting-in-person-22-march-2023> On Borstal Hill there is a speed indicator device and, when checked, the data will show that over 90% of vehicles speed down the hill. Kent County Council has agreed to make Tankerton a 20MPH zone and Borstal Hill should be treated the same. Chris Cornell, city councillor, described Borstal Hill as being a “death trap” after a man tragically died on Borstal Hill on 4th August 2021 and highlighted, that residents felt Kent County Council has a “dismissive attitude” towards speeding. He asked for speed bumps to be installed as well as creating a 20MPH zone.

<https://www.kentonline.co.uk/whitstable/news/calls-grow-for-20mph-limits-on-dangerous-routes-254934/> In May 2023, I spoke to a member of Kent Police about speeding on the hill and he said that “nothing would be done until someone died”. Someone has sadly died on Borstal Hill and, still, nothing has been done. Instead, we receive a mis-judged proposal to install yellow lines on Borstal Hill, which will do nothing but encourage speeding and create further casualties. Additionally, on 17th August 2023, there was yet another collision at the corner of Borstal Hill and Gordon Road confirming speeding is a problem. Kent Online: <https://www.kentonline.co.uk/whitstable/news/bus-delays-as-crash-closes-road-291924/> From 15th to 24th January, there were roadworks on the roundabout at the top of Borstal Hill. The roadworks forced drivers to reduce their speed and the difference to the safety of the local community was significant. To provide further context, at the junction of Borstal Hill and Miller’s Close there is a sharp change in the gradient of the hill; this is where drivers speed up to descend the hill at great speed. The drivers I refer to include domestic drivers, bus drivers and truck drivers. Due to the lack of action by Kent County Council, residents of Borstal Hill continue to park their cars on the hill to force these drivers to slow down; this has been a successful strategy. By implementing parking restrictions outside our houses, you will simply give a green light for dangerous speeding. Considering there was yet another accident due to reckless driving in Whitstable on 3rd February 2024, where a van collided into Whites of Kent, action needs to be taken immediately to calm driving habits across the area, rather than encouraging speeding on route to the centre of Whitstable. I would recommend that the council install a speed camera in both directions on Borstal Hill, rather than waste valuable resources on useless yellow lines. All evidence provided here, in conjunction with the data from the speed indicator device on Borstal Hill, confirms speeding is the problem, not parking. Cameras will not only pay for themselves but give the local community a strong sense that Kent County Council cares about their safety. [REDACTED]

*Borstal Hill*

I live [REDACTED] on Borstal Hill [REDACTED] and object on the basis that when cars are parked on the road during the day it forces traffic to slow down, which is much needed. Typically cars come down the hill rather fast and I am pretty sure that few pay attention to the 30mph sign that constantly flashes. Parking on the road is also required for us and neighbours as drive space is very limited (even for us never mind visitors). Thanks

*Borstal Hill*

My husband & I live on [REDACTED] and I would like to object this proposal because when cars are parked on the road (outside the new builds) during the day it forces traffic to slow down. Without this, cars very often speed down the hill without any care or attention to the 30mph illuminated sign. Further, we appreciate the parking on the road as space on the drive is very limited. Thanks

*Borstal Hill*

The reason the road gets blocked at pierpoint junction is not due to parked cars on Borstal hill but due to parked cars parked on both sides of Pierpoint all the way to the junction with windmill road which causes a bottle neck of traffic trying to get passed 2 lines of parked cars to get on and off birstal hill. You need to put double yellows on Pierpoint along one side upto windmill road to only allow parking on one side to alleviate the bottle neck. I live opposite Pierpoint junction on Borstal hill and there are constantly cars waiting on Borstal hill to enter and Pierpoint but cannot due to the blockage caused by double parking on pierpoint, also you really need to put a speed camera on Borstal hill to stop accidents not double yellow lines, the speed sign is going off constantly so you must have data to show the traffic is too fast.

*Borstal Hill*

I am opposed to the proposed double yellow lines at the junction of Pierpont Road, 10 metres on either side and directly across from the junction for two reasons: 1. There is no doubt that double yellow lines should be on the Pierpont Road side to Borstal Hill but to put double yellow lines opposite Pierpont Road will not reduce the risk of collisions - it will simply push the potential problem further down the hill. Over the past few years cars driving down Borstal Hill have collided with parked cars outside the houses on the top third of the Hill, outside of Evolution Health clinic around the middle of the Hill, and outside of the Fire Station towards the bottom of the Hill. The problem here is not the parked cars but the speed that cars are arriving at the top of Borstal Hill and their speed down the Hill - they also speed up Borstal Hill. Hatching down the middle of the road allows for the cars parked on Borstal Hill, if not for the speeding. 2. Cars currently parking on the upper part of Borstal Hill outside of the six houses need to park on the roadway - yes, they do have parking on-site but if you look closely you will see that the parking allocated to the house is enough to park the car but not enough space to actually get out of the average car. Double yellow lines opposite Pierpont Road will only mean that those currently parking on the upper part of the Hill will move further down the Hill, again not reducing the risk of collisions to those speeding down the Hill. This moving of parking further down the Hill will negatively affect Evolution Health - Whitstable Chiropractic Clinic, a business at 62 Borstal Hill. At present, patients who are disabled or in extreme pain park directly outside the front of the clinic for easier access. In addition, several Therapists who require heavy equipment (Hidden

Hearing, Physiotherapist) for their treatments also park outside for a shorter distance to carry their items. Lastly, should the car park, which has 6 spaces, be full, patients then park parallel to the car park and outside of 64 Borstal Hill. All of this parking will be compromised should double yellow lines be reducing the parking on Borstal Hill as proposed. It has been mentioned to me by a Seasalter Councillor that this proposal brings the junction more in line with the Highway Code. I have searched the Code and have found the following: "The nearest you can park to a junction is 10 metres (or 32 feet). This is to allow drivers emerging from, or turning into, the junction a clear view of the road they are joining". The Highway Code, however, does not specifically mention the roadway across from the junction as obstructing the view of the driver. Finally, it is rather disconcerting that the consultation period for this Proposal has not been extended given the length of time that the Canterbury City Council website was unavailable due to a cyber attack. I strongly oppose this portion of the proposal

## Neither

### *Pierpoint Road*

We live on Pierpoint Road, close to the junction with Borstal Hill. Whilst we appreciate the problem that parking on borstal hill can cause, by taking it away more cars will park on Pierpoint Road. We already have a number of Borstal Hill residents park on the road so the the number of cars parking here will definitely increase if there are double yellow lines on borstal hill. We already have difficulty getting out of our driveway as cars park either side of the driveway entrance and cars also park opposite. Having more cars parked on the road will exacerbate this. Is it possible we could have double yellow lines on a small part of pierpoint road to stop people parking so close to our driveway entrance?

---

## Castle Road

|         |    |
|---------|----|
| Support | 3  |
| Object  | 16 |
| Neither | 2  |

## Support

### *Castle Road*

Parking on both sides of this section of road means that lorries and buses cannot pass and are forced to reverse back. These reversing lorries block the road for some time and are a danger to children or older persons who want to cross the road. There are many children crossing here from St Marys Primary school. It also causes other vehicles to be delayed our else try to turn or reverse as well causing more danger. Large fire engines would be blocked in an emergency which could cause a deadly delay. Cars have been damaged by large vehicles trying to get through. We have lived in this section of road for over 20 years and the parking has become much worse. We have a touring caravan and been unable to reach our

own house driveway due to parking on both sides of the road meaning our caravan cannot get through. All but one house in this section of road has a driveway or off road parking.

*Herne Bay Road*

*Shepherdsgate Drive*

## **Object**

*Castle Road*

Dear Sirs, I welcome the replacement of double yellow lines in Castle Road since the road has been resurfaced , however the double yellow lines were originally on the Western side of the road which is far more sensible as it would allow more on street parking spaces being retained on the Eastern side of the road due to their being less dwellings on the eastern side of the road. Thank you

*Kingsdown Park*

Parking round here is very limited at school pick up and drop off times. There needs to be double yellows on Castle Rd and Northwood Rd on west side, right on the junction. Cars parked outside the last house push traffic into the middle of the road, into the path of cars turning left after passing church.

*Balham Park Road*

*Castle Road*

As a visitor to Castle Rd, I do not see this as necessary at all. It will only aid fast drivers and will spoil the nice look of a pleasant residential road

*Castle Road*

No thank you - Terrible idea This will likely result in an accident - potentially involving a child. Not needed - a waste of time and money. Will only make matters worse

*Castle Road*

Not wanted or needed. Cars frequently drive much too fast down this road. Multiple dropped kerbs are not used for parking - so why are ugly yellow lines required? The very top and bottom ends of the road get tight in the Summer with parked visitors - but other than this, I see no problem. This probably helps slow traffic if anything (like Woodlawn St) I am concerned more at the speeding through the road - there is a school at the end of the Rd (St Marys/Northwood) and children live in Castle Road. Traffic speed calming would be more beneficial  
OBJECTION

*Castle Road*

Objection - far too extreme and unnecessary! It would be nice to understand the rationale for this proposal - why does the council want the road double yellow lined?? Large parts of the East side of the residential road have dropped kerbs and nobody ever parks in front of these. Double yellows are harsh, unsightly and extreme in a nice residential road. This as a full yellow lined lane will create a rat-run for cars, vans, motorbikes and lorries to race

down, even more than they already do - and there's a primary school in close proximity and vehicles already drive far too fast down this road. Speed bumps would be more appropriate to protect the children of the current residents of this road. Possibly extending the existing double lines just a little at each end to allow clearer passing in the busier Summer months might have a place - at most. What about visitors and the carers who work for minimum wage at the care home on Tankerton Rd? There isn't enough free/easy parking for them as it is, where are they expected to park? I object/oppose this strongly - if the Council were to enforce this then speed bumps or chicanes to slow vehicles would be ESSENTIAL

*Castle Road*

There are also elderly residents of Castle Rd and Care Home residents/visitors that oppose this who are not internet users/do not have internet use/access. 'Unnecessary/too extreme/dangerous/will ruin nice appearance of a lovely road that does not need this. Traffic will use this road day and night as a fast nip through even more....' etc Put a speed limit/weight restriction instead if something is necessary

*Castle Road*

This mad idea would most definitely require traffic calming methods. It would be wise to make this a 20mph maximum speed Rd anyway as well as have a weight restriction - it is usually HUGE lorries that get stuck at the top (Tankerton Rd) end that are using the road as a cut through - they then sit and beep their horns and have been known to get aggressive at all hours! We bought a house in a nice residential road to avoid constant/fast traffic. This would be used even more as a fast cut through day and night with you providing such a straight clear run!! Not a good idea

*Castle Road*

We really don't want or need double yellow lines in front of our drives/homes. People do not park in front of the dropped cars at all - residents/owners or visitors. This would be horrible and not needed at all. Please reconsider your ideas

*Central Boulevard*

This road is very calm and quiet. Putting double yellow lines in will mean we cannot park when visiting our family members on this road. Nobody parks unfairly, there is enough space to get through between parked cars. People will speed and lorry's will come down if the road has no cars down it. Very bad idea.

*Grange Road*

*Grimthorpe Avenue*

I frequently visit a relative in Castle Road. Parking in this road is often difficult. Double yellow lines will unfortunately make parking even more difficult. Furthermore and more importantly, I also believe that as the road will be clearer, this will encourage drivers to increase their speed which will endanger pedestrians, especially children. [REDACTED]

*South Street*

*South Street*

*The Downings*

Most people who park on castle road are friends relatives of people living on this road, or home owners of the road who do not have drives. This will affect people's family relationships. There is no need for double yellow lines and will only cause problems.

**Neither**

*Castle Road*

I understand the reason for putting the lines in - I assume it makes it easier for vehicles to pass along the road (especially emergency vehicles) because the double parking makes this tricky sometimes, usually for huge HGVs which use the road as a cut through. That is the issue though, the road is used as a cut through to avoid the town and sat navs send huge lorries down this road. I worry that with the double parking removed that people will come down the road at speed if there is nothing to slow them down and this could result in accident (a lot of school children cross this road).

*Swalecliffe Road*

I am not sure about this proposal as it will just cause vehicles to all park on the opposite side of the road. As this road is 2-way traffic, it is likely to create bigger problems with vehicles trying to pass in opposite directions as potentially only one side of the road will be available to use.

---

**Chestfield Road, Chestfield**

|         |   |
|---------|---|
| Support | 3 |
| Object  | 5 |
| Neither | - |

**Support**

*Herne Bay Road*

*Chestfield Road*

Chestfield Road is a busy road, used as a main route into Canterbury and is a bus route. Increasingly there are cars parked opposite Primrose Way which cause an obstruction and danger, not only for the traffic travelling along the main road but also traffic turning in and out of Primrose Way, Plantation Road and Share and Coulter Road. Hopefully the new road markings will make it safer for all road users.

*Grasmere Road*

I would strongly support this proposal. Chestfield Rd is a fast road, unwelcoming to pedestrians and cyclists. Any improvements would be welcome.

## Object

### *Albany Drive*

Not sure why this would be needed, it is quite a wide road already

### *Chestfield Road*

I've never had a problem it's never full up With cars and I live literally around the corner on chestfield road. It helps to have spaces if visitors come as safer than parking on the main road. So if you make it harder for people to find somewhere safe to park then people will start to park on the main road which causes more traffic which is pollution for passing walking traffic!!

### *Balham Park Road*

### *South Street*

### *South Street*

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## Church Street

|         |   |
|---------|---|
| Support | 8 |
| Object  | 3 |
| Neither | - |

## Support

### *Herne Bay Road*

### *St Annes Road*

This is a very unusual road layout with the single lane priority and parked vehicle around here make the location much more difficult.

### *Summerfield Avenue*

Part of the road has still been left with no double yellow lines and this makes it difficult to see oncoming traffic in either direction.

### *Grasmere Road*

This would be welcome as this is a very congested area and I feel quite sorry for the schoolchildren trying to navigate this area on weekday mornings.

### *South Street*

### *South Street*

*Swalecliffe Road*

Agreed but it must be enforceable at all times. There are currently a number of residents vehicles that park in this particular stretch of road that may be inclined to illegally park after 17:00. Also I believe that some visitors to the Monument Pub tend to park along this part of Church Street.

**Object**

*Church Street*

I live at [REDACTED] and the only place available for me to park is directly opposite my house so I do not know where I can park my car if there were double yellow lines in place

*Church Street*

I live where the double yellow lines will be put. Even though I do not own a car, I can only get about when my daughter picks me up and drops me off. My house is the only one without a drive, so by having double yellow lines will make it very difficult for parking. I am disabled and find it difficult to walk long distances, so being able to park as near to my house as possible is very convenient. Is it possible to have a dedicated parking spot for me if these plans go ahead?

*Gorrell Road*

My father lives at [REDACTED] and his is the only house along the road [REDACTED]. I need to be able to park outside his house [REDACTED]. By decreasing the amount of parking area, means I will never be able to find parking outside his house, as residents park along there (and these are residents that all have driveways).

---

**Cromwell Road**

|         |   |
|---------|---|
| Support | 4 |
| Object  | 1 |
| Neither | 1 |

**Support**

*Herne Bay Road*

*Balham Park Road*

*South Street*

*South Street*



**Object**

*Swalecliffe Road*

I don't really see the point of introducing such a measure. The particular road is not a main thoroughfare and people generally only stop to do a quick shop or use the post office, usually no more than 30 mins. I don't see how it would be enforceable and therefore people will just park in the restricted bay anyway without due regard for the time period.

**Neither**

*Cromwell Road*

People park there anyway. Having a bay won't make any difference so it would be a waste of money putting one in

---

**Faversham Road**

|         |   |
|---------|---|
| Support | 3 |
| Object  | 7 |
| Neither | 1 |

**Support**

*Faversham Road*

I live on faversham road and find it difficult and dangerous to drive on and off my drive at certain times of the day and week.

*Balham Park Road*

*South Street*

**Object**

*Faversham Road*

There should be double yellow lines both sides of the road as cars will park across driveways opposite. I am [REDACTED]. I require [REDACTED] to be able to get into my home to assist me 3 times a day, plus other health care professionals.

*Gateacre Road*

The current double yellow lines are ignored by motorists now with no policing by the council or police force. Having more yellow lines will not improve the situation but just be a cost to the council and us rate payers. Signage to say that the church car park can be used would be a better use of council funds. Today two vans parked not only on yellow lines but also the pavement. A lady with a pram and two young children walked in the road to go around them, is this right?

*Ham Shades Lane*

I object to the proposed extension of the parking restrictions on Faversham Road. You may not be aware but the existing yellow lines on either side of the car park entrance were specifically put there to improve the sight lines for cars emerging from the car park (after one or two near misses). However they didn't really work because no-one observes them in their hurry to get to the shop. I think people take the view that there are very unlikely to be any enforcement personnel to catch them on the yellow lines and they are "only going to be two minutes anyway". My guess is that people will just ignore any new lines. If one of the reasons for extending the lines is to avoid drives being obstructed I have to say that people are usually careful not to obstruct driveways – having been a member of the church for 30 years and visiting the building 2 or 3 times a week I cannot recall a single instance of an argument involving a resident because their drive has been blocked. It just doesn't happen.

*Ladysmith Grove*

I am the [REDACTED], and the proposed new double yellow lines will affect us, the community users of the Christian Centre and the local residents negatively, I believe. We've already got some parking restriction along there, which means the entrance to the car park should be kept relatively free (people still abandon their cars there for the shop!) but the ability to park in the road is really helpful for those who can't walk far but can't get into the car park when it is full. The car park itself is quite modest in size given the numbers who can be using the building. Our experience is that having that additional road space available to park in spreads out the problem amongst the local roads more equitably, and actually helps slow traffic down on that straight bit - this is important as the entrance to the car park is set back just enough for people not to notice it and so to not always be aware that someone is going to be coming out of it.

*South Street*

I give blood and often the church car park is full. I need to park near the church.

*Swallow Avenue*

The current double yellow lines are not enforced so what is point of adding more? I rarely see driveways affected (apart from getting out of church car park where there is already double yellow lines which are ignored and make it very dangerous to leave car park). Adding more will just either be ignored or push cars to the side roads. The addition of timed parking by co-op is good.

*Tassels Walk*

I wish to object to the proposed introduction of double yellow lines along Faversham Road. I am a regular user of Seasalter Christian Centre and am concerned that the proposal would have an adverse affect on users of the centre, some of whom have mobility issues. The carpark at SCC is often full resulting in vehicles having to be parked elsewhere. Faversham Road is used as an overspill to the SCC carpark and if the proposal proceeds this would mean that additional vehicles would be parked on smaller surrounding roads. I am also concerned that vehicles would be driven faster along Faversham Road if there were no vehicles parked along the road. This increases the risk to pedestrians and also increases the risk to those driving in and out of the SCC carpark which is set back from the road and not very visible

until you are almost at the entrance. Safety is always paramount and in my opinion the proposed double yellow lines would have an adverse affect.

**Neither**

*Herne Bay Road*

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**Gloucester Road**

|         |   |
|---------|---|
| Support | 7 |
| Object  | 1 |
| Neither | 2 |

**Support**

*Castle Road*

Firstly I would like to point out that the “alleys” (10 foot ways) aren’t anywhere near Church Street !!! I do support the proposal because living in Castle Road we access our garage via the 10 foot way from Gloucester Road and can find access incredibly difficult if vehicles park opposite the entrance or on the pavement.

*Gloucester Road*

I strongly support the proposal for Gloucester Road for both the double yellow lines and pavement parking ban. Protection of the entrances to the 10 foot ways (alleys) and providing some manoeuvring space to pull into and out of this shared access through double yellow lines is extremely important. The alleys provide access to garages and off street parking for 5-8 homes and are in constant use but we regularly find we are blocked in or out of our driveways by vehicles parked on pavements or parked over the current white T-bars. Changing and extending these as double yellow lines as proposed will solve that problem and therefore reduce the number of vehicles currently needing to park on the street. Gloucester Road is a narrow road with narrow pavements and when 2 cars try to park on the road opposite each other, then either one or both cars completely obstruct the pavement. This leads to dangerous conditions with pedestrians, wheelchair users and pushchairs being forced off the pavement and into the narrow road and very poor visibility for cyclists as well as poor visibility and difficult manoeuvres for cars pulling out of driveways. Therefore I also strongly support the pavement parking ban for safety reasons.

*Gloucester Road*

I support the proposals as hopefully the safety for residents in Gloucester Road will be improved. However I am concerned that problems with on street parking will be an increasing problem further up the road where the residents of Castle Road who already use Gloucester Road as a car park will progress. It might be worth noting that Gloucester Road exits onto Castle Road and not Church street as on your statement and the map provided

does not show the existing double yellow lines at the bottom of Gloucester Road and around the corner of the junction into Castle Road.

*Herne Bay Road*

*St Annes Road*

Support both aspects of this proposal - although the "alleys" are the 10foot ways used extensively for rear garage access for those properties on that part of Castle Road ie not Church Street, and the pavement parking ban will be needed when the St John's Home residential development is completed and many more vehicles will be likely to be parked in Gloucester Road.

*South Street*

*South Street*

## **Object**

*Balham Park Road*

## **Neither**

*Gloucester Road*

1. I wholeheartedly support the pavement parking ban, but question how this will be policed. 2. I do not support the proposal for yellow lines at the alleyway entrances as it looks from your diagram that this will have a negative impact on availability of on-street parking spaces, the demand for which is due to increase considerably when the development of no. 1 Gloucester Road is completed.

*Gloucester Road*

I do not consider that double yellow lines are necessary to cover the frontage of properties number 1 and number 2 as this will only force the future parking issue further up the road when the permitted 7 flats are completed with no off-street parking at number 1. There are already white lines across the alleyways next door to number 1 and number 2 and across the driveway of number 2. I support the pavement parking ban but unless this is very closely monitored on a continual basis I question how this will be enforced.

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## Herne Bay Road and Marine Crescent

|         |    |
|---------|----|
| Support | 10 |
| Object  | 3  |
| Neither | -  |

### Support

#### *Herne Bay Road*

I strongly support the proposal of introducing double yellow lines at the junction of Marine Crescent and Herne Bay Road. Too many times cars have been parked over the edge of the road causing an obstruction and making crossing there very difficult as you cant see clearly what's coming without stepping into the road. It also causes the entrance to Marine Crescent to narrow during busy times - this proposal would just make the corner safer and realistically only mean the loss of three or four spaces. It might also stop the practice of reversing back up Marine Crescent and driving the wrong way up Herne Bay road which occurs regularly in the summer months when we have a lot of visitors to the area!

#### *Herne Bay Road*

#### *Herne Bay Road*

#### *Oyster Reach*

I would like to support this as the parking on this junction is so bad with people just parking and hanging over the edge as we do not get any traffic wardens checking how bad this junction is.

#### *Priest Walk*

These proposals make perfect sense allowing clearer vision when crossing an extremely busy road at a very fast junction.

#### *Shepherds Gate Drive*

#### *St Annes Road*

This is a very dangerous corner which would benefit from not having the present risk of risking right up to the junction.

#### *Oyster Reach*

Urgent need for Double yellow lines on junction of Herne Bay Road and Marine Crescent. Also No Entry sign coming out on to Herne Bay Road as cars often come head on into traffic there. Cars park on the corner, against rules of the Highway Code, and block the view of traffic progressing along Herne Bay Road. Cars often come out of Marine Crescent as there is no No Entry sign - and head straight into oncoming traffic. They cannot see this danger as parking on the corner prevents a full view. It is dangerous - and a simple double yellow line may well save lives

*South Street*

*South Street*

**Object**

*Balham Park Road*

*Grange Road*

*Swalecliffe Road*

Similar to 5b above, this particular road is not a main thoroughfare and visitors and tourists alike use this limited area to park when spending a day at the beach. The area and surrounding roads already get far too congested with cars illegally parked during the summer and by introducing this measure will only make the situation worse. At the moment, parking in this area doesn't appear to be enforced and therefore people will just park wherever anyway without due regard for the restrictions. Enforcement is likely to drive visitors into the nearest car parks but as the price is going up, they wont stop and find somewhere else along the coast? Just a thought.

---

**High Street**

|         |   |
|---------|---|
| Support | 3 |
| Object  | 5 |
| Neither | 1 |

**Support**

*Balham Park Road*

*Cornwallis Circle*

I believe there shouldn't be any parking at all along the high street. It should be double yellow along the whole road, it's always so ridiculous in the summer when the town is busy with coaches and lorries which causes gridlock when irresponsible drivers park up or leave their cars in stupid places. It's going to take a tragic accident before something is done.

*South Street*

**Object**

*Albany Drive*

need to stop other people parking here when not loading, surely if loading for some reason takes longer than 20mins the traffic wardens should be lenient with this

*Herne Bay Road*

*St Annes Road*

This proposal will be likely only further to create more congestion in the town centre as they could presumably become almost long-stay parking options for some drivers. It also feels like much more enforcement of the existing limit would be very helpful.

*Grasmere Road*

This seems to be encouraging/supporting more High St parking, in an area of town that is not particularly welcoming to pedestrians, due to the amount of parking.

*South Street*

**Neither**

*Love Street Close*

Can you please advise what time-limit would be proposed for the loading bays for Iceland and mountain warehouse. Thank you

---

**Millstrood Road**

|         |   |
|---------|---|
| Support | 2 |
| Object  | 6 |
| Neither | 2 |

**Support**

*Millstrood Road*

21/23 is the narrowest part of Millstrood Road so preventing people parking there will make the road safer.

*South Street*

**Object**

*Millstrood Road*

Hi, I live at [REDACTED] and do not see the need for double yellow lines for 2 houses. I am [REDACTED] in the future. Currently cars have freedom to park where safe. If these lines go ahead it pushes cars closer to the blind bend on the road. Thus if I need carers they may well have to park in safely to visit. The same goes for post office traffic and delivery drivers.

*Millstrood Road*

I don't see the point of restricting parking just outside those 2 properties. It would make more sense to have the yellow lines on the bend not on the straight bit of the road, if at all.

*Balham Park Road*

*Millstrood Road*

I live [REDACTED]. Parking in this section of the road is not a problem, so restrictions are unnecessary. Cars are not often parked outside no.19-25 and if they are, they are usually visiting a nearby householder. Not all homes have a large driveway and of course it is forbidden to park on the pavement, so roadside is the only option on those occasions. I strongly object to the idea that guests or tradespeople visiting my home would be forced to park elsewhere (further down the road is more heavily used) or risk a penalty ticket. Sometimes visitors to the Belmont sports grounds may park outside no.19-25 on a Saturday afternoon, but this is only for a couple of hours and I've never seen driveways blocked. I'm sure that road safety is a key part of the thinking behind these proposals. However, visibility is fine in both directions at this stretch of the road, even with cars parked. There is a risk that such occasional visitors will park further up the road where there is already a genuine danger of road traffic accidents due to inconsiderate parking. The stretch of road near the upper cemetery entrance and a little beyond is often dangerous due to parked cars. If parking restrictions must happen, this area would be far more sensible. Similarly, moving occasional parkers elsewhere to e.g. Grimshill Road also has the potential to create risk. To summarise, I object to the proposals because: they are unnecessary, will not improve safety, will risk safety elsewhere, and will hamper normal day-to-day life for local residents and their visitors. N.B. The proposal says outside no.21-23 but the proposal map shows no.17-25 - one must be erroneous.

*Millstrood Road*

I live [REDACTED] and I think there is no reason for yellow lines. This would prevent my family, especially elderly family, from being able to visit safely.

*Millstrood Road*

I see no reason for this to happen. As it is we barely have enough parking for ourselves and the few visitors we may have on occasion. The map shows that there will be lines right across my drive which is ridiculous as nobody parks there unless I tell them to. No one EVER parks on the opposite side of the road so to my mind this is a complete waste of time, money and resources.

**Neither**

*Herne Bay Road*

*South Street*

---



## Molehill Road

|         |   |
|---------|---|
| Support | 5 |
| Object  | 2 |
| Neither | - |

### Support

#### *Herne Bay Road*

#### *Molehill Road*

I live in [REDACTED], since the double yellow lines were put in Place last year drivers have obviously adhered to not parking on them, however this has caused me severe inconvenience as motorists now park across my drive and opposite the drive making it difficult for me to access my right to my property. This has caused frustration for both myself and the other motorists concerned. In addition there is a pinch point in Molehill Road only allowing one car to pass at any one time. Those parking on the road are causing an obstruction. People who do not know the area may fall foul to this. I would be very grateful for your considering in this respect. Extending the double lines as far as the Little paddocks.

#### *Balham Park Road*

#### *Grasmere Road*

A great idea, Molehill Rd would benefit from any improvements as I don't think it has a footpath? (apologies if I have this wrong). It needs to be more of a shared space for pedestrians and bicycles as well as cars.

#### *Swalecliffe Road*

Agreed although I don't believe this particular section of road is particularly liable to inconsiderate parking.

### Object

#### *South Street*

#### *South Street*

---

## Old Bridge Road

|         |   |
|---------|---|
| Support | 7 |
| Object  | 6 |
| Neither | 4 |

### Support

#### *Old Bridge Road*

Fantastic, most cars that park there turn up at 10am (or sometime earlier) then catch a train to London or wherever & don't return till 10pm making an obstruction all day. There is often plenty of parking in station car park they just don't want to pay, you have my full support on this, [REDACTED]

#### *Old Bridge Road*

I support this as on street parking on Old Bridge Road (which is a busy road leading to the railway station) caused regular disruption and delays to traffic as parked cars essentially make the road single lane. Lots of school children use the road to get to and from school and on street parking makes the road more dangerous to cross. Nearly all houses have off street parking so there is no need for residents to park on the street. For those using the station, there is a car park provided. If this change is made can you ensure enforcement as we rarely see parking wardens

#### *Old Bridge Road*

Old Bridge Rd is a main road and includes station traffic and school runs. It is a very busy road with several intersections and blind bends, few motorists adhere to the speed limit. It is increasingly used as a car park for commuters and visitors beyond the current restrictions. During diversions the volume of traffic is particularly heavy and parked cars create slaloms and creates difficult and dangerous conditions for local residents turning into/out of drive ways and pedestrians, often with children, crossing the road and through traffic. I would also support 30mph signs or the electronic actual-speed digital display signs.

#### *Old Bridge Road*

Old Bridge Rd is a very busy thoroughfare and parking on both sides of the road causes both residents and through traffic to back up causing delays. The only drawback is there is also speeding problem when the road is clear. Perhaps road calming measures could be investigated also.

#### *Balham Park Road*

#### *Grasmere Road*

Is this to discourage commuter parking? A good idea, again, very congested with cars and is not a welcoming environment for the numerous schoolchildren trying to safely cross in the mornings.

#### *South Street*

## **Object**

### *Old Bridge Road*

As a resident this would be very inconvenient for us to park at our own property and would be constantly having to move our cars

### *Old Bridge Road*

I understand that you may wish to stop commuters parking in Old Bridge Road all day, but you are removing parking for residents of Old Bridge Road. This will force them to park on the side streets such as Douglas Avenue which are already congested with people parking.

### *Thurston Park*

This is the tail wagging the dog. Everyone gets the 9 to 10 restriction. Enforcement should respond to need not vice versa.

### *Millstrood Road*

The first part of Old Bridge Road, from the mini-roundabout (Belmont-Millstrood-Old Bridge) to beyond Millstream Manor is a constant and daily hazard due to one or two cars parking on the opposite side of the road to the majority of vehicles. This creates a chicane effect, hold-ups and cars mounting the pavement in a bid to get through, on what is a key local thoroughfare. I can't personally see any benefit to the current proposals for further up the road than to create revenue for the station car park. I would suggest the efforts would be far better placed near the mini-roundabout.

### *Old Bridge Road*

This is an unnecessary restriction, it will thus be very difficult for car users to park if using the train on off peak train routes. Additionally this road is close to the Whitstable School a popular secondary school - where are parents who collect young people expected to park? Making an additional restriction will only serve to reduce further parking opportunities for local residents - who have challenge parking already since the introduction of the cycle lane further up Old Bridge Road near the station.

### *South Street*

## **Neither**

### *Herne Bay Road*

### *Old Bridge Road*

Can you tell me why this change doesn't cover the area outside numbers 66-68 old bridge road? Cars are constantly parking there from 8.30 in morning & leaving vehicles there all day as they catch trains to London. The road sweeper can't sweep there & it's difficult to pull out of Thurston park as it obstructs the view on what is a very busy road. I cannot believe this is being left yet it being changed a few yards down the road- I would like answers please...

*Summerfield Avenue*

Is there any evidence that the current restriction is enforced on a regular basis?

*Swalecliffe Road*

Not sure why the need to change the restriction other than to try and catch motorists using the station that may park here instead of the prohibitively expensive station car park?

---

**Queens Road and Baddlesmere Road**

|         |    |
|---------|----|
| Support | 15 |
| Object  | 2  |
| Neither | -  |

**Support**

*Baddlesmere Road*

As a resident of Baddlesmere road I use this junction on a regular basis. This junction has not had double yellow lines added to the south side of Queens road for some reason unlike the other junctions along Queens road. It can be awkward due to sightlines and rather dangerous as traffic tends to be moving too fast. It would be much safer if cars were not unnecessarily parked opposite the junction. Parking is available on road or further away from the junction.

*Baddlesmere Road*

Nearly all junctions on the Estate have a full set of double yellow lines across the junction and round the corners. Roads are highways and only for parking where it is safe. The sight lines for drivers into and especially out of the parallel junctions on the north side of Queens Road are very limited and it is necessary to protrude to get a view. It is used as a "rat run" with cars coming east down the hill often speeding and keeping very close to the nearside when cars are parked on their offside. In the last Review the full set of lines were accepted for all these junctions with wide consent but officers did not include Baddlesmere Road due to an error on the plan which showed the lines already in place. This one junction still does not have the lines on the south side which is used for parking. This should be corrected swiftly before there is a serious accident. All properties on the junction have ample off street parking at the front and safe parking is always available nearby in Queens Road away from the junctions.

*Baddlesmere Road*

Not parking at, or opposite, a junction is part of the Highway Code and yet this is patently ignored at the junction of Baddlesmere Road with Queens Road, with at least one car frequently parked directly opposite the junction. It makes turning into or out of Baddlesmere Road difficult and sometimes dangerous. Cars often exceed the speed limit when using Queens Road and visibility at the junctions is generally not good. All the other junctions have double yellow lines around and opposite the junctions but Baddlesmere Road was left out due to an error. This therefore needs to be corrected, in order to keep the

junction clear and improve safety. Convenient roadside parking for residents is a secondary consideration and there is certainly space at a short distance away from the junction.

*Baddlesmere Road*

Parking opposite a junction essentially forces drivers to move into the path of oncoming or emerging traffic. The sight lines for drivers emerging into Queens Road from Baddlesmere Road are limited and the risk of collision is greatly enhanced if drivers travelling in either direction on Queens Road are forced through a narrow gap directly opposite the junction with Baddlesmere Road. There are double yellow lines opposite the junctions of Queens Road with all the other roads parallel to Baddlesmere Road for this reason, so the Baddlesmere Road junction should be brought into line with the other nearby junctions, particularly as the houses most directly concerned have offstreet parking, and space to park on safe stretches of Queens Road is generally not in short supply.

*Herne Bay Road*

*Northwood Road*

It is very dangerous to try and get out of Baddlesmere road, high risk of crash

*Queens Road*

I have witnessed parked cars at this intersection cause problems many times. Mostly from vehicles turning left on to Queens Road out of Baddlesmere Road. Oncoming cars can sometimes move directly into their path to avoid the parked cars. Personally, pulling out/into my driveway at that location also becomes over complicated

*St Annes Road*

This proposal only serves to put in the DYLS which arguably were missed when the existing junction lines there were put in and ans as did more fully happen at other junctions along Queen's Road.

*Virginia Road*

This is currently a dangerous junction. Cars travel at speed and it is impossible when approaching the junction from Baddlesmere Road to see adequately whether vehicles are travelling along Queens Road. I use this junction on a daily basis as my daughter lives in Baddlesmere Road and I care for her children

*Balham Park Road*

*Queens Road*

I support this proposal because the junction needs to be kept clear of parked vehicles in the interests of safety. Visibility is limited at this junction and it is made more dangerous if there are parked vehicles.

*Queens Road*

Parked cars in this area can make the junction busy and make it difficult to enter and exit drives

*South Street*

*South Street*

*Swalecliffe Road*

Agreed but it must be enforceable at all times. There are currently double yellow lines at the junction of Baddlesmere Rd and Tankerton Rd but vehicles are continually parked on the junction (especially after 17:00) to visit the gym opposite or the takeaways in Tankerton Rd.

## **Object**

*Queens Road*

I oppose the proposed double yellow lines on Queens Road partially opposite the junction with Baddlesmere Road. The stated purpose is to keep the junction clear but Queens Road is not a busy road, and it is fairly wide, That junction is not busy nor is it a difficult one even for inexperienced drivers ( it is popular with driving schools and local primary school pupils on bikeability training ) I have never seen more than 1 vehicle at the junction and have never seen a vehicle struggle with the junction whatever the size of vehicle and even with vehicles parked opposite. Having lived near the junction for [REDACTED] I opposed previous attempts to add double yellow lines. In that time the only significant change to local traffic density in our immediate area was when approval was given for 4 large houses on or close to the junction with Baddlesmere Road, the issue of an increase in traffic was raised in objections to the proposals but rejected by the planners who did not consider that the development would affect parking at this junction. A decision that was reached in consultation with the relevant experts. The objective for any changes should be to keep the road safe by slowing traffic rather than encouraging faster driving. The only accident I know of near here was in November 2019 when a truck was being driven too quickly along Queens Road , lost control and shunted a parked car off the road and into a driveway opposite the Baddlesmere junction seriously damaging a third car - the car was not parked opposite the junction but the force of the impact pushed it that far. I fear that this type of incident will be more likely if the road is turned into a rat run with excessive parking restrictions.

*Queens Road*

We Live at [REDACTED], we wish to object to the proposal outside [REDACTED] on the grounds that this would not be effective likely to result in a significantly less safe state of affairs than now. Even when there is parking on our side of the road, turning is not obstructed. (With a parked vehicle there, at least 13 feet of road space remains) .Conversely, double yellow lines there will result in more parking in Baddlesmere Road and, of particular significance, on the other side of Queen's Road (ie on the same side as the junction) causing reduced visibility of the junction, parking congestion and parking near driveways. This will be a much more dangerous situation. An increase in uninterrupted double yellow lines on our side of the road, combined with the adjacent long stretch of drop down kerb, may well cause traffic to drive faster past my house and others. The current situation has existed for many years -there have been no recorded accidents at this junction. A similar proposal was tabled in 2011 & 2016 Annual Parking Reviews but was rejected by the Board for what were similar reasons to those we have outlined above.

## The Heath

|         |   |
|---------|---|
| Support | 3 |
| Object  | 2 |
| Neither | 1 |

### Support

*Herne Bay Road*

*Balham Park Road*

*South Street*

### Object

*The Heath*

Some of the blue area proposed is dropped curbs for people's drives and garages. There can not be a pavement parking ban on these areas. There is very little parking down this road and it will cause issues to many families.

*The Heath*

The parking situation here is appalling but putting in further restrictions is going to lead to more problems. I live in the property furthest away from the road, I'm not fortunate enough to have a garage and sometimes I can't even park in the road I live in. I have a long-term health condition which makes it difficult to walking distances sometimes. Having to park further away is just not an option. Street lighting is shocking. There needs to be improvements not more restrictions.

### Neither

*South Street*

---

## Tower Parade

|         |   |
|---------|---|
| Support | 5 |
| Object  | 2 |
| Neither | - |

### Support

*Herne Bay Road*

*Tower Parade*

It will stop people coming into the area and parking for free all day long. The 20 minute limit will allow people to use local shops and facilities more easily.

*Balham Park Road*

*South Street*

### Object

*Tower Parade*

This is my only option for parking close to my house. As an [REDACTED] and on very tight budget. I can not afford to pay carpark fees, and the closest road to me is already impossible to park in, especially in the summer. At my age I do not want to be trawling the streets at night on my own to park my car.

*South Street*

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## Appendix 3a: Comments regarding the proposals from Labour Councillors in Whitstable

The following document was submitted during the consultation process.

# On Street Parking Order

Listed below are the comments of Whitstable Labour Councillors to the proposed changes to the [On Street Parking Order put out for public consultation up until the 10th February 2024](#).

| Proposal                                    | Location              | Position | Comment                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------------------|-----------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6100: Double Yellow Lines on Faversham Road | Seasalter             | Reject   | Parking at the Seasalter Christian Centre is limited and often extends onto the road. This proposal would unfairly affect disabled people using drop in activities at the centre. In addition this stretch of Faversham Road has speeding vehicles and having cars parked along that section helps slow vehicles down to be within the speed limit |
| 6400: Double Yellow lines on Borstal Hill   | Gorrell/<br>Seasalter | Support  | Access on and off the new build properties at this location is precarious with traffic parked on the road. Traffic speeds at the brow of the hill may increase with this change but we believe the installation of the new 30 mph repeater sign will mitigate this.                                                                                |
| 6550: Double Yellow on Millstrood Road      | Gorrell               | Support  | Sight lines when accessing and leaving the Cemetery are limited by high hedges. Double yellow lines will improve road safety.                                                                                                                                                                                                                      |
| 6620: 20 minute bay on Cromwell Road        | Gorrell               | Reject   | The Co-Op has its own off street parking, adding a 20 minute bay here will create a chicaning effect at a dangerous location where the road narrows in joining Wheatley Road.                                                                                                                                                                      |

|                                                                                |            |         |                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------|------------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6700: Proposed parking bay Tower Parade                                        | Gorrell    | Reject  | 20 minute parking in order to support the businesses at Tower Parade is sensible but the proposed disabled parking bay opens onto a busy street and isn't located where the steps to access Tower Parade are outside Number 4. |
| 6750: Changes to loading bays in High Street                                   | Gorrell    | Support | Will allow easier loading and delivery at Iceland                                                                                                                                                                              |
| 6800: Proposed changes to yellow lines on Old Bridge Road                      | Gorrell    | Support | The existing lines were introduced to prevent commuter parking - changes will more accurately reflect changes to commuting behaviour.                                                                                          |
| 6910: Proposed double yellow lines Church Street                               | Tankerton  | Support | This is a precarious junction where it is common for cars to back up. The proposed double yellow lines will increase flow and ease congestion.                                                                                 |
| 6925: Proposed double yellow lines and pavement parking ban on Gloucester Road | Tankerton  | Support | Access to 1a Gloucester Road. Residents have reported pavement cracking due to parking.                                                                                                                                        |
| 6930: Proposed double yellow lines on Castle Road                              | Tankerton  | Support | Lorries have been known to become wedged by parking on both sides of the road here. Improving the flow of traffic will help regulation of the junction outside St Mary's School.                                               |
| 7000: Proposed double yellow lines on Queens & Baddlesmere Road                | Tankerton  | Support | Queens Road is a well used cut through - changes will ease congestion.                                                                                                                                                         |
| 7050: Proposed pavement parking ban at The Heath                               | Chestfield | Support | Access to the garages needs to be maintained. The use of the turning circle is made dangerous with pavement parking.                                                                                                           |
| 7070: Proposed double yellow lines on Chestfield Road                          | Chestfield | Support | Will reduce congestion on junctions.                                                                                                                                                                                           |
| 7075: Proposed single yellow lines on Molehill Road                            | Chestfield | Support | Supports current signage                                                                                                                                                                                                       |

|                                                                        |             |         |                                                                                                                                                                       |
|------------------------------------------------------------------------|-------------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7300: Proposed double yellow lines on Herne Bay Road & Marine Crescent | Swalecliffe | Support | The Herne Bay Road near Jo Jo's effectively operates as a roundabout. Limiting parking at the mouth of Marine Crescent will allow for safer exit from the roundabout. |
|------------------------------------------------------------------------|-------------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## Appendix 4 - Equality Impact Assessment

|                                                   |                                 |
|---------------------------------------------------|---------------------------------|
| <b>Date of initial assessment</b>                 | 28 <sup>th</sup> February 2024  |
| <b>Division</b>                                   | Planning and Regeneration       |
| <b>Proposal to be assessed</b>                    | Annual Parking Review 2023      |
| <b>New or existing policy or function?</b>        | Existing                        |
| <b>External (i.e. public-facing) or internal?</b> | External                        |
| <b>Statutory or non-statutory?</b>                | Non-statutory                   |
| <b>Your name</b>                                  | Richard Moore                   |
| <b>Your job title</b>                             | Head of Transport & Environment |
| <b>Your contact telephone number</b>              |                                 |
| <b>Decision maker</b>                             | Joint Transportation Board      |
| <b>Estimated proposal deadline</b>                | 19 <sup>th</sup> March 2024     |

**Please outline your proposal:**

- This review involves considering requests for changes to on-street parking restrictions and implementing changes that are approved
- Changes that are implemented may ease the flow of traffic, prevent obstructions caused by inappropriately parked vehicles and set charges for on-street visitor parking permits.

**Customers**

- The changes would affect motorists wishing to park in the affected lengths of road.
- Some changes should ease problems experienced by some residents, such as obstruction of driveways and congestion at junctions.

**What relevant data or information is currently available about the customers who may use this service or could be affected?**

No data on the demographics of people using the affected roads is currently available.

**Is the decision relevant to the aims of the Public Sector Equality Duty, which are listed below?**

Guidance on the aims can be found in the EHRC's [PSED Technical Guidance](#)

| Aim                                                           | Yes/No | Explanation |
|---------------------------------------------------------------|--------|-------------|
| <b>Eliminate discrimination, harassment and victimisation</b> | No     |             |

|                                                                                                                                      |    |  |
|--------------------------------------------------------------------------------------------------------------------------------------|----|--|
| <b>Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it</b> | No |  |
| <b>Foster good relations between persons who share a relevant protected characteristic and persons who do not share it</b>           | No |  |

**Assess the relevance of the proposal to people with different protected characteristics, and assess the impact of the proposal on people with different protected characteristics.**

Your explanation should make it clear who the assessment applies to within each protected characteristic. For example, a proposal may have high relevance for young people but low relevance for older people; it may have a positive impact on women but a neutral impact on men.

| Protected characteristic                                                                                                                                                                                                                                                                    | Relevance to proposal<br>High/<br>Medium/<br>Low/None | Impact of proposal<br>Positive/<br>Neutral/<br>Negative | Explanation |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|---------------------------------------------------------|-------------|
| <b>Age</b>                                                                                                                                                                                                                                                                                  | None                                                  |                                                         |             |
| <b>Disability</b>                                                                                                                                                                                                                                                                           | None                                                  |                                                         |             |
| <b>Gender reassignment</b>                                                                                                                                                                                                                                                                  | None                                                  |                                                         |             |
| <b>Marriage and civil partnership</b>                                                                                                                                                                                                                                                       | None                                                  |                                                         |             |
| <b>Pregnancy and maternity</b>                                                                                                                                                                                                                                                              | None                                                  |                                                         |             |
| <b>Race</b>                                                                                                                                                                                                                                                                                 | None                                                  |                                                         |             |
| <b>Religion or belief</b>                                                                                                                                                                                                                                                                   | None                                                  |                                                         |             |
| <b>Sex</b>                                                                                                                                                                                                                                                                                  | None                                                  |                                                         |             |
| <b>Sexual orientation</b>                                                                                                                                                                                                                                                                   | None                                                  |                                                         |             |
| <b>Other groups:</b> for example – low income/ people living in rural areas/ single parents/ carers and the cared for/ past offenders/ long-term unemployed/ housebound/ history of domestic abuse/ people who don't speak English as a first language/ People without computer access etc. |                                                       |                                                         |             |
|                                                                                                                                                                                                                                                                                             | None                                                  |                                                         |             |

**Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified?**

No – no negative impacts have been identified.

No

|                                                                                                                    |    |
|--------------------------------------------------------------------------------------------------------------------|----|
| <b>Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? No</b> | No |
|--------------------------------------------------------------------------------------------------------------------|----|

|                                                                                                                   |      |
|-------------------------------------------------------------------------------------------------------------------|------|
| <b>What additional information would increase your understanding about the potential impact of this proposal?</b> | None |
|-------------------------------------------------------------------------------------------------------------------|------|

**If a consultation exercise is required as part of your proposal, please complete the consultation planning form on iCan.**

Please update the section below if:

- You have amended your proposal
- You have new information
- You have undertaken consultation

|                                                                                                                                                                                                                         |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>Date of revised assessment</b>                                                                                                                                                                                       | Click here to enter a date. |
| <b>Have you made any changes to your initial assessment? If so, please give brief details</b>                                                                                                                           |                             |
| <b>Did you undertake consultation?</b><br>– if yes, give date and the consultation results:                                                                                                                             |                             |
| <b>Do you have new information which reveals any difference in views across the protected characteristics?</b>                                                                                                          |                             |
| <b>Can any new conclusions be drawn as to how the proposal will affect people with different protected characteristics?</b>                                                                                             |                             |
| <b>Are you going to make any changes to your proposal as a result of these findings, in order to mitigate any potential negative impacts identified?</b><br>If yes, what are they?<br>If no, why not?                   |                             |
| <b>Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? (for example, on the grounds of promoting equality of opportunity for another protected characteristic)</b> |                             |

Should you need to revisit your assessment more than once, please ensure that you provide details of any changes or new information and the date these amendments were made.

## APPENDIX 5: CLIMATE CHANGE ASSESSMENT

### 1. Climate Change impacts

| Impact of proposal                                                                                                                                                                                                                         | Explanation of impact<br>If you have any relevant data, please include that in the explanation and reference the source. | Mitigation |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|------------|
| <b>Impact on the council's target of being carbon neutral by 2030</b><br>This applies to emissions of carbon dioxide as a direct result of our <b>own</b> activities and services. Please consider the whole life impact of your proposals |                                                                                                                          |            |
| Neutral                                                                                                                                                                                                                                    | No direct impact                                                                                                         |            |
| <b>Impact on carbon emissions in the Canterbury district</b><br>This applies to the carbon dioxide emissions in the district as a result of your proposal. Please consider the whole life impact of your proposals.                        |                                                                                                                          |            |
| Neutral                                                                                                                                                                                                                                    | No direct impact                                                                                                         |            |
| <b>Emission of other climate changing gases</b><br>including methane, CFCs, nitrous oxide                                                                                                                                                  |                                                                                                                          |            |
| Neutral                                                                                                                                                                                                                                    | No direct impact                                                                                                         |            |

### 2. Adaptation to climate change - Impact on our resilience to the effects of climate change

The greatest risks posed by climate change to the UK are:

- Flooding and coastal changes including erosion from extreme events
- Risks to health caused by high temperatures
- Water shortages and drought
- Risk to natural environments & services - landscape, wildlife, pollinators, timber etc
- Risk to food production & trade
- Emergence of new pests and diseases affecting people, plants & animals

**What impact do your proposals have on our ability to resist or tackle these problems in the future?**

| Impact of proposal | Explanation of impact | Mitigation |
|--------------------|-----------------------|------------|
| Neutral            |                       |            |

### 3. Further assessment work

Is a further more detailed assessment required at a later stage of this proposal?

No.

**To:** Canterbury Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 19<sup>th</sup> March 2024  
**Subject:** Highways Forward Works Programme: 2023/24  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.



**Road, Footway & Cycleway Renewal and Preservation Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures**
- **Externally Funded Schemes**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Members Grant – Member Highway Fund** – see Appendix H

## **Conclusion**

1. This report is for Members' information.

## **Contact Officers:**

The following contact officers can be contacted on **03000 418181**

|                  |                                             |
|------------------|---------------------------------------------|
| Pauline Harmer   | Senior Highway Manager East Kent            |
| Hazel Walters    | Canterbury Highway Manager                  |
| Alan Casson      | Strategic Asset Manager                     |
| Earl Bourner     | Drainage Asset Manager                      |
| Helen Rowe       | Structures Asset Manager                    |
| Sue Kinsella     | Street Light Asset Manager                  |
| Toby Butler      | Traffic Operations and Technology Manager   |
| Jamie Hare       | Development Agreements Manager              |
| Nikola Floodgate | Road Safety and Active Travel Group Manager |

**Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme**

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

| <b>Machine Resurfacing – Contact Officer Byron Lovell</b> |               |                                                                                                         |                                                                     |
|-----------------------------------------------------------|---------------|---------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>Road Name</b>                                          | <b>Parish</b> | <b>Extent of Works</b>                                                                                  | <b>Current Status</b>                                               |
| A2050 New Dover Road                                      | Canterbury    | Rochester Road to Barton Road                                                                           | Completed                                                           |
| A2050 New Dover Road                                      | Canterbury    | Barton Road to Old Dover Road Roundabout                                                                | Completed                                                           |
| Pond Hill                                                 | Adisham       | From Adisham Down Road to The Street                                                                    | Completed                                                           |
| Faversham Road                                            | Whitstable    | Coast Guards Caravan Park to Alberta Holiday Park                                                       | Completed                                                           |
| A28 Ashford Road                                          | Chartham      | Hatch Lane to Riverside                                                                                 | Completed                                                           |
| B2068 Stone Street                                        | Petham        | Thompsons Garden Centre, going south to entrance of Canterbury Reach                                    | Completed                                                           |
| A299 Thanet Way                                           | Chestfield    | Central Reserve Barrier Upgrade works                                                                   | Programmed 11 <sup>th</sup> March (3 weeks)                         |
| A299 Thanet Way                                           | Whitstable    | Reconstruction Works Between coastbound Whitstable off slip and on slip                                 | Programmed 5 <sup>th</sup> April 2024 to 20 <sup>th</sup> July 2024 |
| <b>Footway Improvement - Contact Officer Neil Tree</b>    |               |                                                                                                         |                                                                     |
| <b>Road Name</b>                                          | <b>Parish</b> | <b>Extent and Description of Works</b>                                                                  | <b>Current Status</b>                                               |
| Swanfield Road                                            | Whitstable    | <u>Footway Reconstruction</u><br>Entire Extent                                                          | Completed                                                           |
| Friars Close                                              | Whitstable    | <u>Footway Reconstruction</u><br>Entire Extent                                                          | Completed                                                           |
| Fletcher Road, Marlowe Close and Chaucer Avenue.          | Whitstable    | <u>Footway Reconstruction</u><br>Sections throughout entire extents.                                    | Programmed to commence on 4 <sup>th</sup> March 2024.               |
| Westgate Terrace                                          | Whitstable    | <u>Footway Reconstruction</u><br>Sections between No. 1 and 34 Westgate Terrace.                        | Programmed to commence on 26 <sup>th</sup> February 24.             |
| Park View                                                 | Sturry        | <u>Footway Protection</u><br>From the junction with Deansway Avenue to the Sturry C of E Primary School | Completed                                                           |

|                                                          |               |                                                      |           |
|----------------------------------------------------------|---------------|------------------------------------------------------|-----------|
| Woodside Road                                            | Sturry        | <u>Footway Protection</u><br>Entire Extent           | Completed |
| McCarthy Avenue                                          | Sturry        | <u>Footway Protection</u><br>Entire Extent           | Completed |
| <b>Surface Treatments - Contact Officer Aaron Divall</b> |               |                                                      |           |
| Station Road                                             | Adisham       | Pond Hill to Adisham Road                            | Completed |
| High Street                                              | Bridge        | Coyningham Lane to Beech Hill                        | Completed |
| Nethergong Hill                                          | Upstreet      | Culvert to A28 Island Road                           | Completed |
| Firs Road                                                | Womenswold    | Wick Lane to Railway Bridge                          | Completed |
| Hoath Road                                               | Hoath         | Hicks Forstal To Bredlands.                          | Completed |
| Thorden Wood Road                                        | Chestfield    | Hackington Road to 100 metres before Owls Hatch Road | Completed |
| Chartham Downs Road                                      | Lowes Hardres | Iffin Lane to Nackington Road                        | Completed |

**Appendix B - Drainage**

| <b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b> |               |                                                                                                                               |                                 |
|---------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| <b>Road Name</b>                                                          | <b>Parish</b> | <b>Description of Works</b>                                                                                                   | <b>Current Status</b>           |
| Denstroude Lane                                                           | Denstroude    | Sections of pipework & chambers to be replaced to remedy root mass intrusion and pipe damage noted from CCTV survey last year | Works programmed for 04/03/2024 |
| Bramling Road                                                             | Bramling      | Replacement of pipe and gullies                                                                                               | Works programmed for 20/05/2024 |
| St Peters Place                                                           | Canterbury    | Installation of new gully                                                                                                     | Works programmed for 11/03/2024 |
| Vicarage Hill                                                             | Petham        | Carriageway patching                                                                                                          | Works programmed for 22/04/2024 |
| Western Avenue                                                            | Bridge        | Replacement of gully and lead pipe                                                                                            | Works completed                 |
| Stone Street                                                              | Petham        | Installation of new gully                                                                                                     | Works programmed for 07/03/2024 |
| Box Iron Road                                                             | Womenswold    | Replacement of pipe                                                                                                           | Job being prepared by engineer  |
| Whitehall Road                                                            | Canterbury    | Installation of new gully and pipe                                                                                            | Job being prepared by engineer  |
| Honey Hill                                                                | Blean         | Replacement of pipe                                                                                                           | Awaiting date from contractor   |
| Canterbury Road                                                           | Herne         | Installation of new pipe                                                                                                      | Job being prepared by engineer  |
| North Lane                                                                | Canterbury    | Replacement of footway gully                                                                                                  | Job being prepared by engineer  |
| Tile Kiln Hill                                                            | Blean         | Replacement of footway cover and footway patching                                                                             | Job being prepared by engineer  |

**Appendix C – Street Lighting**

Structural testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

| <b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b> |                 |                                                          |                                                                                       |
|--------------------------------------------------------------------------|-----------------|----------------------------------------------------------|---------------------------------------------------------------------------------------|
| <b>Road Name</b>                                                         | <b>Location</b> | <b>Description of Works</b>                              | <b>Status</b>                                                                         |
| Faversham Road                                                           | Whitstable      | Replacement of 1 streetlight complete with LED Lantern   | Delayed due to engineering difficulties - unable to locate and isolate service supply |
| Tourtel Road                                                             | Canterbury      | Replacement of 1 streetlight complete with LED Lantern   | Await confirmation of Road Closure                                                    |
| Canterbury Road                                                          | Herne Bay       | Replacement of 3 Signposts complete with LED Lanterns    | Engineering difficulties await date from Road works Co - Ordinator                    |
| St Dunstan's Street                                                      | Canterbury      | Replacement of 1 streetlight complete with LED Lantern   | Engineering difficulties await date from Road works Co - Ordinator                    |
| St Dunstans Street                                                       | Canterbury      | Replacement of 1 Bollard complete with LED Lantern       | Engineering difficulties await date from Road works Co - Ordinator                    |
| St Dunstans Street                                                       | Canterbury      | Replacement of 1 Signpost complete with LED Lantern      | Engineering difficulties await date from Road works Co - Ordinator                    |
| Old Dover Road                                                           | Canterbury      | Replacement of 1 streetlight complete with LED Lantern   | Engineering difficulties await date from Road works Co - Ordinator                    |
| Sondes Close                                                             | Herne Bay       | Replacement of 1 streetlight complete with LED Lantern   | Works Completed                                                                       |
| Shore Close                                                              | Herne Bay       | Replacement of 1 streetlight complete with LED Lantern   | Engineering difficulties due to underground tree roots                                |
| Rheims Way                                                               | Canterbury      | Replacement of 1 streetlight complete with LED Lantern   | Engineering difficulties await date from Road works Co - Ordinator                    |
| Rheims Way                                                               | Canterbury      | Replacement of 1 Signpost complete with LED Lantern      | Engineering difficulties await date from Road works Co - Ordinator                    |
| Rhodaus Town                                                             | Canterbury      | Replacement of 1 streetlight complete with LED Lantern   | Engineering difficulties await date from Road works Co - Ordinator                    |
| Thanet Way                                                               | Herne Bay       | Replacement of 1 Signpost complete with LED Lantern      | Works Completed                                                                       |
| Alvis Avenue                                                             | Herne Bay       | Replacement of 2 streetlights complete with LED Lantern  | Engineering difficulties await date from UK Power Networks                            |
| Military Road                                                            | Canterbury      | Replacement of 2 streetlights complete with LED Lanterns | Engineering difficulties await date from Road works Co - Ordinator                    |
| Military Road                                                            | Canterbury      | Replacement of 1 Signpost complete with LED Lantern      | Engineering difficulties await date from Road works Co - Ordinator                    |
| St Peters Street                                                         | Canterbury      | Replacement of 1 Signpost complete with LED Lantern      | Works to be completed by June 2024                                                    |
| High Street                                                              | Canterbury      | Replacement of 1 Signpost complete with LED Lantern      | Works to be completed by June 2024                                                    |

|                   |            |                                                         |                                                                    |
|-------------------|------------|---------------------------------------------------------|--------------------------------------------------------------------|
| Reeves Way        | Whitstable | Replacement of 1 Signpost complete with LED Lantern     | Works Completed                                                    |
| London Road       | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                                                    |
| Broad Oak Road    | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                                                    |
| Tankerton Road    | Whitstable | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024                                 |
| Beaconsfield Road | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024                                 |
| Old Dover Road    | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Engineering difficulties await date from Road works Co - Ordinator |
| New Dover Road    | Canterbury | Replacement of 2 streetlights complete with LED Lantern | Engineering difficulties await date from Road works Co - Ordinator |
| Nackington Road   | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024                                 |
| Oaten Hill        | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Engineering difficulties await date from Road works Co - Ordinator |
| Longport          | Canterbury | Replacement of 2 streetlights complete with LED Lantern | Works Completed                                                    |
| Northgate         | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                                                    |
| Longacre          | Whitstable | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                                                    |
| Mickleburgh Hill  | Herne Bay  | Replacement of 2 streetlights complete with LED Lantern | Works Completed                                                    |
| School Lane       | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Engineering difficulties await date from Road works Co - Ordinator |
| Pier Avenue       | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Engineering difficulties await date from UK Power Networks         |
| Watling Street    | Canterbury | Replacement of 2 Signposts complete with LED Lantern    | Works to be completed by June 2024                                 |
| Ford Close        | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Engineering difficulties await date from UK Power Networks         |
| Hillman Avenue    | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Engineering difficulties await date from UK Power Networks         |
| Canterbury Hill   | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024                                 |
| Vauxhall Road     | Canterbury | Replacement of 1 Signpost complete with LED Lantern     | Works Completed                                                    |
| Thanet Way        | Herne Bay  | Replacement of 1 Signpost complete with LED Lantern     | Works to be completed by June 2024                                 |
| Gloucester Road   | Whitstable | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                                                    |
| High Street       | Whitstable | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024                                 |

|                       |            |                                                         |                                    |
|-----------------------|------------|---------------------------------------------------------|------------------------------------|
| St Lawrence Road      | Canterbury | Replacement of 4 streetlights complete with LED Lantern | Await confirmation of Road Closure |
| Westgate Court Avenue | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                    |
| Thanet Way            | Herne Bay  | Replacement of 2 streetlights complete with LED Lantern | Works to be completed by June 2024 |
| Island Road           | Canterbury | Replacement of 1 Signpost complete with LED Lantern     | Works Completed                    |
| Green Court           | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                    |
| Little Meadow         | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024 |
| Bonny Bush Hill       | Canterbury | Replacement of 2 Signposts complete with LED Lantern    | Works Completed                    |
| Gladstone Road        | Whitstable | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                    |
| St. Swinthins Road    | Whitstable | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                    |
| Sea Street            | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024 |
| Queens Gardens        | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Works Completed                    |
| Puckle Lane           | Canterbury | Replacement of 2 Signposts complete with LED Lanterns   | Works to be completed by June 2024 |
| St Georges Place      | Canterbury | Replacement of 1 Signpost complete with LED Lantern     | Works to be completed by June 2024 |
| Brockenhurst Close    | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024 |
| Station Road          | Herne Bay  | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024 |
| Broadlands Close      | Canterbury | Replacement of 1 streetlight complete with LED Lantern  | Works to be completed by June 2024 |

## Appendix D – Transportation and Safety Schemes

### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Canterbury, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of February 2024.

| <b>Local Transport Plan Funded Schemes</b>                                                |                                                                                                                                     |                                                                                                                                                                                |
|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Road Name</b>                                                                          | <b>Description of Works</b>                                                                                                         | <b>Current Status</b>                                                                                                                                                          |
| <b>Casualty reduction measures (reactive) Canterbury</b>                                  |                                                                                                                                     |                                                                                                                                                                                |
| 22-CA-CRM-90<br>Old Dover Road/A2 Barham<br>– between the garage and crematorium          | High Friction Surfacing and speed limit reduction to 40mph                                                                          | Works Complete                                                                                                                                                                 |
| 23-CA-CRM-626<br>North Lane, Canterbury                                                   | Mini roundabout junction realignment and signing                                                                                    | To be delivered with the St Dunstan's Active Travel scheme which has been delayed due to other works in the area                                                               |
| 23-CA-CRM-924<br>Borstal Hill, Whitstable.<br>between JW Vulcan Close and JW Gordon Road. | Kerb build out at junction with Gordon Road                                                                                         | At detailed design stage.<br>Expected delivery 2024/25.                                                                                                                        |
| <b>LTP Schemes Canterbury</b>                                                             |                                                                                                                                     |                                                                                                                                                                                |
| 22-CA-LTP-150<br>A2990 Thanet Way                                                         | Whitstable, Herne Bay<br>Widened path for cyclists and pedestrians – Phase 3                                                        | Temporary repairs completed and currently investigating options for permanent repairs possibly during Summer 2024                                                              |
| 2122-EXT-CA-01 St<br>Dunstans Street, Canterbury                                          | Widening the southwestern footway and alterations to the Kirby's Lane junction to make the Emergency Active Travel Scheme permanent | Start of works delayed due to traffic implications in North Canterbury from the A2990 works. Alternative date being identified, but likely to be after the peak summer period. |
| 22-CA-LTP-658<br>St Stephen's Hill,<br>Canterbury                                         | New zebra crossing outside The Archbishops School                                                                                   | Construction delayed due to the traffic impact in North Canterbury from the A2990 works. Now programmed to commence on 12 August for 2 weeks                                   |

### Externally Funded Schemes

The Schemes Planning & Delivery team is implementing schemes within Canterbury, funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

| <b>Active Travel</b> |                             |                          |                       |
|----------------------|-----------------------------|--------------------------|-----------------------|
| <b>Road Name</b>     | <b>Description of Works</b> | <b>Source of Funding</b> | <b>Current Status</b> |



|                                                                                               |                                                                                                                   |                                             |                                                                                        |
|-----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|---------------------------------------------|----------------------------------------------------------------------------------------|
| <p>22-CA-AC-138<br/>Active Travel<br/>Tranche 2 - A257<br/>and Spring Lane to<br/>Burgate</p> | <p>Cycleway and route<br/>enhancements and<br/>installation of<br/>pedestrian crossing<br/>near Warwick Road.</p> | <p>Active travel fund<br/>improvements.</p> | <p>Scheme completed October<br/>2023</p>                                               |
| <p>2223-CA-AC-205<br/>Active Travel<br/>Tranche 3 - Herne<br/>Bay</p>                         | <p>Cycleway and route<br/>enhancements from the<br/>Station to the pier and<br/>20mph zone</p>                    | <p>Active travel fund<br/>improvements.</p> | <p>Civils work completed. Final<br/>signs, road markings and<br/>snagging underway</p> |

**Appendix E – Developer Funded Works**

| <b>Developer Funded Works (Section 278 Works)</b>    |                  |                                                                                                                                                                               |                                                                                                       |
|------------------------------------------------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>Road Name</b>                                     | <b>Parish</b>    | <b>Description of Works</b>                                                                                                                                                   | <b>Current Status</b>                                                                                 |
| Estuary View, Whitstable                             | Whitstable       | New access arrangements on Thanet Way A2990 including signals adjacent to 'The Oaze' residential development.<br><br>Widening to southern approach to Clapham Hill Roundabout | Awaiting completion of issues relating to Structures prior to arranging final remedials for adoption. |
| Hollow Lane                                          | Canterbury       | Enlarged roundabout for access to new development.                                                                                                                            | Final remedials now being arranged prior to adoption. This includes resolution of lighting issues.    |
| Herne Bay Town Centre (Public Realm) Improvements    | Herne Bay        | New surface materials on William Street and Beech Street, together with the closure of the Dering Road/Kings Road junction.                                                   | Works complete. Final remedials to be addressed prior to adoption.                                    |
| Former Wyevale Garden Centre                         | Upper Harbledown | New access to development off Roman Road, at Former Wyevale Garden Centre.                                                                                                    | In maintenance.                                                                                       |
| Homersham                                            | Canterbury       | New wall and steps on development frontage                                                                                                                                    | Remedials to be arranged.                                                                             |
| Hoplands Farm, Island Road                           | Hersden          | New access to development, including enlarged roundabout and new signalised crossings.                                                                                        | Puffin crossing to be installed to complete works. This will not happen until 2024 due to road space. |
| Cockering Road, St Nicholas Road, and Strangers Lane | Thanington       | New accesses to development                                                                                                                                                   | In maintenance.                                                                                       |
| St Philip Howard School, 41 Avenue Road              | Herne Bay        | Access to new development                                                                                                                                                     | Final remedials to be arranged prior to adoption.                                                     |
| Bredlands Lane                                       | Westbere         | Access to new housing development                                                                                                                                             | Remedial works to be completed.                                                                       |

|                                     |              |                                                                                           |                                                   |
|-------------------------------------|--------------|-------------------------------------------------------------------------------------------|---------------------------------------------------|
| Queens Avenue (no. 43)/London Road  | Canterbury   | Footway frontage to new development                                                       | Final remedials to be arranged prior to adoption. |
| The Hill                            | Littlebourne | New access to development and buildouts                                                   | Works complete. Street Lighting issues.           |
| St Margarets Street                 | Canterbury   | Surface enhancements                                                                      | Works complete. In maintenance.                   |
| St Nicholas Road j/w A28            | Thanington   | Signalisation of junction                                                                 | Works complete. In maintenance.                   |
| A2990, Old Thanet Way               | Whitstable   | New roundabout to Duncan Down development                                                 | Works complete. In maintenance.                   |
| A2990, Old Thanet Way, Borstal Hill | Whitstable   | Alterations to northern approach of roundabout.                                           | Works complete. In maintenance.                   |
| Wincheap, A28, Gyratory             | Wincheap     | One way system on A28 Wincheap and Simmonds Road/Cow Lane, with new bus lane on Wincheap. | Agreement signed. Works still to be commenced.    |
| A28 / A2 (London Bound) Offslip     | Thanington   | Relocation of existing A2 offslip to enable two way flow into new development             | Works complete. In maintenance.                   |
| Stonebridge Road                    | Canterbury   | Access to new development                                                                 | Works complete. In maintenance.                   |
| Old Dover Road                      | Canterbury   | Alterations/upgrade to signalised pedestrian crossing adj Police Station                  | Works complete. In maintenance.                   |
| 32-41 New Dover Road                | Canterbury   | Reinstatement of footway and new v/c access                                               | Works complete. In maintenance                    |

|                                    |            |                                                                            |                                                                                                                                                |
|------------------------------------|------------|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Reeves Way                         | Chestfield | Extension to Reeves Way to provide new access to development               | Works complete. In maintenance.                                                                                                                |
| Reeves Way/A2990/Chestfield Road   | Chestfield | Pedestrian and footway enhancements on Reeves Way. Roundabout alterations. | Works to roundabouts complete. Awaiting completion of resurfacing on Reeves Way.                                                               |
| Sturry Road A28                    | Canterbury | New entrance opposite Park and Ride / McDonald's                           | Works complete.                                                                                                                                |
| Howe Barracks, Littlebourne Road   | Canterbury | New signalised junction to provide main entrance to new spine road.        | Agreement signed. Works to be commenced. This will not happen until summer 2024 due to road space.                                             |
| Former bus depot, 74 High Street   | Herne Bay  | New accesses to development off Richmond Road and Hanover Street           | Works complete.                                                                                                                                |
| Barton Court School, Spring Lane   | Canterbury | New entrances to school including bus stop alterations                     | Works complete. In maintenance.                                                                                                                |
| Broad Oak Farm A291 Herne Bay Road | Sturry     | New roundabout and right turn lanes to provide access to development.      | Works ongoing. Awaiting third party utility connections to be made (UKPN) to enable the lights to be made operational and the works completed. |
| Sweechbridge Road                  | Sturry     | Entrance to new development                                                | Works complete.                                                                                                                                |
| Bullockstone Road                  | Herne Bay  | New entrance to Herne Bay Crematorium                                      | Remedial works to be undertaken imminently.                                                                                                    |
| St George's Street, Canterbury     | Canterbury | Public realm improvements                                                  | Works complete.                                                                                                                                |
| The Boulevard, Altira Park         | Herne Bay  | New access to industrial units                                             | Works complete. In maintenance.                                                                                                                |

|                                                    |            |                                                                                                                        |                |
|----------------------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------|----------------|
| Old Thanet Way A2990                               | Whitstable | New access and right turn lane to development off A2990 between Longreach roundabout and eastbound Thanet Way on slip. | Works ongoing. |
| Strode Farm A291                                   | Herne      | Construction Access off A291                                                                                           | Works ongoing. |
| Thornden Wood Road / Greenhill Road                | Herne      | Two new junctions providing access to link road through new development, and surface enhancements on Greenhill Road.   | Works ongoing. |
| St Luke's Close / St Andrew's Close                | Whitstable | Bus gate to Duncan Down development                                                                                    | Works ongoing. |
| Bullockstone Road, Herne Bay, Former Driving Range | Herne      | New access and completion of missing footway connection immediately north of the Redrow site                           | Works ongoing. |

**Appendix F – Bridge Works**

| <b>Bridge Works – Contact Officer Earl Bourner</b> |               |                                                  |                                                                                                  |
|----------------------------------------------------|---------------|--------------------------------------------------|--------------------------------------------------------------------------------------------------|
| <b>Road Name</b>                                   | <b>Parish</b> | <b>Description of Works</b>                      | <b>Current Status</b>                                                                            |
| Castle Road                                        | Whitstable    | Church Street Footbridge (2618) deck replacement | Construction phase scheduled March/ April 2024                                                   |
| Thanet Way A2990                                   | Whitstable    | Golden Hill Bridge (9010) Bearing Replacement    | Quotation submitted for further investigation. Non-disruptive investigation starting March 2024. |

**Appendix G – Traffic Systems**

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

| <b>Traffic Systems - Contact Officer: Toby Butler</b>       |                                                                                                       |                              |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|------------------------------|
| <b>Location</b>                                             | <b>Description of Works</b>                                                                           | <b>Current Status</b>        |
| London Road Near Rheims Way,<br>Canterbury (06-0113)        | Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities | Programmed for January 2024  |
| B2248 Station Road West, Canterbury<br>(06-0974)            | Refurbish existing traffic signal-controlled crossing and convert to near-sided pedestrian facilities | Programmed for February 2024 |
| B2205 Harbour Street Cromwell Road,<br>Whitstable (06-0888) | Refurbish existing traffic signal-controlled junction                                                 | Programmed for February 2024 |

**Appendix H - Combined Members Grant programme update****Member Highway Fund programme update for Canterbury,**

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of February 2024

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for Canterbury, Hazel Walters.

**Dan Watkins**

| Details of Scheme | Status |
|-------------------|--------|
|                   |        |

**Michael Sole**

| Details of Scheme                                                                                                 | Status                                    |
|-------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| <b>23-CA-CMG-1101</b><br>Woolage Green, Womenswold 30mph scheme<br>Application for Traffic Regulation Order (TRO) | Consultation complete and at design stage |

**Neil Baker**

| Details of Scheme                                                                                                          | Status                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| <b>22-CA-CMG-218</b><br><b>Tankerton Road, Tankerton 20mph speed reduction</b><br>Application for Traffic Regulation Order | TRO has been advertised and scheme is currently at design stage with a programme date of Spring 2024. |

**Alistair Brady**

| Details of Scheme                                                                                                                                         | Status                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <b>22-CA-CMG-430</b><br><b>Forty Acres Road and surrounding roads, Canterbury 20mph Scheme</b><br>Application for Traffic Regulation Order and design fee | TRO has been advertised and scheme is currently at design stage. |



**Robert Thomas**

| Details of Scheme                                                                                                                                                                                      | Status                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| <b>22-CA-PAR-640</b><br><b>Canterbury Hill, Calais Hill and Wood Hill, Hackington</b><br><b>30mph speed reduction scheme</b><br>Application for Design Fee and civils works to install new speed limit | Works have been ordered and programmed for Spring 2024 |
| <b>23-CA-PAR-772</b><br><b>Faulkner Lane, Harbledown</b><br><b>30mph speed reduction</b><br>Contribution towards Traffic Regulation Order                                                              | Currently at Consultation stage                        |

**Mel Dawkins**

| Details of Scheme                                                                                                                                            | Status                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| <b>23-CA-CMG-1023</b><br><b>Old Dover Road, Canterbury</b><br><b>20mph speed reduction scheme</b><br>Application for Traffic Regulation Order and design fee | Currently at Consultation stage |

Legal Implications

1.1.1 Not applicable.

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

**1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: Pauline Harmer/ Hazel Walters 03000 418181**

## Monitoring of Previous Board Decisions - March 2024

| Minute                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Update                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>1st November 2022</b></p> <p><b>JTB18 Canterbury Burgate to Littlebourne Road cycle improvements</b></p> <p>RECOMMENDED (to the KCC Cabinet Member for Highways and Transport) that: the active travel scheme(s) described in the report be implemented using funding that had been secured from the Department for Transport.</p> <p>Reason for decision: It is recommended that the scheme should be implemented as advertised. This will enable the creation of a high-quality cycle link between Burgate and Longport, which is part of a larger regional cycle route 16.</p>                                                                                                                                                      | <p><b>KCC update:</b></p> <p>The scheme is currently in detailed design and undergoing Active Travel England approval. Once the scheme has been approved to proceed it will be constructed in summer 2023.</p>                                                                                  |
| <p><b>1st November 2022</b></p> <p><b>JTB19 Herne Bay cycle improvements between rail station and The Parade</b></p> <p>RECOMMENDED (to the KCC Cabinet Member for Highways and Transportation):<br/>That, subject to the views of the Board, the active travel schemes described in the report be implemented using funding that had been secured from the Department for Transport.</p> <p>Reason for decision: It is recommended that the scheme should be implemented as advertised. This will enable the creation of a high quality cycle link from the station to the seafront which is part of a larger route from Greenhill, and will create a social space in Central Parade which will remove car dominance from the seafront.</p> | <p><b>KCC update:</b></p> <p>The scheme is currently in detailed design and undergoing Active Travel England approval. Once the scheme has been approved to proceed it will be constructed in summer 2023.</p>                                                                                  |
| <p><b>17 January 2023</b></p> <p><b>JTB32 Wincheap Gyrotory System - Canterbury</b></p> <p>RECOMMENDED (to the KCC Cabinet Member for Transportation and Highways) that:</p> <p>a review the Wincheap gyrotory plans with the relevant stakeholders, such as Kent County Council, Canterbury City Council, local residents and businesses takes place, and to find suitable</p>                                                                                                                                                                                                                                                                                                                                                              | <p><b>KCC: update</b></p> <p>KCC have met with CCC to see if any minor modifications to the plan can be made to address some of the local concerns regarding parking, loading/unloading and pedestrian movement. Some ideas have been presented back to the Schemes Delivery team for their</p> |

|                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>alternatives that address concerns about the current scheme.</p>                                                                                                                                                                                                                                                                                  | <p>appraisal and the further iterations are being considered.</p> <p>We will bring this item back to JTB when we have any modifications that can be delivered and are confident that they will pass a safety audit and have technical approval.</p> |
| <p><b>30 Jan 2024</b></p> <p><b>JTB 6 TRO Closure of Pound Lane</b></p> <p>RECOMMENDED to the KCC Cabinet Member: The permanent closure of Pound Lane to motorised traffic near to the junction with St Peters Street.</p>                                                                                                                           | <p><b>CCC update:</b></p> <p>The Traffic Regulation Order can now be confirmed as a Made Order ready for implementation once the roadworks are completed. This is expected to be by the end of this year.</p>                                       |
| <p><b>30 Jan 2024</b></p> <p><b>JTB 7 Sturry bypass</b></p> <p>Requested that a full written update report be provided to the June 2024 JTB.</p>                                                                                                                                                                                                     | <p><b>CCC update:</b></p> <p>A full report will be provided to the June 2024 JTB meeting.</p>                                                                                                                                                       |
| <p><b>30 Jan 2024</b></p> <p><b>JTB 8 Active Travel Update Report</b></p> <p>RECOMMENDED to the KCC Cabinet Member: That a bid for funding be made to Active Travel England for the construction of the Crab and Winkle extension cycle route scheme and, if the bid is successful, construction should begin as soon as practicable thereafter.</p> | <p><b>Update:</b></p> <p>The details of the scheme are currently being finalised ready for a submission to Active Travel England once the bidding opportunity opens.</p>                                                                            |