

Report of Informal Consultation with residents of Kemble on the Kemble Residents Parking Scheme as proposed by Gloucestershire County Council



Informal Consultation: February 2021

Report Compiled: March 2021

1. Introduction

- 1.1. The purpose of this report is to collate the feedback and comments received by residents regarding the Kemble Parking Scheme (using waiting restrictions) proposed by Gloucestershire County Council (GCC).

2. Background

- 2.1. Kemble & Ewen Parish Council have been working for many years to address the concern raised by residents of commuter parking in and around the village (initially caused by overspill once the original carpark reached capacity).
- 2.2. A large project completed in 2017 resulted in the construction of the new station carpark ensuring adequate parking facilities for all commuters using Kemble Station. A residents parking scheme was scheduled be part of this process but following delays (based around funding negotiations between Great Western Railway (GWR) & GCC) the Parish Council felt that holding the new station car park closed was counterproductive and the new car park was opened.
- 2.3. Funding from GWR is no longer available (it was negotiated under a now expired contract) and at a public meeting held in July 2019 by Kemble & Ewen Parish Council a number of residents expressed that the purchase of permits would not be acceptable – negating the possible use of either a Permit Parking Area or Residents Parking Zone based scheme.

3. The Proposal

- 3.1. The culmination of the work undertaken to date has led to the preparation, by GCC, of a draft scheme which Kemble & Ewen Parish Council are in the process of reviewing.
- 3.2. The proposed scheme uses waiting restrictions in key areas. No parking permits are required and as such the scheme is cost neutral to all residents and their visitors.
- 3.3. As part of this review process, Kemble & Ewen Parish Council carried out an informal consultation to seek the views of local residents. Following this informal consultation, GCC will conduct their own formal consultation as part of the Traffic regulation Order (TRO) process.

4. Methodology & Communication

- 4.1. The Parish Council invited comments and contributions via an online Google form, via email to the Parish Clerk and via Zoom drop-in sessions.
- 4.2. The details of the proposed scheme were published on the Parish Council website and on the three noticeboards in the villages located: outside the village shop, outside the village hall and at the bus stop in Ewen.
- 4.3. 200 properties in affected areas were leaflet dropped the information in paper format (Appendix 2) with details of where to find further information and how to comment.

5. Outcome

- 5.1. 39 residents completed the online survey, 3 residents attended the drop in sessions and 10 residents submitted comments via email

5.2. Survey Results:

5.2.1. 51.3% (20 responders) of survey respondents feel the proposed scheme enhances road safety, encourages commuters to use the station car parks and minimises impact on local residents and their visitors

5.2.2. 28.2% (11 responders) suggested restrictions should be added/increased in the following locations:

- More of the entrance of West Hay Grove (1)
- More of Windmill Road (2)
- More of Station Road (2)
- Top Farm (1)
- The junction of West Lane/School Road (1)
- Areas should be residents parking only (1)

5.2.3. 35.9% (14 responders) felt restrictions should be removed/reduced in the following locations:

- Old Manor Gardens (6)
- Residents Only Parking instead (5)
- All restrictions except Pheasant Hill (1)
- Clayfurlong Grove (4)
- West Hay Grove (1)
- Windmill Road/A429 Junction (1)

5.2.4. The summary of comments received via email and the survey are as follows:

- Residents Parking Zone should be used (2)
- Restrictions in Clayfurlong should be reduced (2)
- Restrictions in Clayfurlong should be increased (1)
- Restrictions should be placed on the parking bays in Station Road (1)
- Restrictions should be extended further into West Hay Grove (1)
- Support for the proposal (1)
- Restrictions in Old Manor Gardens should be reduced (2)
- Restrictions in School Road should be increased (1)
- Question over enforcement (1)

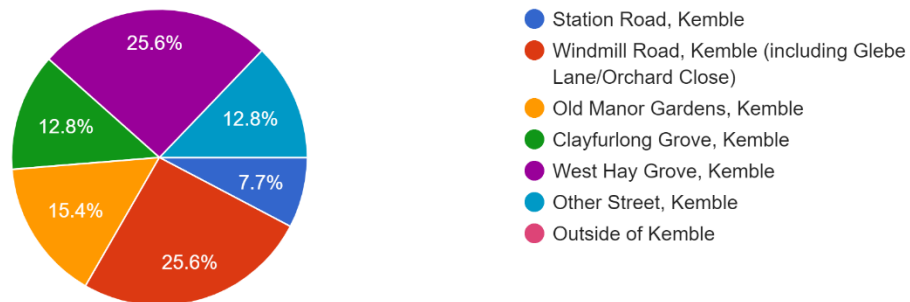
6. Next Steps

6.1. Parish Council to review comments/data received and agree next steps

Appendix 1: Survey Results raw data:

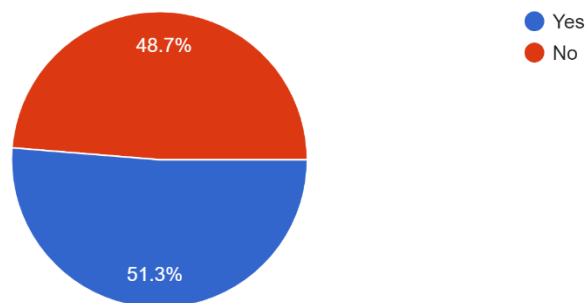
Q1: Where do you live?

39 responses



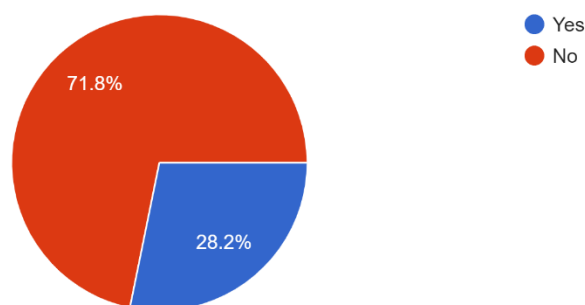
Q2: Do you think that the proposal meets with following objective: to enhance road safety, to encourage commuters to use the station car parks, t...s and their visitors? (If no, please explain in Q5)

39 responses



Q3: Do you think any further areas should have waiting restrictions in place? If no, proceed to Question 4

39 responses



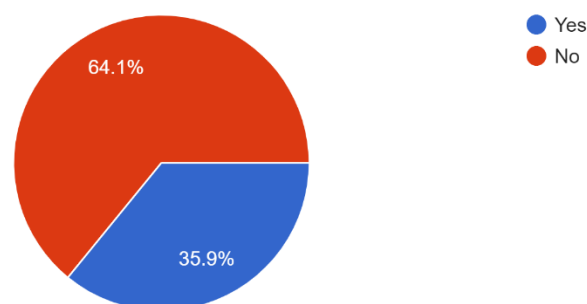
Q3a. If yes - where?

Extend the proposed no parking restrictions on the corner of Station Road and West Hay Grove up to the driveway entrance of the first houses on either side of West Hay Grove.

Instead of no waiting at any time it should be reserved for residents
Windmill Rd
On both sides of Station Road & between the parking bays on Windmill Road.
Junction of Westlane and School road including the area immediately in front of the Cottages opposite the green: Nos 144-150. Also double yellows directly opposite and on junction of Churchlane and School Road. These two areas of congestion are seriously hazardous to pedestrians when cars park in these areas.
Top Farm
whole village
Station Road, approaching bridge from Windmill Road - no parking between Windmill Road and bridge
Junction of School Road and Church Road. Cars currently park on the junction and obscure visibility coming out of Church Road, creating a hazard. Cars have been left for days which suggests they have used the Station and potential displacement could make things worse an
All of windmill road needs restrictions at all times, as well as all of station road. Extended the restrictions further down all the side roads as well.
Extend the no parking lines further round the junction corners (eg West Hay Grove exit) to tackle the visibility issues likely when someone parks up to the end of the proposed line and causes the overtaking to lack visibility and be dangerous. Second area is the school pickup and set down is a disaster every school day.

Q4: Do you think any areas included should be removed? If no, proceed to Question 5

39 responses



Q4a. If yes - where?

Old manor gardens
Too much restricted parking on Windmill Road and Station Road will make it even more difficult for residents to park outside their own houses
Old Manor Gardens
The double yellow lines in Old Manor Gardens
Windmill Road and Station Road should be made 'Residents only' parking not 'No waiting at any time'
As discussed at a very public PC meeting the only place where there appeared to be any consensus for parking restrictions was Station Road from the railway bridge to the park area.
Corners within OMG. T junction in Clayfurlong

I think the double yellow lines are excessive I agree with the ones on Station Road and Pheasant Hill but I don't think we need the ones in West Hay Grove Old Manor Gardens and the the one in Clayfurlong Grove apart from the ones on the entrance as I do not believe that parking is an issue in these areas
Clayfurlong groove. We are the only house with out a driveway.
All areas
Junction Windmill Road and A429.
Clayfurlong Grove the bottom near 5 to 6 31 to 32 and 50 to 51
The corners within my road OMG

Q5. If you have any additional comments relevant to the Parking Scheme please use the space below

Cars already park on the corner of Station Road and West Hay Grove causing a dangerous hazard for cars turning left into West Hay Grove. This situation will only get worse with the introduction of the proposed parking restrictions as more cars will be forced up into West Hay Grove, causing potential accidents on this corner especially as there is another immediate left hand turn to other residential properties at very short distance from the West Hay Grove entrance. Unfortunately people parking cars do not respect the good parking practice as stated in the Highway Code Rule 243 which is meant to prevent parking within 10 metres (32 feet) of a junction. In fact we regularly witness cars actually parking right on the corner of this junction. Thus this minor extension to the no parking restrictions now would protect the safety of both car drivers and pedestrians for the future.
Old manor gardens is rarely used by commuters. As a small private residential area, parking for residents, their visitors and service providers is already restricted. By placing double yellow lines in Old manor gardens you will force residents into station road. As this is also restricted and used by commuters, there will be an issue for residents to find adequate parking. Service providers will not be able to park close enough to properties in which they may be working, making it difficult to get work done. The restrictions will not force commuters into the car park as they do not park in Old manor gardens anyway. You are merely inconveniencing residents. Some properties have garage/driveways however most don't.
How will the new zones be enforced? I have seen poor parking on both sides of Station Road previously such that home heating fuel delivery lorries or fire engines would not get through. And while the bridge is currently unavailable there is no alternative route through. Once the zones are implemented there needs to be an enforcement campaign to ensure commuters recognise they will get fined if they ignore them.
By restricting parking it will make parking on the unrestricted areas even more difficult. I think there needs to be a residents only parking on Windmill Road and Station Road.
As a resident at Old Manor Gardens for more than 7 years I can confirm that there has never been a problem of commuter parking in Old Manor Gardens. There is no need for yellow lines in Old Manor Gardens - there is just enough space for resident/visitor parking as it is and restricting it further would have a detrimental effect on our day to day convenience. More generally, I do think that the problems alleged from commuter parking are exaggerated in most locations. I agree that there needs to be a deterrent along Windmill Road to the station - parking at the station is inexpensive and abundant now and there is a bus service - but this scheme is seeking to regulate parking on a much wider basis where there is not the same justification. Clear prohibitions around driveways and pinch points/pedestrian conflict areas is understood, but there is very little difficulty posed by commuter traffic on Station Road and none in Old Manor Gardens.
The local residents of old manor gardens would be negatively impacted if the designated yellow lines on the plans were to go ahead. The cars that currently park in these spaces belong to local residents (2 neighbours in particular) and I have never seen commuters park here, therefore this feels like an unnecessary and unwelcome addition to the parking scheme. Station Road is where non residents park so efforts would be better directed here.
If 'No waiting at any time' is introduced it will be the same as if commuters park ie nowhere for residents to park. It will also increase pressure on the parts of the roads not restricted. The only way

to ease pressure on residents not being able to park is to make Windmill Road and Station Road 'Residents Parking only'
What happened to the residents parking permits provided by GWR? Commuters are still going to park on our roads and walk up which congests our roads. If it were all a residents only area, they wouldn't be able to.
<p>In my opinion the GCC plan does not resolve the parking problem in Windmill Rd. I accept that the double yellow lines from Pheasant Hill to the railway over bridge is a good idea (although I have never seen any vehicles park there other than the odd one).</p> <p>There is no point in putting yellow lines around corners in Windmill Rd and Clayfurlong Rd etc since this restriction is already covered in the Highway Code Rule 243 " No parking within 10 metres of a road junction".</p> <p>I would suggest that an arrangement which said "No Parking between the hours of 1300 and 1400" (ie when shop is closed) on Windmill Rd, Station Rd and Clayfurlong Rd (as far as the junction at bottom of incline). Free Parking permits could be given to residents to cover any lunch hour parking. This would deter the "all day" commuters although, since the pandemic and the work from home arrangements there does not appear to be many passengers on the trains anyway!!</p>
<p>On the no waiting at any time, these areas are regularly parked on and restrict our view leaving Station Road safely, which can be tricky at times. Unless policed adequately the parking problems will continue. People are always parking on or near the corners no matter what.</p> <p>The main reason for people parking in the streets is to avoid car park charges and I can't see this changing one bit. When we moved here 21 years ago the street was virtually empty all of the time. We noticed a change when the parking fees went up.</p> <p>On many occasions I have seen spaces in both car parks well before the new car park was built. The access lane to Abbots Road houses has been compromised by cars parking opposite the entrance, thus restricting emergency vehicle access.</p> <p>We have vehicles parking outside our house from 6.40am every morning and some stay for 1-3 weeks at a time.</p> <p>The only positive answer, I think, to avoid this, is for parking attendants to patrol on a frequent basis to issue parking fines thus deterring commuters parking on the streets illegally.</p>
I assume no waiting is indicated by yellow lines on both sides of the road.
I re-iterate again the views of the PC meeting in that the whole situation of parking has changed in Kemble due to the fact that people are working from home now, and like it, and will not return to working in London because they have seen, and their companies have seen, that this works. I feel that we will never return to well populated trains to London again. The world of work has changed for ever. GCC need to understand this and just drop the whole scheme as being irrelevant now, Covid-19 has changed things. GCC could save the money on yellow paint, signs and the like and spend it on more important items. These proposals will not enhance road safety they would just allow cars to travel faster down Windmill Road. The parking slows everything down. The scheme offers no benefits to residents or their visitors anymore as there is no parking for the station anymore like there used to be. To the PC please do not approve this proposal.
Need to push the commuters/train users into the new (2nd) Car Park. Maybe better signage on Windmill Rd & Station Rd directing anyone intending to dump their car outside residents homes (sometimes for 2weeks!)
Single yellow lines should be considered in Station Road
On the most recent scheme Top Farm was included but now seems to have been missed out, will it be included in the scheme? If Top Farm is excluded and the commuter parking becomes an issue, why not sort it now? When the scheme is approved, how will it be monitored/enforced?
This is an excellent solution, it most certainly meets the objective stated in Q2 above and has minimal impact on our residents.
<p>The parish council has ceased to be impartial. They state above "residents have expressed that they are not willing to accept a scheme requiring the purchase of permits – negating the possible use of either a Permit Parking Area or Residents Parking Zone based scheme".</p> <p>Actually this statement is incorrect. SOME, very loud and shouting residents have expressed that they are not willing to accept a scheme requiring the purchase of permits. There has been no vote on this, merely the vicious power of the angry mob.</p> <p>There are two aspects to consider:</p>

1. road safety (this scheme covers that)

2. nuisance parking.

To address the nuisance parking, the only sensible approach is the permit scheme. Residents who believe otherwise are deluded: wanting to have their cakes and eat it. It is absurd in the extreme that Kemble residents benefit from having a station in the village, yet do not accept the fact that anyone else has similar right to park. In any other community worldwide, where there is a local facility in demand, parking restrictions would be accepted. Kemble residents need to get real, and accept they have to pay a price for having a this local benefit.

The proposed no waiting zone will, without doubt, move the problem parking onto the other village streets which do not have the new restrictions.

Living in Station Road commuter parking is an issue. Firstly the designated bays in my opinion promotes parking in the road rather than deterring them. All the houses in Station Road have off road parking. We believe a better solution to manage commuter parking (all Day and longer) would be to impose single yellow lines restricted parking Monday to Friday 9 am until 5pm 4 hour maximum stay no return within one hour as this would prevent commuters using the road for parking but give the least disruption to the residents.

Hello, we have no access to a driveway and I think we are the only people. If you double yellow line outside our property we wouldn't be able to park our car outside where I like to have it so I can see it on my CCTV. It's not practical for our family and saddened that upon inspecting the street we wasn't taken into consideration.

It's a good compromise. The parking problem seems to have diminished since Covid19 and it's likely commuter habits will have changed. Better not to have a more draconian solution which will be with us for ever to solve a problem which maybe (hopefully) we no longer have.

If yellow lines are implemented they will cause distress to residents who will have areas without restrictions more in demand, making parking more impossible outside their own homes.

This will also impact house value.

Residents need 'RESIDENTS ONLY' parking.

Surely there is an argument for time-limited parking in more areas; commuters parked between 5.15 am till 10.00 pm. Some parked for 3 weeks at a time, even in West Hay Grove, while they went on holiday. Still no provision for residents without drives to park easily. Could we as a village hire a highly visible parking warden to ensure (for instance) no one parked in certain locations for more than three hours? Or between 11.30 and 12.00?

As the only resident in Clayfurlong with no driveway, how will this impact my ability to park by my home. What will put in place to allow me access to park by my home?

The yellow lines shown will enhance road safety with minimum impact on residents. I fail to see how they will encourage commuters to use station carparks. (That is the few commuters remaining.)

My concern is that commuters will park further up WHG rather than in the car park.

The School side of the village didn't get any letter to notify us and we could be impacted by potential displacement

There has never been a commuter parking problem in Old Manor Gardens. We do not want double yellow lines

These restrictions need to be done correctly, all of Windmill Road and Station Road need no waiting at any time. Most of Clayfurlong and West Hay Grove need the restrictions at least down all the main sections of those streets. Something else that can be done that would help is the opening of the old Cirencester railway line as a cycle route, done nicely with a wide tarmac surface and eco street lights all the way, this would get used by lots of people instead of driving and should be done ASAP.

Since we are talking about inconsiderate and highway code ignoring people who park right on corners, they are quite likely to ignore the proposed lines. So what will be done to force acceptance of not parking in the marked areas and corners specifically? Otherwise the lines are pointless and generally a bad idea.

The footpath by the main station car park is a good improvement to that "parking in the road" issue. The parking by the parents at the school is a shambles and does not work safely. The parked car sections are too long to allow "normal" safe use of the road where there is a need to pull into gaps to let the traffic flow. A tough one to solve but happens at most schools.

This is a good solution to a difficult problem and fingers crossed that Gloucestershire Hireways approve the scheme and we can move on .

Appendix 2: Comments received via email

Having just read the latest proposed parking restrictions I am very anxious and concerned that if the 'no waiting at any time' comes into force for these large areas marked this will put huge extra strain on the few areas of road where there are no restrictions. I live in the part of Windmill Road which has no proposed restrictions which will mean everyone going to the shop and the station will be fighting for these few spaces. I have no off road parking currently and am very concerned that I will be unable to park outside my house. I already have difficulty even at this time of Covid when the station is hardly used.

If Windmill Road and Station Road for instance were to be made into Resident Only parking areas it would hopefully stop commuters using our spaces. Perhaps we could be issued with free permits to display?

Otherwise I would rather pay for a parking permit for residents only than have to park miles away - sometimes carrying heavy shopping.

If the majority of Windmill Lane and Station Road are made into 'No waiting at any time' zones then it will be the same as if the road is taken up with commuter's cars which means no space for anyone, including most importantly residents, to park.

Therefore I cannot see the point in this which it seems will only impact severely on residents not having anywhere to park.

There needs to be a plan to restrict parking to residents only to stop commuters parking and actually help the residents of the village.

I live in West Hay Grove in Kemble, and have received the letter about the parking scheme consultation.

The parish council has ceased to be impartial. The letter states "residents have expressed that they are not willing to accept a scheme requiring the purchase of permits – negating the possible use of either a Permit Parking Area or Residents Parking Zone based scheme". Actually this statement is incorrect. **some**, very loud and shouting residents have expressed that they are not willing to accept a scheme requiring the purchase of permits. There has been no vote on this, merely the vicious power of the angry mob.

There are two aspects to consider:

1. road safety (the new proposed scheme covers that)
2. nuisance parking (will get worse under the scheme, just in new areas)

To address the nuisance parking, the only sensible approach is the permit scheme. Residents who believe otherwise are deluded: wanting to have their cake and eat it. It is absurd in the extreme that Kemble residents benefit from having a station in the village, yet do not accept the fact that anyone else has similar right to park. In any other community worldwide, where there is a local facility in demand, parking restrictions would be accepted. Kemble residents need to get real, and accept they have to pay a price for having a this local benefit.

The proposed no waiting zone will, without doubt, move the problem parking onto the other village streets which do not have the new restrictions.

I will not attend the zoom meetings. I have no desire to once again be shouted at by the angry mob. I hope sincerely that mob anger does not rule the day here, and that democracy succeeds.

I live at [REDACTED] Clayfurlong Grove and we are the only house with no driveway to park the car.

Whilst I appreciate and totally understand the need to address our parking problems, I am not sure how I will be supported to park by my own home.

I suffer with Mental Health issues and this situation is causing me much unwanted stress and anxiety.

Please could you outline how the residents will be protected and what measures will be put in place to allow me to park by my home.

I look forward to your response

We are quite happy with the double yellow lines as suggested and happy for those outside our house to the railway bridge . However we are VERY keen to have restricted parking applying to the parking bays.... we have cars parking for weeks and some Mon- Friday on a regular basis and then all dragging their bags over the bridge to station..... we even see business people parking and then getting picked up in another car

May we first say that it is great to have the opportunity to comment before a formal proposal to the village takes place. With our recent experience of the footpath, we have been critical of the behaviour of the Parish Council and so it is only fair to compliment you when you do the right thing. From our location as residents of [REDACTED] we support the proposed scheme. We consider the most important merits of the proposed scheme are:

1. Double yellow lines on Pheasant Hill are placed on both sides of the road. *Reason: in the past motorists have parked on our 'front lawn'.*
2. The Double yellow lines on Pheasant Hill run all the way to the railway bridge. *Reason: in the past motorists have parked on road and the verges between the entrance to the railway car park and the bridge.*

3. The Double Yellow lines prevent parking at any time. *Reason: A number of previous proposals allowed parking at certain times, e.g. weekends. Weekend parking was part of the problem.*

4. There is no cost to residents for a problem caused by Railway Users. *Reason: It would be unfair for residents to pay for parking and it is a shame that a more sophisticated (and frankly better) alternative scheme could not have been funded by GCC and/or GWR.*

5. I trust that the lines will be of 'thin' design and so minimise their garish, un-rural appearance. I have photographic evidence of points 1 to 3 above which has previously been passed to the PC either via Roger or yourself. If you feel that they may be useful to be displayed at the formal GCC consultation I could dig them out again.

Finally a thank you to Roger, who I know is not in favour of yellow lines, for being one of the architects of this solution. In the circumstances I believe that this is the only practicable solution that the parishioners will support.

There is one other outstanding issue relating to the state of the verge between our drive and the footpath crossing: it is constantly being churned up by passing traffic as the road narrows. It really is a mess (see attached) and there is a need for a stretch of simple kerbing would protect the yellow lines from being covered in mud and enable grass to grow again as it used to. Although I believe this to be a GCC liability as it opposite a major transport hub we would be prepared to contribute if it helps get something done.

Firstly, I would like to thank members of our Parish Council for both

- responding to the wishes of the vast majority of residents by rejecting the GCC RPZ and PPA parking permit schemes, as these would have been excessive and inappropriate for our small rural village whilst imposing an unacceptable financial burden and considerable inconvenience on residents.
- organising and running the Informal Consultation and Zoom drop-in events to allow residents to ask questions and share their views on the new "Proposed Waiting Restrictions" scheme.

I am broadly in favour of the new scheme, as a better way of addressing the issue of inconsiderate commuter parking in the village.

I might just question whether every road junction shown with yellow lines requires them.

The following points cover my questions, comments and understanding following yesterday evening's drop-in event

1. One of our neighbours, with no computer access to the Parish Council website, mentioned that they had trouble reading the small, detailed overview drawing in the recent flyer posted through resident's doors. When it comes to the formal consultation, if this still cannot be held in the village hall, it would be very helpful to also post out the detailed drawings.
2. Will the yellow lines be double or single and of what width? They will be double, but modest in both size and colour.
3. What length will the yellow lines be at road junctions, will they be as per Highway Code Rule 243 "you must not park opposite or within 10 metres (32 feet) of a junction, except

in an authorised parking space”? They will be of relative lengths as indicated by the drawings.

4. What related signage will be installed and where? The yellow lines themselves should be sufficient, without requiring unsightly signs around the village.
5. How will the restrictions be monitored and enforced? The yellow lines themselves should discourage commuters from parking in these locations.

What further measures will be introduced to encourage commuters to park in the station car parks? No specific further measures identified.

On the KEPC website comment is invited from residents as part of the Informal Consultation process. Having taken a good look at the circulated information and walked around the specified locations I have the following observations to make.

Double Yellow Lines (DYL) – Clayfurlong Grove

The proposed DYL restrictions in Clayfurlong Grove have only been raised as an option in the Kemble Parking Scheme since January 2021 although one stretch was embedded within the rejected December 2020 PPA scheme. I believe that at no point in the prior three years was any issue raised or proposal made for this area of Kemble, so it is a surprise to find them included at this late stage. That being said, the proposed DYLs at its junction with Windmill Road do seem to be a sensible proposal to increase safety for residents exiting Clayfurlong Grove into Windmill Road.

At the junction at the bottom end of the hill down Clayfurlong Grove, there are three proposed DYLs outside 6, 7, 31, 32, 51 and 52. I can see no merit in placing these restrictions which will directly impact Clayfurlong Grove residents. These restrictions should be removed unless they are explicitly supported by those resident immediately impacted by them.

There are DYL on the corner opposite 44, 45, 46, 47, 48 and 49 Clayfurlong Grove which is the corner in front of 33 and 34 Clayfurlong Grove. I can see no merit in placing these restrictions which will directly impact Clayfurlong Grove residents. These restrictions should be removed unless they are explicitly supported by those resident immediately impacted by them.

Double Yellow Lines – Old Manor Gardens

The proposed DYL restriction in Old Manor Gardens has only been raised as an option in the Kemble Parking Scheme since January 2021. At no point in the prior three years was any issue raised or proposal made for DYL in this area of Kemble, so it is a surprise to find them included at this late stage.

That being said, the proposed DYLs at its junction with Station Road seems a sensible proposal to increase safety for residents exiting Old Manor Gardens. The extension of the DYLs alongside Bramble House and around the corner at its rear are an unnecessary restriction on the residents who park there. These restrictions should be removed unless they are explicitly supported by those resident immediately impacted by them.

The DYL on the corner of number 24 are an unnecessary restriction on the residents who park there. These restrictions should be removed unless they are explicitly supported by those resident immediately impacted by them.

Double Yellow Lines – Windmill Road

The installation of DYL at the junction of Station Road into Windmill Road would improve visibility and therefore safety when turning into Windmill Road and is a welcome addition to the scheme.

The DYL from the top of Pheasant (Windmill) Hill to the railway Over Bridge is long overdue and is supported.

Parking close to the A429 junction on Windmill Road has not been problematic in the 33 years I have lived in Kemble, but the introduction of DYL to reinforce the Highway Code, which says under Rule 243 ‘**DO NOT** stop or park opposite or within 10 metres (32 feet) of a junction’ would be welcome on this busy ‘A road’ junction. I would support DYL to enforce this requirement but only up to the Highway Code recommended 10 metres from the junction, not the excessive 30 plus metres on the drawing in the proposal.

Additions to the scheme - School Road

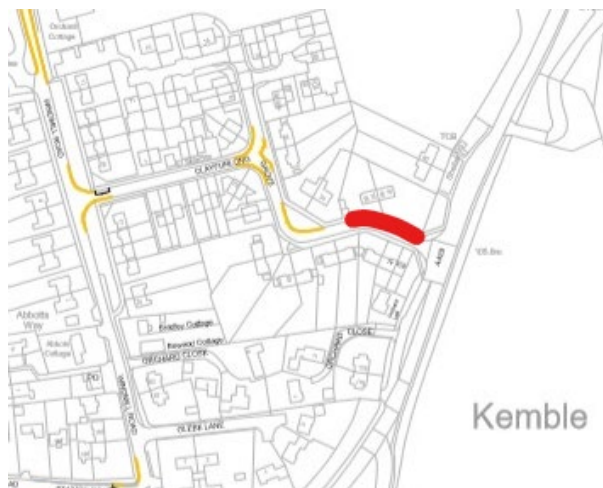
The crossroads junction of School Road with West Lane would benefit from having DYL on the corners to prevent parking within 10 metres of the junction, thereby ensuring good visibility is maintained at this busy intersection which can be hazardous to cross.

'Private' road from A429 to the Tavern Inn and Station Car Park

The proposed scheme shows the road alongside the new car park from the junction with the A429 down past the Tavern Inn and into the Station Car Park on the Cheltenham line side and indicates that 'existing no waiting at any time' restrictions are to remain. Does this must mean that GCC Highways are now accepting responsibility for that road?

After reviewing the documents online my only suggestion would be to add yellow lines as marked in red below.

The street parking by the tenants of the maisonettes in Clayfurlong Grove is at best woeful. Pedestrians are forced to walk in the road due to a number vehicles blocking it, and if it is clear you have the slip, trip fall hazard especially when dark due to the damage to these soft kerbs from this inconsiderate parking.



If this cannot be part of the scheme can the PC do something with CDC or the housing association to prevent the damage to these verges? I was of the belief that driving on a pavement was illegal unless crossing a dropped kerb for access.

Further to the letter received regarding the Kemble Parking Scheme, I write on behalf of myself and my family [REDACTED] Clayfurlong Grove, [REDACTED] near to the proposed no waiting at any time area which is close by.

We have 5 vehicles at home, of which 2 are motability [REDACTED]

[REDACTED] We hold a blue disabled badge each for any vehicle that we may travel in or drive, therefore it is important and vital that we have a disabled car parking space close to our home as we are unable to walk far and not able to carry bags of shopping and heavier items with our deformities.

We dug up our pretty grassed front garden in order to be considerate to our neighbours to make space for 3 of these cars, sometimes with a squash, 4. There is at least 4 car spaces available to park in on the area outside 34 and 35 Clayfurlong Grove, and at least one of these areas is always used by the residents of 47 Clayfurlong grove who unfortunately do not have anywhere to park at their home, with no driveway at all!

My first statement is that I have lived in our house since July 2003, and in these 17 and a half years have not seen anyone park in the proposed area of Clayfurlong Grove which we have learned to be the area with proposed waiting restrictions! and I am at home all day, I think that I would have noticed inconsiderate parking somehow.....There never has been or has currently, any obstruction caused by inconsiderate parking specifically by rail commuters! During the day there are spaces available for the residents and should a waiting restriction be implemented, this would cause much distress to the persons who are on shift work, especially as my son's partner would need to park on the road until later in the day.

Secondly, from the map of the waiting restrictions, it shows that there would be possibly only one car space left for a resident outside of number 34, which currently is totally ridiculous when there are many people who use these spaces. Not only residents, but workers of Bromford Housing. I find it totally absurd that Clayfurlong grove has been targeted as an area in Kemble where there may be inconsiderate parking by rail commuters, when looking at the locality of the rail station shows that we are further away than other areas you are looking at.

We live in a Bromford Housing Association home, it is not cheap rent and [REDACTED] feel that it would be impossible to pay for parking permits if ever this was the case. The waiting restrictions area would leave me unable to park outside of my home during the day and therefore would need disabled parking spaces specifically for my son and I to be sure that we were close enough to our home.

I know that we would be extremely upset that our local Parish Council were not supporting disabled car drivers in our village and it would be inconsiderate of them to allow a waiting restricted area in this part of the village!

I am therefore forwarding photos of the area in which I am referring to and the cars parked here are residents or workers parked outside homes and not obstructing at all. The so called rail commuters are unlikely to park this far away from the station when there is West Hay Grove and roads off of Station Road which are being used for mean commuters. If you need to check who the cars belong to, it would be better that the parish Council actually visited the area I am referring to and asked the residents as we are able to tell you, instead of assuming its commuters! I would be surprised if there is anyone in Clayfurlong Grove who accepts either the parking permit at our own cost or even these waiting restrictions, the lesser evil being the waiting restrictions as this way at least we would not have to pay out for a permit, but would be then very difficult for a few of us to park, however as a family we are not happy with the proposed schemes and feel that as a parish Council you should be defending your local residents and possibly employing a traffic warden to patrol the other areas being used by rail commuters. We who live in Clayfurlong think it is an absolute disgrace that there is a proposal for restricted parking and have never experienced parking problems that you are referring to.

I have had a look at the current proposals for the scheme and in many areas it is still ill thought through and the presence of the yellow lines is unnecessary. Despite so much yet meaningless consultation the proposal lacks considering how time has moved on and what the outcome will be post Covid on the use of Kemble station. The restriction during Covid pandemic on public consultation has made the process completely undemocratic and should be suspended until such time as the normal consultation processes can resume.

Yellow lines are not required as there will be no one to see that they are properly policed.

Please halt this process now before more money is wasted on yet another scheme that will be detrimental to the village.

COMMENTS RECORDED FROM ZOOM DROP IN MEETINGS

- Detail was hard to read on the flyer delivered to houses, particularly where people do not have internet access
- Clarification needed on signage requirements
- Can anything be done to encourage use of station car park
- One resident questioned the yellow lines in Clayfurlong adjacent to numbers 33 / 34 (but he did not live there)