
Proposed Waiting Restrictions – Fairfield Road and Ashford Road, New Romney

To: **Folkestone & Hythe Joint Transportation Board, 21 February 2022**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **New Romney**

Division: Romney Marsh

Summary: **This report summarises the results of proposed waiting restrictions in Fairfield Road and Ashford Road in association with a new residential development in New Romney and seeks a recommendation to proceed as advertised.**

For Recommendation

1.0 Introduction and Background

1.1 Pentland Homes are building a new residential development off Ashford Road, New Romney.

1.2 As part of the planning application, waiting restrictions are proposed along Fairfield Road and Ashford Road to provide clear junction visibility and prevent obstructive parking near traffic calming features.

The visibility splays are based on 30mph design speeds in the Manual for Streets (43m measured from a point 2m behind the give way line)

Plans of the proposals and a copy of the public notice are attached in Appendix A and Appendix B.

1.3 The proposals were advertised on Friday 1 October 2021. Notices were placed on site and the closing date for comments and objections was noon on Monday 25 October 2021.

1.4 As a result of the statutory consultation, six objections were received. Some respondents made more than one comment.

2.1 Results of Consultation

2.1 The objections raised in the comments can be summarised as follows:

Comments	Developer response
Currently there is insufficient parking in the area	Reviewing existing properties fronting Fairfield Road from Google Maps Aerial & Street Views, would suggest that the vast majority of existing properties do benefit from provision of off-street parking.
Restrictions in Fairfield Road are proposed where nobody parks.	The purpose of the proposed double yellow lining parking restrictions is to

	<p>provide clear junction visibility for drivers at the various junctions along Fairfield Road.</p> <p>Without a reference to a drawing number or location, it is difficult to ascertain exactly where this objection applies to. It is assumed that this is referring to the road narrowing outside Owen House (Firmager Funeral Service).</p>
<p>Parked vehicles force other vehicles to mount the footway to get past, causing a hazard. Suggests waiting restrictions on both sides of road.</p>	<p>The provision of additional double yellow lining on the southern side of the carriageway from Sycamore House(?) terminating at the junction with Cannon Street would certainly help mitigate the concern raised here but would be outside of the scope and purpose of the approved planning drawing.</p>
<p>I live in Cedar House and putting the DYL opposite my house where my neighbours currently park and not outside my house where there is no path, just a road edge and verge which is in a bad condition (potholes) seems counter intuitive.</p>	<p>The purpose of the proposed double yellow lining parking restrictions is to provide clear junction visibility for drivers at the various junctions along Fairfield Road.</p>
<p>Will the existing white 'Do Not Park' road markings be re painted outside Cedar House and Meliane House?</p>	<p>Subject to agreement with Kent County Council & Pentland Homes, the existing road markings to Diagram 1026.1 should be made good.</p>
<p>We do have reservations about the impact of this on parking further along Fairfield Road [<i>displaced parking – KCC comment</i>]. In particular the section between the two nibs. It would be appreciated if consideration could be given to this area with time related parking restrictions. The reasons for this are as follows: This section of the road is used by parents parking to take their children to school and picking them up at 3pm. Inconsiderate parking often blocks our driveways making it impossible to get in and out at these times. If new parking restrictions cause "all day" parking in front of our properties by those working or visiting the Town, we could find our access blocked from early morning until the evening. A problem that will only worsen with the increase in house building in this area.</p>	<p>The purpose of the proposed double yellow lining parking restrictions is to provide clear junction visibility for drivers at the various junctions along Fairfield Road. Unfortunately, time related restrictions to these proposals would be unsuitable as junctions should be kept clear of obstructions to visibility at all times for the safety of all road users.</p>
<p>Can the introduction of a 20mph speed limit be considered?</p>	<p>Time related 20mph speed restrictions in the vicinity of the school would also address this concern, but again would be outside of the scope and purpose of the approved planning drawing.</p>
<p>How will yellow lines quell traffic flow and restrictions speed? All they will do is prevent parking outside of my house and encourage reckless parking.</p>	<p>The purpose of the proposed double yellow lining parking restrictions is to provide clear junction visibility for drivers at the various junctions along Fairfield Road thus improving highway</p>

	safety.
<p>Having resided on Fairfield Road for 26 years and in the only property without off street parking facilities, I was horrified to chance upon a A4 notice informing me of the intention of KCC to put double yellow lines outside of my property. I understand from my local councillor Tony Hills that the purpose of introducing yellow lines is to improve safety, which I completely support, but I do not see how yellow lines (outside of my property) will either restrict the volume or reduce the speed of the traffic along Fairfield Road. In fact, I can only see that it will encourage people to park more recklessly on grass verges and across driveways. The fact that my property and adjoining properties have houses opposite - with no path - for a safe crossing to take place, goes further to makes me question how yellow lines outside my property will improve safety.</p> <p>If the intention is truly to improve safety around the primary school in particular, then surely, introducing a pedestrian zone or speed bumps would be a considerably more effective course of action. Furthermore, doing so would improve safety on a daily basis; curtailing drivers that use the road for speed trials or motorists who cut along Fairfield Road at high speed in an attempt to bypass the busy high street.</p> <p>The idea that this measure is based on the grounds of 'safety' seems weak - the somewhat cynical part of me questions whether this decision has been made to accommodate the large delivery trucks that will no doubt be using the side roads to transport materials to the new Pentland Homes development.</p> <p>For twenty six years the precedent of road side parking has been in place outside my property. I have serious concerns about the removal of this parking, impacting both on the value of my property and on the ability to conduct simple tasks such as unloading shopping- particularly as my husband is awaiting knee replacement surgery. The prospect of moving into later life, having already present mobility concerns and not being able to park close by is extremely worrying. Hopefully, you can see why I have such concern over the possibility of not being able to park directly outside of my house.</p> <p>I would like this to be considered as a formal objection to the proposal and would welcome the opportunity to discuss a solution to this.</p>	<p>The purpose of the proposed double yellow lining parking restrictions is to provide clear junction visibility for drivers at the various junctions along Fairfield Road thus improving highway safety.</p> <p>Whilst the resident's concerns are duly noted, it should be noted that the agreed heavy vehicle route to the Pentland Homes site on Ashford Road does not include the use of Fairfield Road.</p>
<p>Has any consideration been made to retain parking outside of my house? Perhaps an</p>	<p>With regards to the installation of a parking bay, this would have to fall</p>

<p>option could be to remove the grass verge, that is used as a dog toilet, and instead provide my property with resident parking, thus solving the issue of parking and dog fouling in the street for my household and my immediate neighbours.</p>	<p>outside of the visibility splay in order to maintain clear visibility at this junction, whereby there is insufficient space within the verge to provide this.</p>
<p>My family and I have lived within the scheme area for very many years and therefore have a very clear understanding of the issues. Fairfield Road in particular benefits from direct access to St Martins field and there is a school and Nursery opposite a Sainsburys store. These two zones present additional zones of risk as regards the potential for pedestrians to be injured and in particular young people. That said I believe the incidence of collisions involving pedestrians is thankfully low.</p> <p>It is accurate to say that at certain times the road can become congested, however that is largely limited to times. This is particularly school drop off, to a lesser extent school collection and also associated with the rare occasion where roadworks block the high street. In our view, the single greatest risk to anyone is created by users of the road outside of those times. Users who seek to circumvent the high street and use Fairfield Road as a 'Rat Run'. Those road users travel along Fairfield Road, often at speeds I would estimate as being above 50 MPH between the playing fields and by the school. I have reported to the police users who because Fairfield Road is clear, long and straight, have in the early and late evening probably exceeded 60 MPH and have actually travelled up and down it trying to better the speed on each pass. In short, the biggest issue is that the road is generally seen as clear to speed down and not parking!</p> <p>Addressing the issue of parking directly. There are two challenges to parking, early morning/evening transient parking for the school run and motorists commuting to work in the high street. The scheme as designed does not address the greatest risk - speed, and will not deal with congestion at peak periods. It will however make the lives of residents more challenging. Whilst many residents benefit from off street parking, they and in particular their guests where they will compete with commuters for space to park.</p> <p>Based on my observations we object to the extent of yellow lines proposed to Fairfield Road at junctions with Ashford Road, Mabledon Crescent, George Lane, and Craythorne Lane.</p> <p>Instead we would challenge that both Risk and</p>	<p>The purpose of the proposed double yellow lining parking restrictions is to provide clear junction visibility for drivers at the various junctions along Fairfield Road. Improved visibility at junctions increases safety for all road users.</p>

<p>Congestion could far better be managed by discouraging reckless use of the roads - a 20MPH zone is evidenced to save lives and reduce serious injury, and together with traffic calming measures would ensure that High Street traffic stayed on the High Street and speeds were kept low. If yellow lines are to be introduced, we would strongly ask that either these were time limited to peak periods as described or that resident permit parking was introduced in the alternative.</p>	
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2.2 Kent Police registered no objections.

3.0 Financial

3.1 The proposals (Traffic Regulation Order and installation) are being fully funded by Pentland Homes.

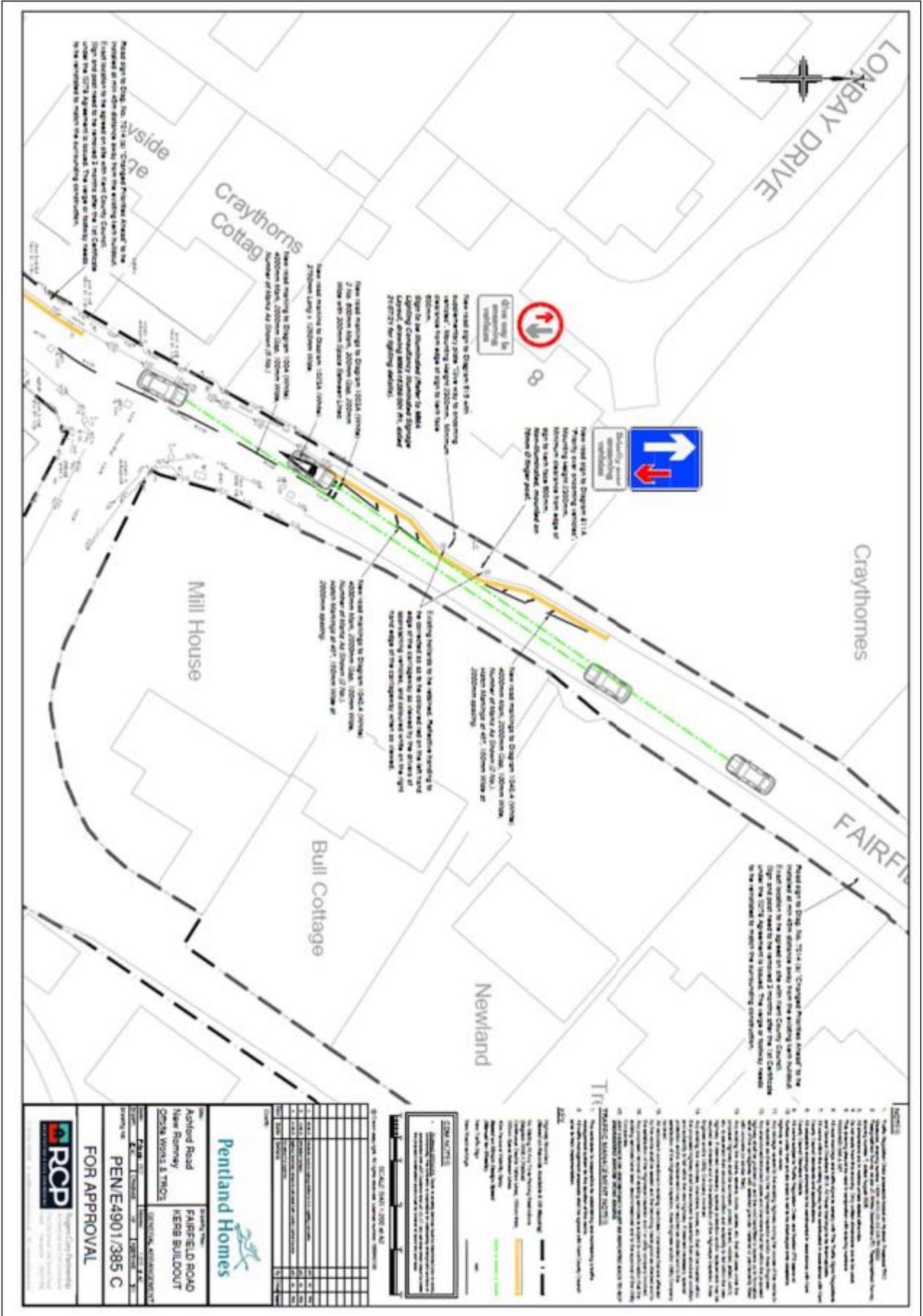
4.0 For Recommendation

4.1 On the basis that the proposals will improve road safety by improving sightlines at junctions, and prevent dangerous parking at the traffic calming features, it is recommended that the restrictions be installed as advertised,

Contact Officer:	<i>Richard Heaps, Schemes Project Manager</i>
Reporting to:	<i>Nikola Floodgate, Schemes Planning and Delivery Manager</i>

Appendix List

<i>Appendix A</i>	Plans of proposed waiting restrictions
<i>Appendix B</i>	<i>Public Notice</i>



Appendix B – Copy of public notice


**PUBLIC
NOTICE**



**Kent
County
Council**
kent.gov.uk



In the District of Folkestone & Hythe

THE KENT COUNTY COUNCIL (THE DISTRICT OF FOLKESTONE & HYTHE, VARIOUS ROADS) (RESTRICTIONS AND PROHIBITIONS OF WAITING, LOADING & UNLOADING) (AMENDMENT No.24) ORDER 2021

Road Traffic Regulation Act 1984

Notice is hereby given that KENT COUNTY COUNCIL under sections 1(1), 2 (1) to (3), 3 (2), 4 (1) and (2), 32 (1), 35 (1), 44, 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984 (hereinafter called "the Act") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, hereby proposes to make the following order:-

The effect of the proposed named Order will be to place double yellow lines (DYL) waiting restrictions on the following lengths of roads:-

Roads in New Romney in the District of Folkestone & Hythe

ASHFORD ROAD – DYL – On the north east side extended the existing lines from its junction with Fairfield Road by 5 metres in a north westerly direction. **CRAYTHORNE LANE – DYL** – On both sides from its junction with Fairfield Road for a distance of 2 metres in a north westerly direction. **FAIRFIELD ROAD – DYL** – (1) On the south east side from its junction with Mabledon Close extend the lines to a point 29 metres south west and to a point 31 metres north east. (2) On the south east side from a point 1 metre south west of the eastern boundary of Prospect House for a distance of 19 metres in a south westerly direction. (3) On the south east side from its junction with George Lane to a point 14 metres south west and to a point 35 metres north east. (4) On the north east side from its junction with Claythorne Lane to a point 2 metres south west and to a point 37 metres north east. (5) On the north east side from a point opposite and in line with the southern property boundary of Bull Cottage for a distance of 27 metres in a south westerly direction. (6) On the south east side from its south junction with Oak Lodge Road to a point 19 metres north east and to a point 23 metres south west. **GEORGE LANE - DYL** – (1) On the east side from its junction with Fairfield Road for a distance of 6 metres in a south easterly direction. (2) On the west side from its junction with Fairfield Road for a distance of 2 meters in a south easterly direction.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through tro@kent.gov.uk or viewed online from 1 October 2021 at www.kent.gov.uk/highwaysconsultations

Representations supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon Monday 25 October 2021.

Simon Jones
Corporate Director Growth, Environment & Transport