

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Mr S Baker |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | email |
| Comments relating to: | Bradbourne Lakes area - The Meadway |
| Comment number: | 31 |

Incoming comments (paraphrased)

As a new resident of The Meadway, I do not feel that there are parking problems, as residents park sensibly and do not inconvenience one another.

These restrictions will force people who park outside their own houses in Westwood Way to park in The Meadway will be more congested. I fail to see how these proposal will benefit anyone other than the council's coffers.

Frankly, I object to my money being spent by my council on schemes that will make my road more dangerous and my life more difficult.

I would like to suggest that you scrap this poorly thought out scheme, save the money and spend it on wheelie bins instead. This is the first area I have lived in without wheelie bins and I am amazed that in 2007 you have not introduced them.

They have clear health benefits (no foxes ripping bags and spreading rubbish), they make it much easier for elderly residents to move their rubbish out for collection and they are a general benefit for the customers you serve.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr T Cook |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Bradbourne Park Road |
| Comment number: | 36 |

| Incoming comments (paraphrased) |
|--|
| The proposal to prevent commuter parking is welcomed, but we have concerns about the lack of visitor parking, particularly for visitors that need to park for more than 2 hours. |
| We suggest that the parking restrictions should be Monday to Friday, not Monday to Saturday as there is little problem on Saturdays. |
| Also, rather than allow limited waiting parking bays, the restrictions should be no parking for an hour in the middle of the day, thus excluding commuters. |
| Permits should be issued to every household, irrespective of whether they have a car or not, and the permits should not be for specific vehicles - this would allow them to be used by visitors. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mrs R Dean |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Bradbourne Park Road |
| Comment number: | 37 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>The proposals do not meet the published aims in this area, indeed it reduces the number of parking spaces available for commuters in the area. It maximises the inconvenience to residents by removing any possibility of own visitors cars occasionally being parked on the road all day.</p> | |
| <p>The proposals could discourage commuters from using the train as the number of free spaces would be reduced or much further away, and the costs of on-street parking would be prohibitive for many. This would have a negative environmental impact as commuters change to cars rather than the train.</p> | |
| <p>The proposals will be complex and expensive to implement and police and residents, visitors and tradesmen will find the parking confusing. The space available for parking in Bradbourne Park Road has been vastly reduced in recent years by more driveways, more zigzag lines at schools, restrictions on the north side of the road and traffic calming road humps.</p> | |
| <p>The proposals will encourage residents to turn their front gardens in to car parks which would destroy the street scene, prevent soak-away drainage and put more pressure on the existing piped drainage system that has flooded in the past.</p> | |
| <p>I suggest the existing parking arrangements are retained. If you must change them, the double yellow lines on the Granville School side of the road should be changed to be Monday to Friday, 8.30-6.30. The limited waiting parking areas are changed to allow permit parking.</p> | |
| <p>The District Council should reduce the Council Tax by £30/year to reimburse us in part for the unnecessary expense in purchasing permits. The District Council should provide as much free parking as possible close to the railway station to encourage commuters to use the train rather than the car.</p> | |
| <p>Other Councils should be encouraged to offer free parking so that commuters that have no need to drive to Sevenoaks to reduce the cost of commuting. Alternative forms of transport should be encouraged, with better cycle parking facilities at stations and the District Council should encourage car sharing by promoting the Kentcarshare scheme.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Ms M O'Brien |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Braeside Avenue area |
| Comment number: | 49 |

Incoming comments (paraphrased)

I am most concerned about the proposals to change the existing parking restrictions on the section Braeside Avenue opposite Stapleford Court, by introducing limited waiting.
 The road is used by a large number of cars, especially at the school run times. Parked cars narrow the road such that 2-way traffic is not possible and considerable congestions will arise if cars start parking from 8.30am.
 it seems to me that this is very likely to cause traffic problems on London Road, as cars queue to turn in to or out of Braeside Avenue and an increased risk of accidents in this area.
 It appears that the deliberations of the Parking Review Group on 1/3/2007 have not been included in the latest version of the proposals. This may well have been an oversight.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr D Sims |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | Braeside Avenue area |
| Comment number: | 50 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

We are supportive of the proposals for Braeside Avenue and the surrounding area, but we are concerned over the plans to change the existing parking restrictions alongside 2 Braeside Avenue and introduce limited waiting.

Our preferred option would be to leave the existing parking restrictions alongside our property as they are, though the restrictions could be changed to Monday to Friday as the volume of commuters and other parking is less at weekends.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr & Mrs C Smith |
| Representing: | |
| Address: | Supplied |
| on: | 10/10/2007 |
| Comment by: | email |
| Comments relating to: | Braeside Avenue area |
| Comment number: | 51 |

| Incoming comments (paraphrased) |
|---|
| We are supportive of the proposals for Braeside Avenue and the surrounding area, but we are concerned over the plans to change the existing parking restrictions alongside 2 Braeside Avenue and introduce limited waiting. |
| Our preferred option would be to leave the existing parking restrictions alongside our property as they are, though the restrictions could be changed to Monday to Friday as the volume of commuters and other parking is less at weekends. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr P Marchal |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane - Croft Way |
| Comment number: | 52 |

| Incoming comments (paraphrased) |
|---|
| Having looked at the other proposals for the Brittains Lane area, it is almost certain that the commuter parking will swiftly move into the lower half of Croft Way, and to a lesser extent, Downsview Road. |
| I would suggest that the proposed restrictions are introduced to at least half way along the road as a minimum, or up to the roundabout, maybe, for the sake or neighbourhood harmony, even to the top of the road! |
| As the parking restrictions begin to bite and rail travel continues to grow, certainly nowhere within at least a mile radius of the station will be safe from commuter parking. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr & Mrs Robinson |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane - Croft Way |
| Comment number: | 53 |

| Incoming comments (paraphrased) |
|---|
| <p>The views of the residents of Croft Way have changed since the previous consultation. To this effect we have canvassed the residents, asking whether the current proposals should be introduced with immediate effect; 24 of the 33 properties in the road were in favour of introducing the proposals immediately, 6 of the 33 were unavailable for comment and 3 of the 33 were not contacted.</p> |
| <p>Overwhelmingly, the Croft Way residents would like the proposed restrictions introduced with immediate effect (i.e. at the same time as elsewhere rather than subject to a delay).</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr C Hook |
| Representing: | |
| Address: | Supplied |
| on: | 10/25/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane - Redlands Road |
| Comment number: | 54 |

| Incoming comments (paraphrased) | |
|---|--|
| With regard to the proposals for Redlands Road and Greenwood Way, my group have considered the proposals and do not feel that the 'one hour double yellow line' is consistent with the stated aims of the project | |
| We do not believe there are any road safety issues in the Redlands Road and greenwood Way area, or traffic flow issues. There have been no changes to the road layout and the vast majority of the houses have private drives and hence on-road parking should not impact their quiet enjoyment of the area. | |
| The stated aim of the scheme is 'maximising parking facilities for commuters' We do not consider closing off vast areas consistent with this aim. We request you identify in detail where the lost parking spaces will be created, compared to the number of parking spaces currently available to commuters. It should be noted there are no schools or bus stops in the aforementioned area. | |
| We believe the council should offer viable public transport alternative to the commuters, prior to closing off alternative parking facilities. There are currently no viable public transport solutions from the Ightham area to the Sevenoaks train station. | |
| Under the Freedom of Information Act, please supply; 1. Names and addresses of all 'members of the public' who have made requests for these changes. 2. Details and names of any schools / bus stops in the area referred. | |
| 3. Details, including names, dates and descriptions of any accidents or incidents in the noted area in the last 12 months. 4. Details of the additional parking that is to be provided with the removal of this parking area. | |
| 5. Details of congestion reported in the noted area in the last 12 months. 6. Details of how a commuter can take public transport from ant to the TN15 9EA postcode to the Sevenoaks station, at 7.30am and return at 7.30pm. | |
| 7. Details of how parking permits can be obtained by residents in the TN15 9EA postcode. 8. An explanation as to how inconvenience is caused to residents who have their own private driveways and do not have their driveways obstructed in any way. | |
| 9. Details as to when the proposed changes are to come into force. 10. Details as to how we can further escalate this complaint and how it will be heard. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr O Parker |
| Representing: | |
| Address: | Supplied |
| on: | 10/25/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane - Redlands Road |
| Comment number: | 55 |

| Incoming comments (paraphrased) |
|---|
| I confirm my acceptance of the proposal for Redlands Road, it being the majority will of the residents of Redlands Road. Given the current extreme commuter parking difficulties at the top of the road I would ask for urgent consideration to be given to the introduction of your proposal as soon as it is ratified. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr P Runacres |
| Representing: | Redlands Residents' Association |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane area |
| Comment number: | 56 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>The Redlands Residents Association would like to make the following points; Braeside Avenue - The proposals to allow early morning parking in the area (rather than the existing restriction up to 10am) is of concern to residents.</p> | |
| <p>The parking is on a bend close to the junction with London Road, and has a high volume of traffic in the morning peak period. By allowing parking in the morning peak period this will add to congestion.</p> | |
| <p>The existing single yellow line restrictions should be retained, but become Monday to Friday rather than Monday to Saturday.</p> | |
| <p>The use of double yellow line junction protection - we believe the introduction of double yellow lines at junctions and roundabouts in the quiet side roads of Downsview Road, Croft Way, Redlands Road and Greenwood Way is over-zealous and unnecessary.</p> | |
| <p>The proposed single yellow line restrictions will suffice. We would also like the Council to reconsider this in an effort to cut down the number of street signs and to keep the roads looking as uniform as possible.</p> | |
| <p>We would like the Council to know our disappointment that we and other residents living near the station area need to have these restrictions at all.</p> | |
| <p>We believe the build-up of commuter parking over the last 5 years or so is due to the failure of the rail franchise holder and Network Rail to provide adequate parking facilities at a reasonable price.</p> | |
| <p>This has been compounded by changing fare structures along our rail line which has meant more commuters drive to Sevenoaks to commence their rail journey.</p> | |
| <p>We would like to see the Council maintain a constant dialogue with all parties associated with the running of the rail service to ensure they meet their obligations to their customers and the local community.</p> | |
| <p>We need a total approach to public transport that will obviate the need for commuters to park in residential roads.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr J Duplain |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area |
| Comment number: | 57 |

| Incoming comments (paraphrased) |
|---|
| I support your plans for Brittains Lane. The only thing I would question is the plan for double yellow lines at the corners of Downsview Road, Croft Way and Redlands Road. Since nobody should be parking on a corner in any case, it seems unnecessary to put double yellow lines - but maybe that is standard practice on street corners? |
| The little section on the west side of Brittains Lane, south of Downsview Road could be single yellow line since parking in that little stretch doesn't disrupt traffic. |
| In general I certainly welcome your plans and I look forward to seeing them implemented as soon as possible. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Phillips |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area |
| Comment number: | 58 |

Incoming comments (paraphrased)

We fully support the proposed extension of double yellow lines from 25 Brittains Lane, passed the driveway to 29, 31 & 33. Our preference would be to see the double yellow lines continue to the propose single yellow line at No.39.

This is because; 1. The road is quite narrow and on a bend and 2. There are no houses on this part of the lane so the proposal is only serving the interests of commuter parking.

Some of the non-resident owners of these parked cars are not considerate to the residents of the lane and are inclined to leave litter.

I fully appreciate the difficult job you have in arriving at a balanced proposal and would certainly appreciate your revisiting the necessity to allow unrestricted commuter parking on the stretch of the lane.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Ms K Silver |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area |
| Comment number: | 59 |

| Incoming comments (paraphrased) |
|--|
| We are happy with the proposed staggered yellow line parking arrangements for Brittains Lane. |
| However, we are still concerned that no restriction is to be placed on the hill opposite Brittains Farm |
| Allowing all-day commuter parking here will perpetuate a dangerous situation where traffic coming up the hill is forced in to the path of traffic coming down the hill, often at excessive speeds from the wider part of Brittains Lane. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr C Bell |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area - Croft Way |
| Comment number: | 60 |

| Incoming comments (paraphrased) |
|--|
| Although the single yellow line proposals for Croft Way are shown only to be introduced 'if required', it seems glaringly obvious that once the other restrictions in the area are introduced, commuters will move in to Croft Way and Downsview Road. |
| We now feel that the proposed restrictions will undoubtedly become necessary and feel that it would therefore be better that they be introduced at the same time as those in Brittains Lane and Redlands Road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr A Dawson |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area - Croft Way |
| Comment number: | 61 |

| Incoming comments (paraphrased) | |
|---|--|
| Once parking restrictions are placed on other roads in the area, the commuters will just move to the next roads, one of which is Croft Way. | |
| I request that you move ahead with the plans for the single yellow line restrictions in Croft Way immediately. | |
| Do not wait to see what happens, as this will merely result in the residents of Croft Way having the inconvenience of commuter parking outside their properties for months. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mrs A Greensmyth-Jones |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane area - Croft Way |
| Comment number: | 62 |

| Incoming comments (paraphrased) |
|--|
| <p>I agree with the general outline of the suggestions, however, I strongly object to double yellow lines being placed on the roundabout which would affect any parking outside my property.</p> <p>This would in fact discriminate against my car being parked there on occasions or any of my visitors parking there for a period of time.</p> |
| <p>Please reconsider this and keep the proposals in line with the remainder of the road i.e. single yellow lines on opposite sides of the road for specified periods, morning and afternoon.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr & Mrs Thresher |
| Representing: | |
| Address: | Supplied |
| on: | 9/25/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area - Croft Way |
| Comment number: | 63 |

| Incoming comments (paraphrased) |
|--|
| It appears that the proposed double yellow lines only extend part-way across our frontage. If the proposed double yellow lines extend across the entirety of our frontage, please take this as our formal objection to the proposals Double yellow lines are not required for safety at this location and we like the facility to be able to park at least one car on the road outside our house from time to time. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------------|
| Name: | Mr G Dolby-Gray |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane area - Downsview Road |
| Comment number: | 64 |

| Incoming comments (paraphrased) |
|---|
| <p>I wish to object to any order being made for yellow lines in Downsview Road, even if it is not intended to implement them at the present time.</p> <p>In particular I wish to oppose any yellow lines on the roundabout, especially as you propose that they continue to my property (17 Downsview Road).</p> |
| <p>The roundabout restriction outside my house would stop a few friends meeting up at my house and leaving their cars while we use public transport to go out for the day. They would have to park in front of neighbouring properties.</p> <p>This practice would be anti-social because it might well inconvenience or annoy my neighbours.</p> |
| <p>The proposed restriction might well devalue my property and is unnecessary because the property does not even have any frontage onto the roundabout.</p> <p>There is no need for any yellow lines on the roundabout because it is very close to the end of our cul-de-sac and there is no junction or conflicting route.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------------|
| Name: | Ms H Genever |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane area - Downsview Road |
| Comment number: | 65 |

| Incoming comments (paraphrased) |
|--|
| I realize that there has been an enormous increase of traffic in the last ten years or so but this road has been largely unaffected. The only problems we have had is the traffic engendered by the enlargement of the houses in the road - some of them taking nearly a year to complete. |
| I don't understand what the proposed single yellow lines are going to achieve. If there are any problems with commuter traffic on these roads, as there may well be in the future when parking on the slope opposite Brittains Farm has been banned, perhaps then would be a good time to review the situation. |
| I would like to know what all these planning restrictions are meant to achieve as the main problem seems to be the lack of commuter parking in Sevenoaks and other towns. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------------|
| Name: | Mr R Ryan |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area - Downsview Road |
| Comment number: | 66 |

| Incoming comments (paraphrased) | |
|---|--|
| I see no issue with rail commuters parking in Brittains Lane or Redlands Road. If they decide they are prepares to save the exorbitant daily car park fees by walking 10-12 minutes, good luck to them. | |
| The parking on the hill in Brittains Lane provides a very valuable service by slowing down the traffic coming down Brittains Lane. With yellow lines, Brittains Lane will be like a race track. | |
| Yellow lines, signage posts and other street furniture would be very oppressive in our lovely semi-rural road - a real eyesore. | |
| The whole scheme looks amazingly expensive to achieve just annoyance for residents and commuters alike. The money would be much better spent on filling in pot-holes, improving the roads and regularly cutting the grass verges. | |
| Overall, the proposed parking scheme and waiting restrictions for Brittains Lane is a solution looking for a problem and I urge you to drop the whole scheme. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Mr & Mrs Leigh |
| Representing: | Greenwood Way Residents |
| Address: | Supplied |
| on: | 10/9/2007 |
| Comment by: | email |
| Comments relating to: | Brittains Lane area - Greenwood Way |
| Comment number: | 67 |

| |
|---|
| Incoming comments (paraphrased) |
| The residents of Greenwood Way unanimously agree with the proposals for Greenwood Way, save for the proposed double yellow lines on the bend. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Mr & Mrs Pons |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane area - Greenwood Way |
| Comment number: | 68 |

Incoming comments (paraphrased)

These are sensible proposals and we support their introduction.
If it is possible, the double yellow lines around the bend in Greenwood Way could also be kept to single yellow line.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Mr E G Hicks |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Brittains Lane area - Redlands Road |
| Comment number: | 69 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

I am please to see the latest proposals for Redlands Road as it is basically as agreed with the residents and Residents Association.

I still have one concern about parking close to my driveway and that of my neighbour in No.24. The double yellow lines at the Kippington Road end of Redlands Road should be extended across the front of our property and that of our neighbour in No.24.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Buckhurst Avenue |
| Comment number: | 70 |

| | |
|--|--|
| Incoming comments (paraphrased) | |
| The change in designation on Buckhurst Avenue to remove the limited two hour waiting is not needed. Many residents leave the area during the day. This is shown by the number of non-resident cars using the spaces. The increase in regulation is not necessary and will harm reasonable parking provision and harm local business. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr C Luttmann |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | email |
| Comments relating to: | Buckhurst Avenue |
| Comment number: | 71 |

| Incoming comments (paraphrased) |
|---|
| <p>I live at 38 Buckhurst Avenue, where the current proposal is to change the single yellow line from 8.30am-6.30pm to 8.30am-9.30pm.</p> <p>I fail to see any merit in this change. There is very little parking to the front of Buckhurst Avenue after 6.30 at night and those cars that are there belong to the residents.</p> |
| <p>The proposal would remove the facility from residents. The proposal would present further difficulties for my family as we have a young child and often need to park outside our house after work. If we cannot do this it will be of great inconvenience.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Buckhurst Avenue |
| Comment number: | 72 |

Incoming comments (paraphrased)

The change in designation on Buckhurst Avenue to remove the limited two hour waiting is not needed. Many residents leave the area during the day. This is shown by the number of non-resident cars using the spaces. The increase in regulation is not necessary and will harm reasonable parking provision and harm local business.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mrs J Worrell |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Buckhurst Avenue |
| Comment number: | 73 |

| Incoming comments (paraphrased) | |
|--|--|
| It would not seem necessary to alter the parking restrictions in Buckhurst Avenue and Suffolk Way as there is a high turnover of spaces in the road. | |
| The 2 existing parking spaces for Police vehicles seem to be perfectly adequate. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Ms S Brown |
| Representing: | Paradigm |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road |
| Comment number: | 74 |

| Incoming comments (paraphrased) |
|---------------------------------|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr J Ball |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road |
| Comment number: | 75 |

Incoming comments (paraphrased)

I strongly object to the proposal for double yellow lines on Dartford Road in the area around my house, on both the east and west sides of the road.

The ability to park on the road is highly convenient at times; such a need is not served by waiting zones of a few hours.

Also, discouraging parking will increase space and so encourage speeding traffic and higher average speeds, causing more danger to pedestrians and pets alike.

I request that you leave the parking conditions unchanged along Dartford Road from Avenue Road, north up to Mount Harry Road.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mrs J Hogg |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road |
| Comment number: | 76 |

| |
|--|
| Incoming comments (paraphrased) |
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ms T James |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road |
| Comment number: | 77 |

| Incoming comments (paraphrased) | |
|---|--|
| The proposals outside our property (57 Dartford Road) show double yellow lines across our sloping driveway. Unfortunately the driveway is not large enough to get any sort of car down and therefore cannot be used as parking. | |
| I request that the parking restriction be changed to that of our neighbours (limited waiting and Zone C permit holders) | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ms S Smith |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road |
| Comment number: | 78 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------------|
| Name: | Mr & Mrs J M Dean |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Dartford Road - Egdean Walk |
| Comment number: | 79 |

Incoming comments (paraphrased)

At present, it is very dangerous when exiting Egdean walk by car. Vehicles parked on Dartford Road severely restrict vision, particularly when turning right towards the town.

The proposal to extend the double yellow lines to the south will partly solve this, but it will remain difficult to see travelling up Dartford Road from the North. To resolve this we propose that the double yellow lines be extended to the whole area immediately in front of No.9.

There are only occasional instances of non-resident and non-visitors using the cul-de-sac for parking. Once waiting restrictions are tightened in adjacent areas it is likely that non-residents will start using the road on a regular basis.

This is unsatisfactory as; a). The road is narrow and there are no pavements, so pedestrians have to walk in the road, and b). The road is one long bend, and vehicles should not park on a bend.

Large vehicles - refuse collection vehicles and delivery lorries use the turning area. We propose that this area become 'No waiting, Mon-Sat, 8.30am-6.30pm'

Parking on the rest of Egdean Walk should be more tightly restricted as most houses have room for 2 cars in their drive plus a double garage, to either 'No waiting, mon-Sat, 8.30-6.30' or 'Limited waiting, Mon-Sat, 8.30-6.30 2hr/1hr and permit holders'.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------------|
| Name: | Mr E Routledge |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road - Egdean Walk |
| Comment number: | 81 |

| Incoming comments (paraphrased) | |
|---|--|
| The current double yellow lines in Egdean Walk extend half way across our frontage. The exit from Egdean Walk in to Dartford Road is dangerous due to limited visibility from parked vehicles. This is exacerbated as the kerbs are not dropped from our access. | |
| Extended double yellow lines are proposed to the south, but not to the north. A similar extension to the north would greatly enhance safety for exit and negate the effects of effectively all-day parking in the permitted Dartford area. A further effect of restrictions will be to encourage additional parking in Egdean walk, partially negated by the 11am-noon restriction. However, 'split-shift' parking will occur, and a double restriction during am and later pm would be desirable. | |
| Alternatively, limit waiting in Egdean to 2hour periods. Needless to say, enforcement will be necessary for any f this to work. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------------|
| Name: | Mr J Welch |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road - Egdean Walk |
| Comment number: | 82 |

| | |
|--|--|
| Incoming comments (paraphrased) | |
| The proposals for the town seem to be concerned with raising revenue by eliminating free parking. What is needed is more parking at Sevenoaks railway station. The BT building occupies a site that was a car park and the parking associated with that building seems underused. | |
| Could a percentage of those parking spaces be leased and made available on season tickets to rail users? Could one of the surface car parks have an upper level added? Such works can use pre-fabricated sections and proceed with little disruption to normal usage. | |
| If the proposed scheme is introduced then various local improvements should be incorporated. If parking becomes more restricted generally there will be more pressure on those areas where restriction is less. Your proposal to designate Egdean Walk as 'No waiting, Mon-Sat 11am-noon' may not be sufficient and 'No waiting, Mon-Sat 8.30-6.30' may be more appropriate. | |
| The length of road between Egdean Walk and Mount Harry Road is not yellow-lined at present should remain open to parking or be designated 'No waiting, Mon-Sat 11am-noon'. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------------|
| Name: | Mr Timms |
| Representing: | Oakdene Residents Association |
| Address: | Supplied |
| on: | 10/11/2007 |
| Comment by: | letter |
| Comments relating to: | Dartford Road - Thicketts |
| Comment number: | 83 |

Incoming comments (paraphrased)

The residents of Thicketts (signed by 10 residents) are deeply concerned about proposals for our cul-de-sac. The road is narrow and there is not room for emergency vehicles to get through when vehicles are parked on either side as you are proposing.

Already cars park all-day long (sometimes overnight) with the drivers presumably going to London, with considerable inconvenience and danger to residents.

We suggest a system of double yellow lines all around Thicketts, with residents being given permission to park (similar to the system for 'disabled' cards for drivers to display).

We feel it is essential to extend the existing double yellow lines leading out of Thicketts onto Dartford Road, on both sides.

At present, entering or exiting Thicketts is Highly dangerous due to cars being parked all day long beyond the present lines and blocking the view of traffic.

We also see an eventual need for some kind of traffic calming in Dartford Road, along the Thicketts stretch - at present it often resembles a race-track rather than a town street.

At least a 30mph sign could be effective if not a flashing sign or a camera picture.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mrs M Dodd |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | letter |
| Comments relating to: | Dartford Road area |
| Comment number: | 84 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|--|
| My chief concern is that there should be good sight lines from the exit of the block of flats at 79 Dartford Road. This is particularly necessary now that there is day-long parking along the west side kerb and short term parking on the east side, making our exit increasingly hazardous. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr J Wilson |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Dartford Road area |
| Comment number: | 85 |

| |
|--|
| Incoming comments (paraphrased) |
| We confirm that the parking outside 79 Dartford Road is extremely dangerous. The proposed double yellow lines finish half way across the property, but the entrance is about one third of the way, leaving the proposed limited waiting spaces very near the entrance, making the sightline very difficult. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr B Fitzgerald |
| Representing: | Kent Highways Services |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | letter |
| Comments relating to: | General |
| Comment number: | 86 |

| Incoming comments (paraphrased) |
|---|
| Amherst Hill, Riverhead - Kent Highway Services wish to see the 'School Keep Clear' markings outside the redundant Riverhead Primary School building and the 'School' triangular warning sign to the south to be removed. |
| South Park - Kent Highway Services note and support the inclusion of a school bus bay outside St Thomas' Roman Catholic Primary School |
| St Botolph's Road - Kent Highway Services note and support the proposals for double yellow lines in the vicinity of no.18 St Botolph's Road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Ms A White |
| Representing: | Sevenoaks Town Council |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | General |
| Comment number: | 88 |

| Incoming comments (paraphrased) | |
|---|--|
| The Town Council welcomes the holistic view of the majority of recommendations, but is still concerned about the lack of parking for private households, let alone visitors. | |
| There is also concern about parking provision for workers in the town, particularly those on lower incomes. The Town Council considers too much emphasis has been placed on solving the commuter problems in the station area without the introduction of a multi-storey car park and that displaced parking will have a knock-on effect on abutting areas. | |
| The Town Council would ask that the signs needed for the variety of new regulations are put on walls or existing posts and that the number of new poles is kept to an absolute minimum. The Town Council ask that consideration is given to a Sevenoaks town-wide parking permit for residents. | |
| Amherst Hill - The Council seeks assurance that a study has been undertaken relating to the numbers of cars that park there at present and ensure that there will be sufficient car parking spaces between 7am and 10am to accommodate displaced vehicles. Further, that there will still be sufficient capacity for local people to park after 10am. | |
| Argyle Road - It is reported that residents are unhappy with proposals for residents parking permits. Bethel Road - The Council ask that consideration is given to limited waiting instead of double yellow lines in Cobden Rd to protect the business of local shops. The proposals displace 7 car parking spaces in an area where residents already have difficult | |
| Burntwood Road - Proposed 'no waiting' should be up to 10am. Grassy Lane - Proposed 'no waiting' should be up to 10am. | |
| Hitchen Hatch Lane - The Town Council has no objection provided it is in accordance with the residents association wishes. Hollybush Lane - The Town Council considers that Pay & Display is inappropriate in Hollybush Lane along side the cricket ground as this is a Conservation Area. Restriction 'no parking before 10am' should be imposed. | |
| Morewood Close - The Town Council considers this a purely revenue raising exercise and restriction should be altered to 'no parking prior to 10am'. Mount Harry Road - The Town Council is concerned about the effect of the proposals on the business of shops in Dartford Road and ask that consideration is given to some limited parking 2hr/1hr. | |
| Plymouth Drive - The Town Council ask that parking restrictions in Plymouth are limited to Mon-Fri. Solefields Road - 'No waiting' restrictions should be before 10am in Solefields Road and Shenden Close. | |
| St Botolph's Road - The Town Council considers the proposals for levying charges in this road are indefensible and is purely a revenue raising exercise. Parking restrictions should remain as at present. The Crescent - The Town Council ask that the length of double yellow lines in The Crescent are shortened as three parking spaces will be lost under the current proposal. | |
| The Rise - The Town Council considers the proposed double yellow lines continue too far along The Rise and should be reduced by at least 10m. Valley Drive - The Town Council considers there should be no alteration from the current restrictions. The Town Council asks that the proposed restrictions in The Dene are altered to alternate 2hr/1hr parking. | |
| Vine Court Road - The Town Council considers that pay and display is inappropriate in Park Lane which is situated in the Conservation Area. We would ask that the current arrangements are left in place, owing to the steep hill and dangerous bend, cars moving every 2 hours would be detrimental to safety. | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| |
|--|
| |
|--|

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | General |
| Comment number: | 89 |

Incoming comments (paraphrased)

The objection is on the basis that the scheme is not necessary to assist traffic nor appropriate in terms of the interests of residents and property owners.
However, in making the objection there will be no concern about those elements of the scheme that purely relate to safety and sight lines.

The rest is an unnecessary burden on road users and will reduce the freedom of parking.
This objection applies to the totality of Amendment12 except for those matters concerning safety and sight lines which are easily distinguished from the remainder.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr A Lovejoy |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | General |
| Comment number: | 90 |

| Incoming comments (paraphrased) | |
|--|--|
| 1. | The existing parking arrangements are woefully inadequate and a proposed proliferation of restrictions and parking charges will transform the area into a suburban 'parking ghetto' similar to those seen in central London boroughs. |
| 2. | The majority of daytime local employees, visitors, customers frequenting the area are not on 'big city wages' and compulsory parking charges will increase the already exorbitant burden of local taxation. |
| 3. | It is obscene that the average working person and council tax payer, who is simply trying to go about his or her daily business be hammered yet again to subsidise the already 'cash rich' SDC. |
| 4. | SDC have already given the go-ahead for the derelict Railway and Bicycle Public House to be made in to flats and shops. The existing parking arrangements, let alone any new proposals, are simply inadequate to accommodate a development of this kind. |
| 5. | Restrictive and unpopular parking practices enforced by SDC will make it virtually impossible for local businesses to operate. This will result in businesses having to make cutbacks to survive. Businesses will find it hard to retain and recruit staff. |
| 6. | Restrictive parking practices in the area will result in more 'road rage'. |
| 7. | Restrictive parking practices in the area will result in more accidents as drivers rush to secure the few parking spaces available. |
| 8. | There will be increased levels of pollution in the areas as drives circle to secure a space. |
| 9. | There will be increased congestion from the reasons in (8). |
| 10. | If SDC genuinely want to reduce the amount of commuter parking in residential roads then I believe the council should; a) increase the capacities in their car parks, and, b) reduce the costs of parking in their car parks as they are extremely expensive, which prevents commuters using them. |
| 11. | When SDC's offices were built, a large, bespoke, free car park was created for the exclusive use of the council employees. To then target and penalize every other worker unfortunate to be in the SDC free parking 'club' is tantamount to saying, 'I'm on the bus, ring the bell!'. |
| 12. | The sheer cost and inconvenience of managing the day to day running and policing of multiple pay and display spaces and machines will create a monumental headache for both the public and SDC. However, I would suggest you reflect on the fact that 380,000 people emigrated from the UK last year. The saying 'if you can't stand the heat, get out of the kitchen', springs to mind. |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr L McAleese |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | email |
| Comments relating to: | General |
| Comment number: | 91 |

| Incoming comments (paraphrased) |
|---------------------------------|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------|
| Name: | Mr R Smith |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | letter |
| Comments relating to: | General |
| Comment number: | 92 |

| Incoming comments (paraphrased) |
|---------------------------------|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr M Thompson |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | General |
| Comment number: | 93 |

| Incoming comments (paraphrased) |
|--|
| Has... (the District Council)... nothing better to spend my Council Tax money on than persecuting residents and drivers??????? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------|
| Name: | Mr F Ward |
| Representing: | |
| Address: | Supplied |
| on: | 10/9/2007 |
| Comment by: | email |
| Comments relating to: | General |
| Comment number: | 94 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | General |
| Comment number: | 95 |

Incoming comments (paraphrased)

The objection is on the basis that the scheme is not necessary to assist traffic nor appropriate in terms of the interests of residents and property owners.
 However, in making the objection there will be no concern about those elements of the scheme that purely relate to safety and sight lines.

The rest is an unnecessary burden on road users and will reduce the freedom of parking.
 This objection applies to the totality of Amendment12 except for those matters concerning safety and sight lines which are easily distinguished from the remainder.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------|
| Name: | Business Representatives |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | Petition |
| Comments relating to: | General |
| Comment number: | 96 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr D Arrowsmith |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 97 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>I welcome your proposals for the town but wish that they could go further. There are parking problems in Hurst Way, where 3 properties have no off-street parking facilities and there are parking pressures associated with residents parking.</p> | |
| <p>The parking proposals could displace parking in to Hurst Way. Can the District Council provide allocated parking spaces for those properties in Hurst Way that have no alternative?</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mrs J Batchelor |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 98 |

| Incoming comments (paraphrased) | |
|---|--|
| The proposed restrictions for our area seem reasonable and the restrictions around the junction of Grassy lane and Oak Lane are very necessary. | |
| You may want to consider extending the double yellow lines a little further to avoid congestion at the Oak Lane junction. | |
| The proposed 11am-noon restriction is a neat way to prevent all day parking. Is there any provision for obtaining temporary exemptions if a resident has builders or other workmen? | |
| To avoid uncertainty I suggest that you have double yellow lines right down the left hand side of Oak Lane, from the High Street to Grassy Lane, possibly as far as the Kippington Road junction. Although few people park here at present, the restrictions elsewhere may cause them to try in future and would be extremely dangerous. | |
| It is a good idea to tackle the commuter parking problems in residential roads. However, such restrictions need to be linked to the provision of more parking (at affordable rates) in the town centre and at the station, (maybe using multi-storey car parking). The existing car parks are not sufficient and are expensive for daily commut | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr G A Boon |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hoptgarden Lane & Burntwood Road |
| Comment number: | 99 |

| Incoming comments (paraphrased) | |
|---|--|
| We notice the proposed yellow lines stop just before our house. This will encourage people to park in front of our house. | |
| The pavements in Hoptgarden Lane are in poor condition and it is difficult to push a child's buggy along. This makes people walk in the road. | |
| The proposals are 'designed to maximise facilities for commuters' - we cannot see any information as to how this is to be accomplished, or areas where commuters can park without charge. | |
| It seems unrealistic that the numbers of commuters is likely to fall. Many commuters come from properties that are further than walking distance from the station. If they cannot park in a car park they will use the roads and if they cannot use roads close to the station they will use those further away, such as ours. | |
| It appears essential that more parking should be provided near the station. It would seem that the only way the necessary number of spaces could be accommodated is with a multi-storey car park there. This should be taken in to account when considering planning applications. It is a tragedy for the town that this was not considered when the BT building was allowed to be constructed. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs Brunning |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hopgarden Lane & Burntwood Road |
| Comment number: | 100 |

| Incoming comments (paraphrased) |
|---|
| We object to the proposed single yellow line restrictions as at present they are quite unnecessary. There is no evidence that the roads in the area are used by commuters, but this should be monitored. |
| If some restriction is required then the 11am-noon restriction is unsuitable and has only been proposed to fit the work pattern of the parking wardens any restriction should be 9am-10am as this is more acceptable. |
| We believe there may be a reason for double yellow lines at the junction of Grassy Lane and Oak Lane, but there is no need for yellow lines at the other junctions in the area. This would lead to further urbanisation which is not necessary at this juncture. |
| We would like to draw your attention to the inaccuracies in the consultation plans which are approximately 5 years out of date. They do not show the developments that have taken place in Grassy Lane and Burntwood Road. We therefore question the validity of their use for planning purposes. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr T Craddock |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopgarden Lane & Burntwood Road |
| Comment number: | 101 |

| Incoming comments (paraphrased) | |
|---|--|
| I accept the need for double yellow lines at the junction of Grassy Lane and Oak Lane, but not at the other junctions in the area as there has not been a problem and they are not necessary. | |
| I object to the 11am-noon restrictions as any parking problems are temporary -i.e. for building works etc. The 11am-noon restriction is a ridiculous time and extremely inconvenient to residents. It will have no effect on commuter parking as people will simply move their cars to other roads with different timed restrictions. | |
| I object that residents and tradesmen would have to pay to park on the single yellow lines, and £2 is expensive and overly bureaucratic. This exposes the restrictions as another council money-making scheme. | |
| SDC have not proposed any extra parking in the town, hence people must pay the extortionate fees. This will convince people to go to Bluewater instead. Also the Council has made no provision for low wage workers who cannot afford the town car parks. | |
| I understand that the 11am-noon restriction is purely to fit in with the parking officers rounds. Again this exposes the scheme as purely money-making. | |
| I do not want Grassy lane to be included in any parking restrictions except at the junction of Oak Lane. Maybe we could re-visit the scheme in a year's time and make a decision then. | |
| SDC should take over the running of the station car parks using existing parking staff. At £4.60 a day SDC could increase revenue and use the funds to build a multi-storey car park near the sports centre or behind Tesco. | |
| If SDC override residents' objections then a 9am-10am restriction would be more sensible, but I do not see the need for any restrictions at all in Grassy Lane between Hopgarden Lane and Burntwood Road. | |
| Residents should be given one 'any car' parking permit for guests and trades people to use during the 1 hour parking restriction period. | |
| The original survey was flawed as only asked people to comment on parking. Ultimately this means that only people with parking problems write in and not people that are happy with the status-quo. Some residents are commenting on the expensive town parking and the need for a multi-storey car park. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs Evans |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hoptarden Lane & Burntwood Road |
| Comment number: | 102 |

Incoming comments (paraphrased)

We do not support the proposed 11am-noon restrictions on the eastern side of Grassy Lane which would severely restrict residents' visitors or events.

Any single yellow line restriction should be 8am-10am

Any restrictions should not be painted across the top of residents' driveways.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr & Mrs Gribben |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 103 |

Incoming comments (paraphrased)

We object to the proposed single yellow line restrictions as at present they are quite unnecessary. There is no evidence that the roads in the area are used by commuters, but this should be monitored.

If some restriction is required then the 11am-noon restriction is unsuitable and has only been proposed to fit the work pattern of the parking wardens any restriction should be 9am-10am as this is more acceptable.

We believe there may be a reason for double yellow lines at the junction of Grassy Lane and Oak Lane, but there is no need for yellow lines at the other junctions in the area.

This would lead to further urbanisation which is not necessary at this juncture.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hoptgarden Lane & Burntwood Road |
| Comment number: | 104 |

Incoming comments (paraphrased)

The proposed 'no waiting' restrictions will severely reduce parking in the area and its convenience. It will have a detrimental impact upon users living in the area and working in the town.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs Kendrick |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hoptarden Lane & Burntwood Road |
| Comment number: | 105 |

| | |
|--|--|
| Incoming comments (paraphrased) | |
| <p>We object to the proposed single yellow line restrictions as at present they are quite unnecessary. There is no evidence that the roads in the area are used by commuters, but this should be monitored.</p> | |
| <p>If some restriction is required then the 11am-noon restriction is unsuitable and has only been proposed to fit the work pattern of the parking wardens any restriction should be 9am-10am as this is more acceptable.</p> | |
| <p>We believe there may be a reason for double yellow lines at the junction of Grassy Lane and Oak Lane, but there is no need for yellow lines at the other junctions in the area.</p> | |
| <p>This would lead to further urbanisation which is not necessary at this juncture.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr & Mrs Langford |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 106 |

| Incoming comments (paraphrased) | |
|--|--|
| We welcome the proposed parking restrictions as over the last 2 years we have suffered daily from:- Cars parking on the pavement, making mothers with pushchairs having to walk in the road and visitors and tradesmen are unable to park outside our house. | |
| We also receive verbal abuse from motorists when asking them not to park too close to our driveway, which causes a visibility problem. | |
| Parked cars cause problems when the drains are cleaned and the gutters are swept and the area has flooded in the past. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs Lewis-Davies |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopgarden Lane & Burntwood Road |
| Comment number: | 107 |

| Incoming comments (paraphrased) |
|---|
| We approve of the creation of double yellow lines at the junction of Grassy Lane and Oak Lane, and the double yellow lines along the even-numbered side from Oak Lane to Hopgarden Lane. |
| We do not approve of the single yellow line 11am-noon on the odd-numbered side of Grassy Lane. The parking seems to be shop-workers rather than station parking and an 11am-noon restriction will just mean that they move their cars at lunchtime. |
| We suggest that any single yellow line restriction be 8am-10am or 8.30am-9.30am as it would make it more difficult for town workers to park and would have benefits in the mornings when there is more school-related traffic. |
| Any painted lines on the odd-numbered side should not cover the driveways. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs Marsh |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hopgarden Lane & Burntwood Road |
| Comment number: | 108 |

Incoming comments (paraphrased)

We are surprised that the District Council has proposed waiting restrictions in Burntwood Road as we are not aware that there have been any problems with commuter parking in this road. We can only assume that there are problems in Grassy Lane and/or Hopgarden Lane and that there are fears that it could be displaced.

This displacement seems unlikely as Burntwood Road is too far from the station & town centre to make it attractive to commuters. We think that by anticipating a problem that does not exist, the Council will make life difficult for residents. It seems to us that it would be far better to wait and see whether restrictions become necessary at a later date than to introduce them unnecessarily.

For these reasons we are opposed to the proposed controls in Burntwood Road and hope that, on further consideration, the Council will decide not to proceed with these proposals.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr B Maxwell |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopgarden Lane & Burntwood Road |
| Comment number: | 109 |

Incoming comments (paraphrased)

I confirm my acceptance of the proposals for Grassy Lane, nevertheless I would prefer two periods of limited waiting, say, 10am-11am and 3pm-4pm.

I look forward to the cessation of parking all day in Grassy Lane, though it may become a 'high speed' rat-run during peak hours.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Cllr R Parry |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hoggarden Lane & Burntwood Road |
| Comment number: | 110 |

| Incoming comments (paraphrased) |
|--|
| Restrictions in Grassy Lane, Hoggarden Lane and Burntwood Road are rejected by residents and there is a universal wish to maintain the 'status quo'. The proposed restrictions between 11am and noon are not in the interests of residents. |
| There should be no change to the existing restrictions in Morewood Close, other than to provide more non-fee-paying residents parking. |
| There should be no change to the restrictions in St Botolph's Road. The introduction of ticket machines in to a road that is to become part of a conservation area is perverse and contravenes the spirit and nature of Conservation Areas. |
| The District Council should work towards a strategic solution with all public and private bodies which will require multi-storey car parks in the Town Centre and at the station. |
| The District Council should prevent delivery vehicles parking randomly and at will on both sides of the High Street and London Road as a means to resolving Sevenoaks congestion problems. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr & Mrs Stewart |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 111 |

Incoming comments (paraphrased)

We object to the proposals for Grassy Lane. It is a quiet road with very little parking. To plaster the area with double yellow lines will detract from the look of the road and will impose unnecessary and unfair restrictions (and a financial penalty) on the residents and their visitors and be highly inconvenient. We are nowhere near the station or the High Street and so have no fall-out from either location. Why impose a scheme that will be deeply unpopular, completely unnecessary and costly? We suggest the money would be best used to provide better parking facilities near the station and town centre!

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr J Thoresen |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hoptarden Lane & Burntwood Road |
| Comment number: | 112 |

| Incoming comments (paraphrased) |
|---|
| We are against the proposed parking restrictions in Grassy Lane |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs Turner |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hopgarden Lane & Burntwood Road |
| Comment number: | 113 |

| Incoming comments (paraphrased) |
|---|
| We object to the proposed single yellow line restrictions as at present they are quite unnecessary. |
| If some restriction is required then the 11am-noon restriction is unsuitable and has only been proposed to fit the work pattern of the parking wardens any restriction should be 9am-10am as this is more acceptable. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 114 |

| Incoming comments (paraphrased) |
|---|
| The proposed 'no waiting' restrictions will severely reduce parking in the area and its convenience. It will have a detrimental impact upon users living in the area and working in the town. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr R Woodward |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | Grassy Lane, Hopton Lane & Burntwood Road |
| Comment number: | 115 |

| |
|--|
| Incoming comments (paraphrased) |
| Because Grassy Lane is so far from the station, I do not think that either double yellow lines or single yellow lines are necessary. My preference would be to drop the proposals for our road. |
| If the proposals do go ahead, I request that the double yellow lines do not extend in front of my own house (Woodstock)? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr S Aguss |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 116 |

Incoming comments (paraphrased)

1. There has been no consultation with the Hartslands' Residents. This is unforgivable - You do not try sneaking in unpopular proposals in the Hartslands area on the back of other works.
2. It is especially unforgivable that you have not consulted Prospect Road residents about the proposals in advance of this formal notice. Your Authority clearly does not have the courage to consult its residents where the proposals will be unpopular with those residents.
3. I have lived in Sevenoaks for over 10 years and this is at least the 3rd or 4th set of restriction proposals that I can remember. Your Authority s clearly unable to take a strategic view on parking, but instead resorts to s piecemeal, stealth approach.
Is there a long-term aim to remove all parked cars from roads in the town? With this gradual approach, that can be the only conclusion. It is obvious there will be more proposals in a few years; then a few more, until on-street parking is virtually remove
4. Can I propose that your Traffic Engineers undertake a training session from by your Planning Conservation Officers and local historians. Clearly your Engineers do not realise that the roads and houses of Hartslands were designed long before the car.
Much as we would all like to remove cars from our lives, this is just not possible. Cars are here to stay and your Authority must positively plan for them. The Hartslands' proposals do not address this.
5. Where is a parking strategy for Hartslands? Before forcing any more restrictions on an unwilling population, your Authority must consult widely and formulate realistic, long-term plans.
With this point in mind, I request that all the proposed restrictions are shelved until this strategy has been produced.
6. Have your Traffic Engineers studied population demographics for Hartslands before making their proposals? I suspect not. Anyone who knows the area knows there is still a relatively high proportion of non-car owning elderly households.
As this population changes the properties will become occupied with young professional people, often with 2 cars per household. The pressures in Hartslands will only get worse, not better.
7. Taking the 'carrot and stick' analogy, all your Authority is doing is using sticks! You make no attempt to tackle latent demand for parking and you are doing absolutely nothing to offset parking loss with further spaces and positive steps.
8. I have surveyed all the proposed Hartslands restrictions and calculate 18 on-street spaces will be lost (and one gained by St John's Church).
Additionally, your Engineers are probably not aware that parking space is so chronic at night and weekends that local residents fill the Cobden Road Centre car park.
Your Authority is looking at disposing of this asset, so a further 14 spaces will be lost locally. This will be a net loss of 31 spaces in the near future. What is your Authority going to do about this? Ban owners of certain houses owning cars?
Reduce parking pressure by removing houses? Which side of Prospect Road would you like to compulsorily purchase and demolish to reduce demand?
9. The proposal show a total lack of 'joined up thinking' and inter departmental working in your Authority. A recent planning application was turned down as it meant the loss of one on-street parking space.
Is the Chairman of your Planning Committee aware that his Committee's hard work is being over-turned by senseless Traffic Engineers?
10. Many of the Hartslands proposals are non-sensical and have no justification;
a) The double yellow lines in Allotment Lane are largely across driveways or approaching a double gate, where people do not park. Are you honestly telling me you need 2 vehicles to be able to pass each other at all times in all locations along the road?

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| |
|--|
| <p>b) The north end of Cobden Road , adjoining Quakers Hall Lane has had parking on it for years. Why should this change now?</p> <p>c) Vehicles have accessed Bethel Road from the north (read as south) for years with no problems.</p> |
| <p>11. For Prospect Road; a) This is a resident's only road. We all know the parking and access issues and consequently park with respect to our neighbours.</p> <p>b) Parking outside no.9 is perfectly safe and maintains a safe road width, provided the car is backed partly on to their property. Double yellow lines will stop this.</p> |
| <p>c) Where cars park in the 3 spaces at the south end of the road, there is still adequate road width left.</p> <p>d) The most ludicrous proposals are the double yellow lines outside 1-5 and 18-20. If you honestly think Prospect Road residents need double yellow lines in these locations to tell them not to park, then your Authority is insulting us as brainless morons.</p> |
| <p>12. Prospect Road is one of the few remaining roads in Sevenoaks where children play in the street. It is one of the friendliest and most neighbourly, as residents can walk in the road and know car speeds are low and cars will give way to pedestrians.</p> <p>Remove safely parked cars and the scales start to tip towards the moving car - vehicle speeds will increase and pedestrians will be marginalised,.</p> |
| <p>13. I note that one car length of restriction is proposed for removal outside St John's Church. I trust this is not some ludicrous token gesture, but actually an acceptance that restrictions can be imposed that are incorrect. I propose other restrictions that also need revoking; a) Single yellow line alongside 44 Hollybush Lane - it is perfectly safe to park here all day and no obstruction is caused.</p> |
| <p>b) The western half of the double yellow lines outside 31 c/d Cobden Road. There is room for one car to park here with no detrimental effect for large vehicles taking the bend in Cobden Road.</p> <p>c) There is a white line marking outside a new cottage development in Cedar Terrace Road that serves no purpose apart from terrifying car owners that they may receive a parking ticket if the encroach on it.</p> |
| <p>Everyone locally is sensible enough to not block the driveway of the cottage, so the white line's extravagant length is not necessary and takes out a perfectly useable parking space.</p> |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr J Bampton |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 117 |

| Incoming comments (paraphrased) |
|--|
| I am pleased at the proposal to reinstate the double yellow lines at the junction of Quakers Hall Lane and Prospect Road, However, the proposed lines do not go far enough - we need at least 2 metres on each side to allow cars, goods vehicles and emergency service access. |
| The proposal to restrict parking on the bend (or kink) in the road is very important, as are the proposed restrictions at the exit of the road - where last week (circa 24/10/07) an ambulance had to struggle to get through (photo supplied). |
| Finally, could you consider marking a parking space for the occupant of 5 Prospect Road who is an 'on-call' Community Midwife - She needs a protected space outside her front door to be able to respond on a 24 hour basis. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Ms S Fallman |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 119 |

| Incoming comments (paraphrased) | |
|---|--|
| I am horrified at the proposal for double yellow lines at the ton (southern) end of Prospect Road, running along the side of the fence, where several residents park. | |
| Those residents would then park outside other people's houses - i.e. those who have cleared away there metre-wide front beds to create parking for themselves. | |
| I know that it is narrow but I'd prefer residents permits rather than yellow lines where they are not needed (it is the area from the top to no.2, along the brown fence on the left side). | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr P Hill |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 120 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|--|
| I strongly protest at the proposals relating to Prospect Road. |
| The majority of houses in Prospect Road do not have off-street parking spaces and householders only being able to park at the top left hand side of the road and also in front of no's 12 & 14 and in front of no.9. By placing double yellow lines in exactly these locations will inconvenience a number of households and will cause them to park in front of numbers 2-16 which are currently used by those particular houses. |
| Alternatively, they will need to find parking spaces in adjoining streets which is likely to cause for other householders in those streets. |
| I cannot understand why you have come up with these proposals since there is nobody in Prospect Road who has requested double yellow lines. |
| Those with children are happy with the present parking arrangements since they do tend to cause drivers to drive carefully and slowly in this part of the road. I would, therefore, strongly request that you re-consider these proposals. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr S Jones |
| Representing: | |
| Address: | Supplied |
| on: | 10/9/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 121 |

| Incoming comments (paraphrased) |
|---|
| The area at the top (south) of the road, where double yellow lines begin, runs along a fence and is a popular and convenient place for visitors to park. I can see no sensible reason for removing that facility. |
| I live at no.4, in between where the new double yellow lines are envisaged, and you can guarantee that the cars that currently park where the restrictions will take force will instead park outside houses 2-12 where there will be no restrictions. |
| In other words, cars that park presently without causing a problem will end up parking where they do. |
| As it happens, I do not own a car, so my complaining is not about protecting my own personal parking space. It's just that I see no sense in removing such a useful facility. |
| In addition, the change will exacerbate a problem that already exists for those people living in no's 2-12 who do own cars and already suffer from strangers parking outside their houses and preventing them from parking their own cars there. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr S Scott |
| Representing: | |
| Address: | Supplied |
| on: | 9/24/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 122 |

| Incoming comments (paraphrased) | |
|---|--|
| I reject the proposals for double yellow lines on Prospect Road, outside my property, no.14 for a number of reasons; | |
| 1. There is no current issue in regards to traffic flow up Prospect Road, when our car is parked outside our house as it is a one-way street. | |
| 2. We removed porch from the front of the property. This has improved access for vehicles to pass our parked car. | |
| 3. We actually own a small off-street driveway that over half the car is parked on (photo supplied). | |
| 4. Our property is actually opposite the completion of a slight chicane, allowing vehicles to pass freely. | |
| 5. One of the reasons we purchased the house was because it had parking outside. If this was restricted it would have a significant effect on the value of our property. | |
| 6. There are inconsistencies in the rationale to put double yellow lines outside our property, but whilst having open parking in areas which could restrict the flow of traffic, as outside no. 2 Prospect Road | |
| 7. A further inconsistency is that there is no parking restriction proposed for the bend at the top of Cobden Road (parallel to Prospect Road). There is less room here for vehicles to pass than what is available outside our property. | |
| 8. To have parking restrictions outside our property would mean that we would have to park in another road where there are already more cars than space available. | |
| As an alternative to restricting all parking outside our property, are there any proposals to introduce resident permits, whereby only allowing our car to be parked outside no.14 Prospect Road? | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------|
| Name: | Mr A Von den Driesch |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands - Prospect Road |
| Comment number: | 123 |

| Incoming comments (paraphrased) |
|--|
| Having looked at the plans I can see the need to place double yellow lines at the bottom (north) of Prospect Road at the junction of Quakers Hall Lane. |
| However, I do not see the need for double yellow lines from no. 11 Prospect Road on both sides with a short break between 14 and 2 to the top (south) of the road. Residents DO park in the road because they like to be able to park outside their own homes. |
| I am unable to park outside my own home (no.31), so rely on the parking available at the top of the road, Cedar Terrace Road, Quakers Hall Lane and Hollybush Lane to park. |
| The available parking in my area has been gently eroded over the time I have lived here, putting unnecessary stress on those of us who do not have the luxury of being able to park outside our own homes. |
| Were you to introduce double yellow lines to Prospect Road, the displaced residents would add to the already burgeoning collection of cars on the aforementioned roads. It isn't exactly rocket science! |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr R Fitchett |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands - Quakers Hall Lane |
| Comment number: | 124 |

| Incoming comments (paraphrased) | |
|--|--|
| I do not object to the principle of the overall thrust of the changes proposed for Prospect Road, Cobden Road and Quakers Hall Lane, save for 2 points; | |
| a). It is increasingly common for vehicles to park in the access road between Old School Court and my property. They frequently park on both sides and very close to the junction with Quakers Hall Lane despite the 'No unauthorised access or parking' sign. The additional restrictions proposed will simply encourage more parking here. Parking on the access road needs should not be permitted and restrictions are required to prevent this. | |
| b). I would prefer that the current restriction on the far side of Quakers Hall Lane (opposite no.41) remain and not be revoked. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr Roger |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands - Quakers Hall Lane |
| Comment number: | 125 |

| Incoming comments (paraphrased) | |
|--|--|
| I cant believe you are doing nothing about Quakers Hall Lane. It is like a slalom course, it is dangerous with unrestricted parking on both sides of the road. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr I Woods |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands - Quakers Hall Lane |
| Comment number: | 126 |

| Incoming comments (paraphrased) |
|---|
| <p>The Vicar and Churchwardens of St John the Baptist Church in Quakers Hall Lane, Sevenoaks, object to the proposed revocation of the present restrictions on the north side of Quakers Hall Lane, close to the junction with St John's Hill.</p> <p>This restriction is very close to the main point of pedestrian access and vehicular access to the church grounds.</p> |
| <p>With the present restrictions, visibility eastwards when leaving the church grounds is severely restricted by the parked cars west of Allotment Lane. This problem would be increase by allowing parking closer to the entrance.</p> |
| <p>The eastern entrance to the church is also used, though less frequently. With the present parking restrictions it is often the case that vehicles are too close to the entrance for vehicles to safely enter or leave the church grounds.</p> <p>It is strongly urged that double yellow lines be placed across the entrance and three metres either side to ensure access is unfettered.</p> |
| <p>It is a further concern that the proposed double yellow lines on the eastern side of Allotment Lane will create more pressure on the proposed unrestricted space on the west side.</p> <p>The vehicle access to the Vicarage is in Allotment Lane and this is sometimes blocked. It is strongly urged that double yellow lines be placed across the Vicarage access. This is of particular importance for emergency pastoral or domestic need.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Ms J Allen |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 127 |

| Incoming comments (paraphrased) |
|---|
| I have concerns over parking in Cobden Road, I'm sure you are already aware of the difficulties faced by the residents of Cobden Road. |
| In the short term I would appreciate your careful consideration to the extent of planned double yellow lines due for implementation in the locality. Perhaps a single yellow line with restrictions in place to enable residents parking at evenings and weekends? |
| For the long term, I ask that you consider; A residents parking scheme, A limit of one car per household to be included in the scheme, A scheme to specify that no commercial vehicles are to park within the designated areas after 5.30pm each day. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr & Mrs Dickenson-Standing |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 128 |

| Incoming comments (paraphrased) |
|--|
| We are concerned that the proposed parking restrictions for Cobden Road will cause problems. |
| We suggest; 1. Single yellow lines (instead of double) be introduced at the Cobden Road . Allotment Lane area - this would allow residents to park in the evening and at weekends. |
| 2. Could the lines be shorter than the 10m recommended in the Highway Code, as those proposed would significantly reduce the parking without necessarily facilitating sightlines / congestion relief on Quakers Hall. |
| 3. The proposed restrictions for Vine Court Road and Hollybush Lane are likely to displace commuter parking in to our area. |
| 4. The Hartslands are is already struggling to meet the resident parking requirements - it would be hugely detrimental, should the proposals go ahead as planned, |
| 5. If on-street parking is massively reduced this will have an impact on local businesses and community facilities such as the Friends Meeting House. |
| 6. A residents' parking scheme is put in place, with either limited waiting for non-residents or a strict 'residents only' scheme. It would also be good if any scheme prohibited commercial vehicles after 5.30pm as many such vehicles are parked overnight, preventing residents from parking. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Ms E Holland |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 129 |

| Incoming comments (paraphrased) | |
|--|--|
| My first comment relates to the imposition of double yellow lines on Allotment Lane. There are three parking spaces which will be lost. The road has very little traffic - access to the vicarage and to 6 or 8 flats, plus access to the allotments. | |
| This is probably 15-20 vehicles per day. There is no safety issue involved. The 3 spaces are crucial to Cobden Road in particular and I can see no good reason for extending the double yellow line beyond the existing area. | |
| In regard to the proposals for Cobden Road, 2 spaces on the west side would be lost. I understand the issue regarding visibility of cars entering and leaving Cobden Road, but the extent of the proposed DYL means that both slots will be slots. | |
| As Cobden Road is so narrow, cars are never parked on the east side of the road anyway. | |
| The situation regarding the density of traffic on Quakers Hall Road could be resolved if steps were taken to prevent vehicles using this route as a short cut to avoid the bat & Ball junction. | |
| Currently, cars parked on Quakers Hall Lane make vehicles drive slowly, so the safety issue of vehicles entering or leaving the adjoining roads is negative. | |
| I would be interested to see a statistic regarding accidents which HAVE occurred due to vehicles parked on the junctions of Cobden / Bethel / Sandy Lane. | |
| I would further point out that Planning Permission was given for the Banana Leaf restaurant in the full knowledge that customers would need to park. There is no parking available on the site and customers are forced to park on the adjacent roads. | |
| This, of course, is early evening when local residents return home and need to park. | |
| I would like consideration to be given to creating residents' only parking in Cobden Road and application of 'parking boxes' along the road. This would force people to park more efficiently and would prevent daytime business parking that takes place. | |
| Should the development by Regal Point to the funeral parlour in Quakers Hall Lane / Cobden Road be allowed, despite the fact that they will have undercroft parking, there will be further pressure due to visitors to the development. | |
| As a suggestion for improvement to parking facilities on Allotment Lane, please consider the following: The pavement on the west side from the Vicarage down to the allotment gates is totally unused. Could it not be removed to allow vehicles to be parked at an angle to the road as opposed to parallel with the road. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr B Holton |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 130 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>I object to the proposals for the Cobden Road area - they are the latest in a series of regulatory measures that have contributed to severe traffic restrictions for the owners of many houses around this area.</p> <p>There has been a steady increase in the number of vehicles which need to park in Cobden, Prospect, Cedar Terrace and Bethel Road. The limited parking available means many residents park in Quakers Hall Lane, Hollybush Lane, the Cobden Road centre and Allotment Lane.</p> | |
| <p>The majority of people moving to the area now seem to have two vehicles - the problem has become worse. Unfortunately I do not feel a residents parking permit system would work as the residents would not want to be forced to pay for the privilege of still not being able to find a space.</p> | |
| <p>The fact is there are too many cars for the limited space available and the new restrictions will certainly not improve the situation in any way.</p> | |
| <p>The proposals appear ill-thought-out and will take away a large number of spaces. The new lines in Allotment Lane appear to take up one entire side of the road, which is mostly covered by private driveways where no-one parks anyway.</p> <p>The three spaces to be removed at the top of the right hand side of the road are valuable spaces, and this road is little used, is a no-through-road and there is plenty of good visibility when entering or leaving the road.</p> | |
| <p>The removal of 2 spaces at the bottom (north) of Cobden Road and yet more on Quakers Hall Lane is also unnecessary, as there is adequate visibility when leaving or entering Cobden Road.</p> <p>I do not believe the extra lines at the bottom (south) of Bethel Road are necessary, as they cover the entrance to a car park on one side and parking on the other side does not hinder visibility due to a high hedge,</p> | |
| <p>Other parking restrictions to the top (south) or Prospect Road etc. will only drive those residents to park in already congested areas.</p> | |
| <p>Once the Cobden Road Centre and the funeral directors at the north end get developed (which they surely will someday), it will remove even more parking spaces and the situation will become impossible. I do not believe the council should hasten that proces</p> | |
| <p>The Council must consider the need for local parking in this area to be maintained to the maximum limit possible, as it is not practical to create any more safe off-road parking areas for the residents.</p> | |
| <p>Unless, of course, the Council would consider opening a large part of the little-used allotment area to provide a safe and secure parking environment for local residents.</p> <p>No doubt this would cause uproar amongst the gardening fraternity, though there seems to be quite a lot of unused allotment ground. Residents would have to walk further to their cars, but most residents have to do this on a regular basis at the moment.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mrs C Howe |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 131 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>I request that the proposed parking restrictions for the Cobden Road / Hartslands are be reconsidered. The Hartslands area is already massively over-subscribed in terms of parking. It is not a case of not being able to park outside your own house, it is whether or not you are able to park in a nearby road.</p> | |
| <p>If proposed restrictions are to proceed it would be hugely detrimental on the whole area, as I believe it would displace residents further up Quakers Hall Lane and on to St John's Hill. The new proposals for Vine Court Road and Hollybush Lane could displace commuter parking to the Hartslands area.</p> | |
| <p>The proposed double yellow lines at the bottom (north) of Cobden Road - would it be possible for these to be shorter than the recommended 10m in the Highway Code? The double yellow lines on one side of Allotment Lane appear excessive. This is a no-through-road and one which can accommodate parking on both sides without restricting access to the allotments or the houses on the road.</p> | |
| <p>If parking restrictions are to go ahead, could they be single yellow, with waiting restrictions at peak times? This would enable movement during the day, but allow residential parking at evenings and weekends. I believe the proposed restrictions would have a detrimental impact on local businesses and community facilities, such as the Friends Meeting House. These are vital to the local community and will be a loss to the area.</p> | |
| <p>Many residents in the area would welcome a residents' parking scheme, either limited waiting for non-residents or no parking between certain hours. Cobden Road is already suffering with all-day non-resident parking and such a scheme would be hugely benefi</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Ms S Landale-Down |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 132 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>All of us who have expressed a view (of the proposals in Cobden Road) accept that the reasons for the imposition of the proposed restrictions are understandable, we feel insufficient thought has been given, particularly with regard to the impact on residents.</p> <p>A number of us have got together and the overall consensus amounts to the following points;</p> | |
| <p>1. Instead of double yellow lines, could we have single yellow lines at the bottom of Cobden Road / Allotment Lane with a restriction in line with the single yellow lines at the top of the road? This would hopefully enable residents to park in the evening and at weekends but address the issue of peak hour parking.</p> | |
| <p>2. Could the lines be shorter than the 10m recommended in the Highway Code? those proposed would significantly reduce the parking without necessarily facilitating sightlines / congestion relief on Quakers Hall Lane (if this is the ultimate aim of the restrictions)</p> | |
| <p>The proposed restrictions for Vine Court Road and Hollybush Lane would more than likely result in commuter parking being transferred to this area. It may be that the end result would benefit the residents of Vine Court Road, but would transfer the problem into this area.</p> | |
| <p>The Hartslands area is already struggling to meet the resident parking requirements - it would be hugely detrimental should the proposals go ahead as planned. If implemented, this would no doubt result in residents having to park further up Quakers Hall Lane, thereby transferring the problem even further.</p> | |
| <p>If on-street parking is massively reduced this will have an impact on local businesses and community facilities such as the friends meeting house. These are vital to the local community and will be a loss to the area and Sevenoaks as a whole.</p> | |
| <p>The Council may be interested to note that the residents who took part in the meeting all expressed views for a residents only parking scheme for the area. Perhaps the Council may like to consider this with changes it is proposing. At very least I believe that parking restricted to residents only, with limited waiting for visitors and a prohibition on Commercial vehicle parking after 5.30pm would be welcomed by residents.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mrs C Laver |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 133 |

| Incoming comments (paraphrased) |
|---------------------------------|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr & Mrs A Mais |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 134 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>All of us who have expressed a view (of the proposals in Cobden Road) accept that the reasons for the imposition of the proposed restrictions are understandable, we feel insufficient thought has been given, particularly with regard to the impact on residents.</p> <p>A number of us have got together and the overall consensus amounts to the following points;</p> | |
| <p>1. Instead of double yellow lines, could we have single yellow lines at the bottom of Cobden Road / Allotment Lane with a restriction in line with the single yellow lines at the top of the road? This would hopefully enable residents to park in the evening and at weekends but address the issue of peak hour parking.</p> | |
| <p>2. Could the lines be shorter than the 10m recommended in the Highway Code? those proposed would significantly reduce the parking without necessarily facilitating sightlines / congestion relief on Quakers Hall Lane (if this is the ultimate aim of the restrictions)</p> | |
| <p>The proposed restrictions for Vine Court Road and Hollybush Lane would more than likely result in commuter parking being transferred to this area. It may be that the end result would benefit the residents of Vine Court Road, but would transfer the problem into this area.</p> | |
| <p>The Hartslands area is already struggling to meet the resident parking requirements - it would be hugely detrimental should the proposals go ahead as planned. If implemented, this would no doubt result in residents having to park further up Quakers Hall Lane, thereby transferring the problem even further.</p> | |
| <p>If on-street parking is massively reduced this will have an impact on local businesses and community facilities such as the friends meeting house. These are vital to the local community and will be a loss to the area and Sevenoaks as a whole.</p> | |
| <p>The Council may be interested to note that the residents who took part in the meeting all expressed views for a residents only parking scheme for the area. Perhaps the Council may like to consider this with changes it is proposing. At very least I believe that parking restricted to residents only, with limited waiting for visitors and a prohibition on Commercial vehicle parking after 5.30pm would be welcomed by residents.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Ms H Man |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 135 |

Incoming comments (paraphrased)

I am concerned that the parking proposals for the Hartslands area will have an impact on our ability to park our car near our home.

Currently parking spaces are already at a premium as numerous spaces on our road are taken up by 10-15 cars for individuals who work in offices in our road or in the vicinity.

By reducing the number of spaces in Cobden Road I am extremely worried that my family will have to park even further away from home and hence have a longer and more dangerous walk home.

I understand there are proposals for a residents parking scheme in Vine Court Road and Hollybush Lane. This may benefit residents in the area though many of them have driveways. I am concerned that commuters who park around Vine Court Road and use the station may end up parking in our road.

I feel that the proposals will affect the local community as a whole. The restriction and reduction of the number of parking spaces will also have a negative impact on my neighbours and on the local shops in Hollybush Lane and St John's Hill.

I suggest; 1. introduce single (not double) yellow lines at the bottom of Cobden Road and in Allotment Lane. This will enable residents to park on the road, evenings and weekends.

2. Reduce the lines to 5m from junctions as this will provide adequate sightlines and turning room for commercial vehicles.

The 10m restriction of zero parking at road junctions recommended by the Highway Code does not take into account the needs of modern residential area that lives within a Victorian infrastructure.

A resident parking scheme should be implemented in the are with the aim to allow residents to park in their road and to reduce the number of office workers, second and third cars per household and commuters who look for free parking.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr J McLoughlin |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 136 |

Incoming comments (paraphrased)

| |
|---|
| <p>Cobden Road is a very densely populated area with already limited parking. The restrictions suggested shall limit the availability of parking yet further. I appreciate that there is a need to improve the through flow of traffic and the sight lines around junctions, however I feel that this needs to be done with care, otherwise the only outcome shall be to push the parking issues to a different area.</p> |
| <p>Instead of double yellow lining one side of Allotment Lane, I suggest that the parking restrictions be put in place to allow dust carts etc, through should be limited such that parking on both sides of the streets be available at evenings and weekends. The double yellow lines planned for the bottom (north) of Cobden Road, adjoining Quakers Hall Lane;</p> |
| <p>I request that the double yellow lining should be limited, such that only one space is lost on Cobden Road and one space either side of the junction on Quakers Hall Lane. This would improve the views along Quakers Hall Lane as well as access to Cobden Road, whilst only losing 3 spaces and not 7. It would be even better if these were single yellow lines, which could allow parking at weekends.</p> |
| <p>I have concerns that the proposed restrictions for Vine Court Road and Avenue Road will displace commutes to the Cobden Road area. I suggest thought should be given to extending the residents scheme further into Cobden Road and those surrounding it. This could be extended further to prevent commercial vehicles parking here outside of work hours, thus ensuring better access to parking spaces at evenings and weekends for residents and their families.</p> |
| <p>I feel there is a necessity to restrict traffic through Bayham Road in to Quakers Hall Lane. People use this as a cut through to the station and to the schools, driving very quickly along this road. Reducing the number of parked cars shall only allow people to drive yet quicker. The parking proposals will move more cars from Cobden Road to park further away, resulting in more children crossing this already busy road.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr & Mrs Rawlinson |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 137 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>We are very concerned about the proposed parking restrictions in the Cobden Road area. We are already completely frustrated by the serious lack of parking spaces in the road, we certainly do not have one space per house and the situation could not get much worse.</p> <p>Or so we thought. The Council's intention to place double yellow lines at the (north) end of our road will make matters so much worse. We all have to stop in the middle of the road to unload shopping and sometimes our little ones, whatever the weather.</p> | |
| <p>I work in London and often I have to park opposite The Banana Leaf restaurant in Quakers Hall Lane or in Hollybush Lane and then walk fast or run to my house half way along Cobden Road if it is late and dark. We cannot cope with the thought of parking getting even worse.</p> | |
| <p>It may ease things a bi if there were shorted double yellow lines in Allotment Lane and there is no need for new ones to be put there - it is a wide enough road to accommodate parking on both side. It would also help if trade vehicles were not allowed to park in Cobden Road after 5.30pm.</p> | |
| <p>If we have to have double yellow lines, could they not be put just where it is dangerous, i.e. in Quakers Hall Road where it meets Cobden Road, but shorter lines and not in Cobden Road itself.</p> | |
| <p>Perhaps some sort of residents parking should be considered with visitors restricted to 2 hours? What we can't accommodate and don't want is rail traveller's cars parking in our already clogged up area because the Council have imposed new restrictions in neighbouring roads.</p> | |
| <p>Parking in Cobden Road is a lottery already and the residents should take priority. Worsening parking will drag our hose prices down as it will become very unattractive for prospective buyers to live here. It will also add more stress to our lives which none of us needs.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr A Smith |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 138 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>All of us who have expressed a view (of the proposals in Cobden Road) accept that the reasons for the imposition of the proposed restrictions are understandable, we feel insufficient thought has been given, particularly with regard to the impact on residents. A number of us have got together and the overall consensus amounts to the following points;</p> | |
| <p>1. Instead of double yellow lines, could we have single yellow lines at the bottom of Cobden Road / Allotment Lane with a restriction in line with the single yellow lines at the top of the road? This would hopefully enable residents to park in the evening and at weekends but address the issue of peak hour parking.</p> | |
| <p>2. Could the lines be shorter than the 10m recommended in the Highway Code? those proposed would significantly reduce the parking without necessarily facilitating sightlines / congestion relief on Quakers Hall Lane (if this is the ultimate aim of the restrictions)</p> | |
| <p>The proposed restrictions for Vine Court Road and Hollybush Lane would more than likely result in commuter parking being transferred to this area. It may be that the end result would benefit the residents of Vine Court Road, but would transfer the problem into this area.</p> | |
| <p>The Hartslands area is already struggling to meet the resident parking requirements - it would be hugely detrimental should the proposals go ahead as planned. If implemented, this would no doubt result in residents having to park further up Quakers Hall Lane, thereby transferring the problem even further.</p> | |
| <p>If on-street parking is massively reduced this will have an impact on local businesses and community facilities such as the friends meeting house. These are vital to the local community and will be a loss to the area and Sevenoaks as a whole.</p> | |
| <p>The Council may be interested to note that the residents who took part in the meeting all expressed views for a residents only parking scheme for the area. Perhaps the Council may like to consider this with changes it is proposing. At very least I believe that parking restricted to residents only, with limited waiting for visitors and a prohibition on Commercial vehicle parking after 5.30pm would be welcomed by residents.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------|
| Name: | Mr J Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Cobden Road |
| Comment number: | 139 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The Hartslands area is an area of considerable parking stress, as most properties have little in the way of off-street parking.</p> <p>In Cobden Road this is particularly acute and it is regularly not possible for residents to park in the street and are displaced into Quakers Hall Lane or Allotment Lane.</p> | |
| <p>In the evenings in particular there is generally little or no surplus space available in any of these locations. Parking is consequently difficult and there is sometimes little alternative but to park on a double yellow line. This is clearly undesirable.</p> | |
| <p>I am concerned that the proposals for Vine Court Road will displace commuters in the Hartslands area, exacerbating the existing parking stress. This will also have a detrimental effect on local community facilities, such as the Quakers Meeting House.</p> | |
| <p>I am seriously concerned that the proposals for Cobden Road, Quakers Hall and Allotment Lane which further reduce available parking spaces. The combined effect will lead to a net loss of approximately 14 spaces. This will potentially cripple the availability of parking and at best it will be displaced even further up Quakers Hall Lane. It would therefore be preferable for the existing arrangements to remain unaltered.</p> | |
| <p><u>If the Council is determined to press ahead with some alterations, perhaps the following could be considered;</u></p> | |
| <p>1. Replace the proposed double yellow lines along Quakers Hall Lane / Cobden Road and Allotment Lane with single yellow lines, to enable parking during the evenings and weekends, whilst adequate visibility splays are maintained during the day.</p> <p>The loss of half of Allotment Lane for parking will cause particular problems and the proposals do not seem to be addressing any particularly pressing traffic management issue.</p> | |
| <p>2. The double yellow lines at the Quakers Hall Lane / Cobden road junction could be significantly shorter than currently proposed, particularly along Cobden Road where parking cars does not affect visibility splays for turning in to Quakers Hall Lane.</p> | |
| <p>3. In the longer term, perhaps the residents of Cobden Road and Quakers Hall lane could have some form of residents parking scheme, to ensure that commuter parking is not displaced from Vine Court Road in to this area.</p> <p>Perhaps this could be structured to allow for commuter parking for those businesses in the immediate area during the day, with residents only during the evenings and weekends.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr I McKay |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | letter |
| Comments relating to: | Hartslands area - Prospect Road |
| Comment number: | 140 |

| Incoming comments (paraphrased) | |
|--|--|
| Existing parking restrictions on Quakers Hall Lane do not go far enough and there are problems for large vehicles and emergency services turning in to Prospect Road. The existing restrictions should be extended. | |
| Quakers Hall Lane is a very busy road as traffic uses it to avoid the traffic lights at Bat & Ball. It is also a bus route with bus stops at its junction with Prospect Road. With the current restrictions, traffic travelling east on Quakers hall Lane is often queuing out to St John's Hill to allow the westbound traffic's passage to St John's Hill. This creates a dangerous situation which your proposals do not alleviate. | |
| I propose that you restrict parking with double yellow lines on Quakers Hall Lane (north and south) from St John's Hill to Prospect Road. This would allow emergency vehicles to turn into Prospect Road and allow queuing traffic to wait more safely, eastbound on Quakers Hall Lane. | |
| The parking area lost could be replaced by negotiating the use of St John's Church parking spaces (with an appropriate charge) and / or allowing parking on the east side of Allotment Lane. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr & Mrs Glover |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | Hillingdon Avenue / The Crescent |
| Comment number: | 141 |

Incoming comments (paraphrased)

We are please that something is being done because this area is an accident waiting to happen. As we come out of our driveway our view is obstructed by a van that is parked there most of the time. Also, people are coming down the road on the wrong side. We all know that this is illegal parking but this seems not to matter anymore. We do not want this parked outside our house because the view would be obstructed as before.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr J D Tullett |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hillingdon Avenue / The Crescent |
| Comment number: | 142 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>Although the proposals are a welcome suggestion, I believe this would push vehicles further along Hillingdon Avenue, perhaps to a point opposite our drive. This could cause a problem with access to the drive. There is also a fire hydrant in front of our drive which is required to be accessible at all times.</p> | |
| <p>The proposals could force parking from around the junction to the other side of the road, opposite the junction.</p> | |
| <p>The proposal will itself create further parking problems and therefore I object to it. It seems to me that the proposals do not go far enough and does not address the issues that result from its introduction. This would suggest that the restrictions should be extended further than being proposed.</p> | |
| <p>I believe the introduction of restrictions should be delayed until the anticipated consequences are investigated as well as information being provided as to how the restrictions are to be enforced.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr J M Bamforth |
| Representing: | Hitchen Hatch Lane Residents Association |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 143 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>Hitchen Hatch Lane Residents Association have serious objections to the District Council's proposal for Hitchen Hatch Lane. Separately we are making proposals in an attempt to find an acceptable solution to the problems.</p> | |
| <p>Rail commuter parking which occupies the road for 12-14 hours per day is firmly rejected as adding to the already dangerous visibility problems. Rail commuters have a reputation for discarding trash as they return to their cars and it is unclear how road cleaning takes place. Where commuter parking already occurs residents complain of early morning noise as doors slam and alarms are set.</p> | |
| <p>Sightlines from properties and side roads remain a big issue, More needs to be done to protect sight lines at each road entrance and individual driveway where parking is permitted.</p> | |
| <p>There is unanimous rejection of the proposed parking on the north side of Hitchen Hatch Lane. Residents on the south side are concerned that it will force traffic on to the south side where visibility is already poor. Whilst sightlines outside Greenbank have been improve, parking on the north side is both unrealistic and unsafe, given the obstruction of the footpath caused by the overgrown foliage from Carrick Drive gardens.</p> | |
| <p>The preferred solution is to retain parking on the south side but with a reduced number of spaces to improve existing sightlines.</p> | |
| <p>Where rail commuters are permitted to park in residential roads, the responses are overwhelming in the condemnation of the proposal to allow parking more cheaply than in the official car parks. This makes residential roads the first choice for the rail commuter. We could even have commuters leaving the official car parks in order to save money.</p> | |
| <p>Residents suggest that there is some need for more Zone C parking facilities at the top of Hitchen Hatch Lane. If this cannot be accommodated in Vine Avenue, the alternative would be to displace rail commuters in Hitchen Hatch Lane or Woodside Road. Hunsdon Drive residents have requested that their very limited 2hr parking be retained.</p> | |
| <p>The majority of residents appear to have no interest in having permits for their own use (save for those in Zone C). 1hr/2hr parking is still the preferred option. The occupation of Burlington Place with inadequate on-site parking has added to the need for visitor parking.</p> | |
| <p>Conclusion - 1. Sight line problems need to be resolved - new standards are needed for Hitchen Hatch Lane. 2. Increased rail commuter parking would have to be imposed over the protests of residents. 3. Charges for rail commuter parking should at least match those in the car parks.</p> | |
| <p>4. Firm guarantees must be given on the distribution of spaces between residents and non-residents in Hitchen Hatch Lane and Woodside Road. 5. It should be recognised that the present 1hr/2hr limited waiting restrictions in the middle stretch of Hitchen Hatch Lane are the best way to ensure safe road conditions in that stretch.</p> | |
| <p>6. The chicane needs to be rethought. 7. Speeding is a problem in Hitchen Hatch Lane.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mrs B Johnson |
| Representing: | Representative of White Lodge Close |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 144 |

| Incoming comments (paraphrased) | |
|--|--|
| As the representative of the 26 flats at White Lodge Close, I am registering our objections to the proposals for commuter parking in Hitchen Hatch Lane. | |
| Although there have been some alterations and concessions in the latest proposals, for which we are grateful, I am now mainly concerned with the still flawed plans regarding the parking adjacent to White Lodge Close. | |
| In particular I am worried about the parking on the east side of the entrance to White Lodge Close as visibility is impaired for cars driving in to White Lodge Close, causing an unnecessary hazard to the elderly people who live there. | |
| At present the parking comes right up to the entrance of White Lodge Close and should be moved back by at least two spaces. | |
| Also, the limited parking opposite the entrance to White Lodge Close is unwelcome as drivers will use the entrance to White Lodge Close as a turning point, causing unnecessary noise and pollution. | |
| The double yellow lines on the west side of White Lodge Close, however, are most welcome. I ask you to please reconsider the points I have made before you reach a final decision. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr A Bickley |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 145 |

| Incoming comments (paraphrased) | |
|--|--|
| I would like to express in the strongest possible manner my objection to the what appears to be the District Council's proposed revenue raiser. Allowing commuters to park in already congested residential roads is absurd. | |
| I'm sure you can appreciate house prices in Sevenoaks particularly around the station are at a premium and I do not wish to have the 'benefit' of a parking permit compromised by commuters. | |
| If there is a lack of parking for commuters may I suggest that is due to the fact that the Council has sold off, in recent years, previously designated parking in the immediate vicinity of the station. | |
| You now appear to be trying to claw in back from the faithful residents - it's deplorable. | |
| It is a RESIDENTIAL parking permit for RESIDENTS in a RESIDENTIAL road - now please keep it that way! | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr P J Brown |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 146 |

Incoming comments (paraphrased)

The sightlines at the exit from 91 and 91a Hitchen Hatch Lane are often obstructed by large vehicles parked in the road.

The double yellow lines proposed across and between these drives is most welcome, but the safety problem with vehicles parked on either side of these driveways is not addressed.

The problem would be alleviated somewhat if the boundaries of the on-street parking bays were to be repositioned a few metres further away from both driveway exits.

I understand the on-street parking area between the Mount Harry Road junction and the drive of 91A Hitchen Hatch Lane is to be reserved exclusively for all-day parking permits for local traders.

My own driveway is steep and narrow, with a pinch-point bend and for many drivers is neither accessible nor is it suitable as a parking place. Until now, on-street parking has resolved this problem.

A resident parking place would be in future required to enable trade, casual and essential visitors (district nurses, doctors, family etc) to park nearby.

It would therefore be necessary to provide dedicated permit parking between 91 Hitchen Hatch Lane and KinCraig Drive for residents living in the immediate area.

I understand that the annual all-day parking charges for commuters is planned to be lower than the official car park charges. This strange decision will make on-street parking even more attractive to commuters.

"Sevenoaks is already the biggest lay-by in Kent" according to one District Councillor. The annual charges for on-street parking should be a second choice for commuters and not their preferred option.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr M J Chapman |
| Representing: | |
| Address: | Supplied |
| on: | 10/4/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 147 |

| | |
|--|--|
| Incoming comments (paraphrased) | |
| <p>Whilst I recognise the difficulties of the problems being confronted and whilst I accept the generality of the proposals, especially in respect of a greater use of double yellow lines to improve sightlines, I believe the Council is guilty of a grave injustice.</p> <p>When I enquired by telephone today (2/10/07) I was told that parking permits were not available or residents of Burlington Place to use in Hitchen Hatch Lane, outside their own property. This is neither practicable or reasonable.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr D Dye |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 148 |

| Incoming comments (paraphrased) | |
|--|--|
| The proposed parking opposite the entrance to Linton, Hitchen Hatch Lane, means that cars parked there will restrict vehicle access to Linton, as the drive is narrow and at an acute angle to Hitchen Hatch Lane. | |
| There are four cars constantly coming in and out of Linton and the new parking opposite will be a significant inconvenience. | |
| Can this area be designated for casual users rather than all day commuters? | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr H Harris |
| Representing: | |
| Address: | Supplied |
| on: | 10/21/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 149 |

| Incoming comments (paraphrased) |
|---|
| I have the following comments on the proposals for Hitchen Hatch Lane; |
| 1. The cost of commuter on-road parking season tickets should be at least as high as the designated car parks to ensure the latter are filled first. |
| 2. There is no indication as to what the pay and display charges will be, or where the pay and display machines are to be situated. Presumably there will be no 'casual' all day tickets. |
| 3. Before the changes are introduced the standard of the road surface should be improved. For instance, the edge of the road along the frontage of no's 59 & 61 has been turned into a dangerously large gully as result of the road sweeping lorry. This could be significant if there is effectively to be permanent parking on the opposite side of the road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Ms R Heard |
| Representing: | |
| Address: | Supplied |
| on: | 10/3/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 150 |

Incoming comments (paraphrased)

| |
|--|
| <p>Sevenoaks is a pleasant, quiet, residential town with shops (fast disappearing) and schools. It is within easy reach of London by rail.</p> <p>Why do we have to live in a horrible car park because SDC. have not done their job by insisting British Rail provide a car park for their customers?</p> |
| <p>You tell us that people whose cars we must put up with come from Hildenborough Tonbridge etc. because the fare is cheaper from Sevenoaks!</p> <p>Perhaps you should suggest that the fares should be the same in all these areas.</p> |
| <p>You should fight on instead of taking the easy option and making all our lives a misery.</p> <p>We do not want cars in our streets all day long. We do not want the noise and turmoil of starting up cars from early morning to late at night.</p> |
| <p>Please reconsider - whose side are you on?</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr H Hopkins |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 151 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>We are writing with strong objection to the proposed parking changes in Hitchen Hatch Lane. We accept that the parking situation in Sevenoaks is changing, but do not feel that the solution is to drastically change the character of a quiet residential road.</p> | |
| <p>Under the new proposals our road would effectively become a commuter car park. All-day, every-day commuter parking would create danger for residents attempting to access their driveways, particularly those who live on or near bends in the road. Vision would be obscured, and there would be less manoeuvrability in avoiding the minority of cars which speed too fast towards the station.</p> | |
| <p>In addition, uninterrupted parking on the north side of Hitchen Hatch lane between Knock Lofty and White Lodge Close would create a hazard for pedestrians, as overgrown shrubbery extends into the footway.</p> | |
| <p>We consider that not nearly enough provision has been made for 2 hour casual parking. The number of spaces allocated should be greatly increased, to the maximum number possible, to accommodate the many frequent visitors to our own home and to Burlington Place - if this scheme is to be imposed on the unwilling residents here.</p> | |
| <p>We understand that the proposed charges for commuter parking are to be set lower than the official car parks. This seems like an open invitation to commuters to use our road as a first choice and we very much object to this.</p> | |
| <p>We consider the entrance /exit of KinCraig Drive to be unsafe, with poor visibility. The slightly extended pavement has only helped marginally and while we strongly support the introduction of double yellow lines on each side of the entrance, this does not improve a very badly conceived layout.</p> | |
| <p>We hope that you will consider the wishes of residents and preserve as far as possible the amenities of this pleasant road. We would expect you to put safety at the top of your agenda, with rigorous safeguards for all those who live here.</p> | |
| <p>We would ask you to retain maximum casual parking, which is so important to us and to many other users and residents.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr D McEuen |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 152 |

| Incoming comments (paraphrased) |
|---|
| The plan for Hitchen Hatch Lane shows the entire area both east and west of KinCraig Drive is designated for permit holders and limited waiting. What steps are proposed to ensure that there are always some limited waiting slots in this area? |
| In other words, what will be done to prevent permit holders who paid the commuter rate filling the entire area, which they will naturally try to do as it is close to the station. |
| I understand that it is proposed that the commuter parking permits are to be priced more cheaply than the annual car park charge. Why? Why encourage commuters to park in the street, and exacerbate the types of concern I am expressing? |
| Surely the more rational approach would be to charge a premium for commuter permits? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr G Ockenden |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 153 |

| Incoming comments (paraphrased) | |
|---|--|
| The proposals for Hitchen Hatch Lane are for a mixture of 1 and 2 hour limited waiting parking with all day parking for permit holders. Until the basis for the allocation between the categories is established, it is difficult to comment. | |
| Clarification on how the new system will work in practice is essential. | |
| Until it is clear that sufficient parking spaces for visitors will be guaranteed in the evening and on Sunday, it is premature to convert the existing single yellow line on the north side of Hitchen Hatch Lane to double yellow lines. | |
| This may be necessary as visitors may need to park. | |
| Subject to maintaining satisfactory sight lines, particularly those who have to reverse out of their drives, the introduction of double yellow lines should be postponed and the position reviewed after several months to see how the new system works. | |
| At times when the parking on the north side of Hitchen Hatch Lane is permitted, visitors do not need to park there because there are sufficient spaces on the south side, but under the new system, it may not be the case. | |
| The charge for rail commuters should be at least the same as the charge in designated commuter car parks. If commuters are charged less to park in the street, they will be incentivised not to use the designated car parks. This will maximise residential street parking by commuters. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Miss I Pearce |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 154 |

| Incoming comments (paraphrased) |
|---|
| I am in agreement with the proposals for Hitchen Hatch Lane. |
| I would like to add a plea that a 'SLOW' notice be out on the road just past the Woodside Road turning, as you come up the road, as so many drivers are still driving far too fast, approaching the right hand bend by Hunsdon Drive. |
| They seem to be quite oblivious to the fact that owing to cars being parked on the right hand side, traffic coming down the road is quite far out in to the road and they tend to meet it head on!! |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Miss S M Phillips |
| Representing: | |
| Address: | Supplied |
| on: | 10/11/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 155 |

| Incoming comments (paraphrased) |
|--|
| <p>The present arrangements in Hitchen Hatch Lane work perfectly well and we do not understand why they have to change. Commuter parking will make it difficult for us to see when exiting in to Hitchen Hatch Lane. We are pleased to see that the double yellow lines will extend to our exit / entrance on the north side of out entrance.</p> |
| <p>Today the overhanging trees and rhododendrons in the back gardens of the houses in Carrick Drive cause pedestrians to walk in the road. Cars parked there on the northern side of Hitchen Hatch Lane will make that stretch of pavement virtually unusable. The consequence will be more pedestrians will be forced in to the road.</p> |
| <p>We are also concerned that there is not enough provision for visitors to the Mencap Centre We really need more spaces for short term parking and they should remain where they are today.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr S Pratt |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 156 |

| Incoming comments (paraphrased) |
|---|
| <p>We support the proposal to remove the parking bay between no's 54 & 56 Hitchen Hatch Lane, but we are opposed to the introduction of any more commuter parking in Hitchen Hatch Lane.</p> <p>If any commuter parking is to be introduced in Hitchen Hatch Lane on a pay and display basis then the parking charges must surely be set at a higher level than the Railway Station car parks to discourage commuters from parking in this attractive residential road.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr R E Ross |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 157 |

Incoming comments (paraphrased)

I find the proposal with regard to Hitchen Hatch Lane sensible except that (from what I have observed), the parking provided for Burlington Place(15 flats) is completely inadequate, and overspill space needs to be provided.
 I therefore suggest that the space between the drive to 91 Hitchen Hatch Lane and Kinraig Drive should continue with its current limited waiting, free of commuters, with extra provision for householders / flat owners to purchase visitors' permits.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr B Williams |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 158 |

| Incoming comments (paraphrased) |
|--|
| <p>Hitchen Hatch Lane is narrow with a blind bend when traffic travels from east to west. It is a rat run and many vehicles exceed the speed limit. Therefore it represents a safety hazard.</p> |
| <p>Moving parking spaces to the north side of Hitchen Hatch Lane would force traffic to the south side where there is no footpath. This would mean that residents emerging from 65, 67 & 69 would have no advance warning of speeding traffic passing.</p> |
| <p>Hitchen Hatch Lane is a major pedestrian route to the station, the Mencap centre and the local primary school. The only pavement is on the northern side which is overgrown for most of the year by overhanging shrubs. This makes the footway too narrow.</p> |
| <p>Hitchen Hatch Lane is rapidly being redeveloped with single family occupancy houses being replaced by multiple occupancy (and car ownership) apartments with inadequate parking for visitors and tradesmen on site. The use of long-term parking permits as well as 2 hour limited waiting is impractical as all the spaces would be filled by commuters.</p> |
| <p>Rail ticket pricing encourages out of town commuters to drive to Sevenoaks. The proposed charges are significantly below the station car park charges which is a 'flagrant breach of its "best value" obligation.</p> |
| <p>There is no evidence that street parking rules are effectively controlled by SDC. Existing restrictions in Hitchen Hatch Lane are rarely if ever enforced.</p> |
| <p>The Council's instruction to leave refuse and particularly garden refuse wheelie bins at the edge of the householder's land means that those with narrow and long driveways have no alternative but to leave them on the footpath. This necessitates pedestrians stepping in to the roadway - which would be prevented if vehicles were parked alongside the pavement</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr B Williams |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 159 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr D K Williamson |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 160 |

Incoming comments (paraphrased)

I live in Burlington Place and I am concerned with the proposals for Hitchen Hatch Lane. The Developers of Burlington Place requested more on-site parking facilities but were turned down as there was ample short stay parking in Hitchen Hatch Lane.
Experience shows that the three visitors spaces in Burlington Place are often occupied and visitors do park in Hitchen Hatch Lane, which they will no longer be able to do with your new proposals unless you provide an adequate number of limited waiting spaces.

I also object to the proposal that commuter parking permits are to be priced more cheaply than the annual car park charge. Surely this will only encourage commuters to park in the street, and reduce the amenity value for local Sevenoaks residents.

Surely the more rational approach would be to charge a premium for commuter permits?

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr M Willsher |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane |
| Comment number: | 161 |

Incoming comments (paraphrased)

I see from the proposals that you intend to change a number of the parking restrictions in the vicinity of the station, for instance in Hitchen Hatch Lane, from Monday to Friday to Monday to Saturday.
I can see no necessity for doing this, surely commuter parking is not a problem on Saturday and this area is too far from the town centre for shoppers to be a problem.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------------------------|
| Name: | Mr B Clews |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane - Hunsdon Drive |
| Comment number: | 162 |

| | |
|---|--|
| Incoming comments (paraphrased) | |
| <p>The first essential is to ensure that residents and their visitors have sufficient road parking. Secondly, you should try to ensure business people working in Sevenoaks but from outside the region have parking facilities within easy walking distance of their offices - to be paid for, of course. If there is then space available, you may be able to accommodate some commuters.</p> | |
| <p>Under no circumstances should commuters be able to park on our roads at rates lower than they would pay in the station car parks. Ideally they should be required to pay more.</p> | |
| <p>In this area (Hitchen Hatch Lane & Vine Avenue) special attention must be given to road and driveway exit sightlines for safety reasons. In the morning rush hour cars are driven quite fast as drivers rush for their trains or the shop / office / school opening times.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------------------------|
| Name: | Mr D Taylor |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane - Hunsdon Drive |
| Comment number: | 163 |

| Incoming comments (paraphrased) |
|--|
| <p>I wish to express my concern over the proposals for Hitchen Hatch Lane. This is primarily over the additional obstruction to traffic which will be caused by the extra cars parking in the road.</p> <p>The proposed tariffs, being lower than those charged at the existing official car parks, will encourage commuters to use these streets for parking, creating congestion on already narrow roads not intended or designed as parking lots.</p> |
| <p>Parts of Hitchen Hatch Lane are very narrow and visibility even now is not good. The additional cars parking in the street will further obscure entrances. It would be helpful to see specific designs on the various sightlines.</p> |
| <p>I feel local residents are being unfairly treated and discriminated against in favour of commuters and that the present safe environment of Hitchen Hatch Lane will become a parking lot instead of a quiet street.</p> <p>The additional cars will also attract the attention of miscreants who are intent on stealing from cars, putting our own properties at risk.</p> |
| <p>What safeguards do we have that police patrols in the area will be such that loiterers and those with malicious intent will be discouraged from the area. (I refer to the recent spate of robberies from cars parked in the existing car parks).</p> |
| <p>I appreciate that parking is a problem for commuters, but why can't South East Trains be encouraged to erect a multi-storey car park on the existing car park?</p> <p>This could then be used on Saturdays as a Park and Ride facility to ease congestion in Sevenoaks itself? They will easily recover the cost of this from parking revenues.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------------------------|
| Name: | Mr P Ainsworth |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Oakwood Drive |
| Comment number: | 164 |

Incoming comments (paraphrased)

The proposals for Hitchen Hatch Lane, around the entrance to Oakwood Drive will significantly increase the danger of this junction in two ways;

1. Changing the nature of parking west of the junction will ensure that cars coming from the west will be invisible to cars turning out of Oakwood Drive. Currently the problem is avoided because the 'limited waiting' spaces are not heavily used.

If commuters are allowed to park there, visibility will be affected at the busiest times. I suggest that the parking bays are reduced by two or three spaces so as not to come so close to the junction.

2. The proposed parking on the north side of Hitchen Hatch Lane outside 'Squirrels' will force traffic on to the southern side of the road, at the junction of Oakwood Drive.

Given the poor sightlines, I would be genuinely surprised if this failed to cause accidents. I therefore suggest that the short stretch of parking on the north side is removed altogether because of the danger which it poses.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------------------------|
| Name: | Mr A E Harris |
| Representing: | |
| Address: | Supplied |
| on: | 10/2/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Oakwood Drive |
| Comment number: | 165 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>I appreciate the difficulties in addressing the commuter parking across the town. However I am extremely concerned about the proposed parking on Hitchen Hatch Lane in the area of Oakwood Drive. There is no footway on the southern side of Hitchen Hatch Lane and the proposed parking arrangements will create a chicane with its' crucial point in the vicinity of the entrance / exit to Oakwood Drive!</p> | |
| <p>Without the benefit of a pavement width to see the traffic coming from the right, it is very difficult to exit Oakwood Drive, that is without north side parking! Consequently, unless your proposals are changed, there will be no safe way of exiting our roa</p> | |
| <p>We thin it is inevitable that unless the north side parking proposed is withdrawn, together with at least half of the south side parking nearest Oakwood Drive, there will be accidents as a direct result of the actions of the District Council.</p> | |
| <p>Reluctantly I feel it necessary to put them on notice that they will be held responsible for any such accident.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------------------------|
| Name: | Mr & Mrs Haworth |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Oakwood Drive |
| Comment number: | 166 |

Incoming comments (paraphrased)

| |
|---|
| We wish to express our grave concerns over the proposals for Hitchen Hatch Lane. |
| The entrance of Oakwood Drive is situated at the apex of a bend and at the top of a hill in Hitchen Hatch Lane. Visibility for cars exiting Oakwood Drive is very poor when there are no cars parked in Hitchen Hatch Lane. |
| This is exacerbated by the speed at which cars are often driven along Hitchen Hatch Lane, the lack of a pavement on the south side and by reduced visibility due to low sun in the morning which can be blinding. |
| We understand that it is proposed to allow on-street parking on the north side of Hitchen Hatch Lane to the east of Oakwood Drive and on the south side in the opposite direction. |
| Cars parked in the north side will have the effect of bringing any cars travelling in the direction of the station closer to the edge of the road. This, combined with the lack of pavement, will make it extremely difficult to exit Oakwood Drive safely. |
| The chicane created by cars parked on the south side to the west of Oakwood Drive will only add to the hazard. |
| We view the proposals with horror. It is our opinion that they will create an accident black spot. For the sake of safety, we urge you to stop parking on either side of Hitchen Hatch Lane for a minimum of 75 yards either side of Oakwood Drive. |
| Otherwise an accident will occur and someone will be killed. Should the proposals be implemented we feel that Sevenoaks District Council have to take responsibility for any accident which takes place. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------------------------|
| Name: | Mr & Mrs Walker |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Oakwood Drive |
| Comment number: | 167 |

| | |
|---|--|
| Incoming comments (paraphrased) | |
| <p>I am extremely concerned about the proposals for the north side Hitchen Hatch Lane in front of 'Green Bank' and 'Squirrels', combined with the limited waiting on the southern side between Oakwood Drive and Mencap. There is no pavement on the south side, so traffic will be forced into a chicane with the close pivotal point being the entrance/exit of Oakwood Drive. If the proposals are not changed there will be no safe means of exiting Oakwood Drive in the future.</p> | |
| <p>I have no doubt that unless the north side parking proposal is withdrawn, along with at least half of the south side parking between Oakwood Drive and Mencap, there will be accidents as a direct result of your actions. I wish to officially put the SDC on notice that they will be held responsible for any such accident as a result of their self made safety hazard.</p> | |
| <p>10 spaces @ £625p.a. will be poor price for even one serious injury or one life lost. The adjacent parking proposals are a danger to both Hitchen Hatch Lane pedestrians and residents of Oakwood Drive and I am certain that the Safety Executive will support this view.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr C Allcard |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 168 |

| Incoming comments (paraphrased) |
|---|
| <p>The existing restrictions in Hitchen Hatch Lane, which go back to the times of the Sevenoaks Market are now long overdue to reflect today's circumstances.</p> <p>The areas available for parking are an asset to the community, have value generation potential - important with ever-increasing pressure on Council Tax charges - and are at present significantly under-utilised.</p> |
| <p>However, as has been recognised by the consultation process, the feelings of local residents should be taken in to account. I am particularly concerned in respect of the proposals for the immediate vicinity of White Lodge Close.</p> <p>As I see it, the main issues are as follows;</p> |
| <p>1. The proposed charges will be set lower than the official car parks. This will act as an incentive for rail commuters to seek parking in residential roads, particularly Hitchen Hatch Lane, which is very convenient for the mainline station.</p> |
| <p>2. The foregoing would be less of an issue providing local residents have some priority in the allocation of spaces.</p> |
| <p>3. Road and driveway exit sightlines and noise from users are major concerns,</p> |
| <p>4. I am not at all convinced that sufficient guarantees exist to ensure adequate short term parking for residents, visitors and other casual users in Hitchen Hatch Lane.</p> |
| <p>My overall concern is for road safety. I believe that rail commuter parking on the scale proposed will make an already difficult situation even worse. I would like to see specific guarantees on the design of sightlines and on parking space allocations.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Ms P Beline |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 169 |

Incoming comments (paraphrased)

I would like to bring your attention to the proposed parking at the entrance to White Lodge Close, on the east side, which I consider to be extremely dangerous as it obscures the visibility for people driving into the Close. It seems to me that the spaces should be moved back a couple of spaces - it is surprising there has not been an accident here before now.

The limited waiting opposite White Lodge Close is also intrusive, spoiling the appearance of White Lodge Close and creating a nuisance when cars turn round in the entrance to White Lodge Close, as I am sure they will.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mrs B J Cooper |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 170 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>I am very concerned about the proposal to have parking on Hitchen Hatch Lane up to opposite the entrance to White Lodge Close and the parking to the right of the junction. Any parking to the east of the junction completely blocks one's view of a car coming down from the top of Hitchen Hatch Lane. I think that if the proposed parking is passed, and the parking spaces actually used, the Council will have set up a potential Accident Black spot.</p> | |
| <p>Before thinking of any parking, on top of what is already allowed - awful double parking near the top of the lane, which people have to creep through - there is a natural danger in the lack of visibility, due to various bends in the road. This may not all be obvious without driving over it, which I suggest.</p> | |
| <p>I am very concerned about the safety of the people living in White Lodge Close.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Brigadier W.I.C. Dobbie |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 171 |

| Incoming comments (paraphrased) |
|---|
| The proposal to provide extensive commuter parking (in Hitchen Hatch Lane) for commuters is unattractive. A multi-storey car park is a preferred alternative. |
| The proposed 'chicane' around the entrance to White Lodge Close is not acceptable and may be dangerous. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr L G Hadley |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 172 |

| Incoming comments (paraphrased) |
|---|
| <p>As a resident of the Hitchen Hatch Road area my direct concern centres around that part of the extensive proposals for parking meters in and around Hitchen Hatch Lane. Clearly these proposals are essentially and only for the benefit of all day rail travellers and the local residents will suffer great inconvenience.</p> |
| <p>The proposed all day parking in Hitchen Hatch Lane will effectively narrow the whole length of the Lane to the detriment of road safety. It is a busy road, much used by cars as a short cut to Sevenoaks Town and, increasingly, by heavy traffic.</p> |
| <p>The proposals will increase movement of car traffic in the Lane at peak times as well as the long stay parking during the daytime. The proposals will certainly need increased street lighting during winter months.</p> |
| <p>Any parking fees must be set at a higher level to discourage all day parking and in excess of the present local Car Parking charges.</p> |
| <p>The sightlines at White Lodge Close need revision to avoid the entrance being used by vehicles reversing. I suggest at least two of the proposed bays either side of the White Lodge Close entrance should be reserved for residents and visitors only.</p> |
| <p>May I also plea for a long term solution by providing a multi-storey car park close to the Station. The neglected area that was The Farmers Pub is a disgrace and should well be considered for compulsory purchase for a car park for the long term benefit of all rail travellers.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr H A Hitchcock |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 173 |

Incoming comments (paraphrased)

I have made comments on the parking proposals via the Hitchen Hatch Lane Residents Association, but I cannot forbear from writing about two specific points.

1. When leaving White Lodge Close and turning right, the sight line is difficult, especially when a van or other large vehicle is parked there.

In my opinion the parking area should be set back a bit to permit a clearer view.

2. Cars coming from Dartford Road, If the road is clear between two rows of parked residents cars in the eastern part of Hitchen Hatch Lane, accelerate in order to get through before another vehicle coming from the opposite direction reaches the bend in t

Owing to the permitted parking area between Woodside Road and Hunsdon Close, one has to move towards the middle of the road, thus creating a hazard with the possible oncoming vehicles. I believe this parking area should be dispensed with on the grounds of safety.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mrs M A King |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 174 |

| Incoming comments (paraphrased) |
|--|
| There are many elderly people living in the 26 flats at White Lodge Close and it is important that they should have clear visibility when driving in from the east side which would be obscured under the present proposals. Parking should be reduced by two or three spaces to reduce this unnecessary hazard. |
| Also, limited parking opposite White Lodge Close should be reduced to prevent the nuisance of drivers turning their vehicles round in the entrance to White Lodge Close which is a private area. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr E G Norman |
| Representing: | |
| Address: | Supplied |
| on: | 10/18/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 175 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>Whilst agreeing with some of the changes, I must protest at the proposals for commuter parking in Hitchen Hatch Lane. I do not consider that residential roads should be utilised for this purpose especially if it would be cheaper than the existing car parks.</p> | |
| <p>If there is a shortage of adequate parking for commuters it should be a problem for the rail company to resolve.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Dr & Mrs Peel |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - White Lodge Close |
| Comment number: | 176 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>Commuter parking is a problem for the Railway company and should not reduce the amenities of local residents who pay a very large premium for the privilege of living near to the station. Specifically, as residents of 1 Henley Court (White Lodge Close) do not want vehicles parked all day outside our apartment or on the north side of Hitchen Hatch Lane to the west of the entrance to White Lodge Close.</p> | |
| <p>Apart from the look of a road lined with vehicles compared with a clear road, there will be noise and danger at arrival and departure times.</p> | |
| <p>There will be a restricted view from the right of the exit of White Lodge Close and road narrowing both ways. For sure, White Lodge Close will be regularly used for turning.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------------|
| Name: | Mr J Cockrane |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Winchester Grove |
| Comment number: | 177 |

Incoming comments (paraphrased)

I do not think enough consideration has been given to the potential parking problems in Winchester Grove, an adopted road, with no parking restrictions under the proposals.
 Winchester grove is a narrow cul-de-sac with a turning area. Parking problems have been limited to date due to a perception that it is a private road.
 If parking is permitted under your proposed scheme, access by emergency services, delivery vehicles, dustcarts etc. will be impossible and access / exit to residents driveways will be severely impeded.
 Each residents' driveway has parking capacity for 2, 3 (or more) visitors cars, adequate for most occasions.
 With heavy demand for commuter and other parking close to Sevenoaks station, there can be only one solution for this short, narrow, cul-de-sac.
 That is to paint double yellow lines along both sides of Winchester Grove and the turning area at the end.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------------|
| Name: | Mr J C C Kittle |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Winchester Grove |
| Comment number: | 178 |

Incoming comments (paraphrased)

I was disappointed to see that your latest proposals contained no provision to prohibit parking in Winchester Grove.
Indiscriminate parking in Winchester Grove is already a major problem and the effect of the proposals will be to encourage parking in this narrow road, creating havoc for delivery vehicles, refuse collection lorries and emergency vehicles.

Clearly the only solution to this problem is to paint double yellow lines on both sides of the road with special attention being paid to the designated turning area which is frequently used by motorists to park their cars.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------------|
| Name: | Dr F Lyons |
| Representing: | |
| Address: | Supplied |
| on: | 10/2/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Winchester Grove |
| Comment number: | 179 |

| Incoming comments (paraphrased) | |
|---|--|
| As a resident of Winchester Grove I am most concerned that no proposal has been made with regard to Winchester Grove itself. | |
| Winchester Grove is an adopted road, despite being made of block paving and being no wider than 5.5m It appears no provision has been made to restrict parking along its length or in the turning area adjacent to my property. If people were to park it could make access for emergency vehicles, dustcarts and residents extremely difficult. Would you consider it necessary to put double yellow lines along the length of Winchester Grove to prevent illegal parking therein? | |
| With regard to the proposals overall for the adjacent roads it seems as though you wish to encourage commuters to park in residential streets in preference to those people wishing to use 2hr limited waiting areas currently in existence. All of these area such as the lower end of Hitchen Hatch Lane and St Botolph's Road will always be filled with commuters owing to their close proximity to the station. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------------|
| Name: | Ms G Thucker |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hitchen Hatch Lane - Winchester Grove |
| Comment number: | 180 |

Incoming comments (paraphrased)

I am writing to express my great concern about the proposed waiting restrictions for Hitchen Hatch Lane. Having lived in Winchester Grove for the past 10 years I am deeply worried that if there are no parking restrictions in the road, Winchester Grove could be congested by cars using our cul-de-sac as a daily free car park for the station.

Our tiled road is only 5.5m wide and it has not been swept by the council in the past 10 years to my knowledge.

The lack of this service is especially noticeable at this time of year when the trees lose their leaves and the residents of our road have felt obliged to clear the road themselves.

On the occasions when vehicles do park in the road it is very difficult to manoeuvre in and out of our properties and, in the event of an emergency, it could prove difficult or even impossible for emergency services to reach properties.

I believe that the double yellow lines in Hitchen hatch need to continue further away from the entrance to Winchester Grove because otherwise cars parked immediately surrounding the turning restrict the view of residents turning in to Hitchen Hatch Lane.

Cars traversing Hitchen Hatch Lane (sometimes rather too quickly) cannot see residents leaving the cul-de-sac. This is already proving a real danger as there have been several near misses.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Ms S Wade |
| Representing: | Sevenoaks Quaker Meeting |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 181 |

| Incoming comments (paraphrased) |
|---|
| Sevenoaks Quaker Meeting have concerns over the parking proposals for Holly Bush Lane. The Meeting House serves as a centre for the community and those who use the premises already have great difficulty in finding parking spaces during the day. |
| This problem means that we cannot make optimum use of the Meeting House. We are sure than more groups would use the building if the one hour restriction opposite the Meeting House can be changed to two hours and the proposed two hour limit in nearby roads be three hours. |
| We have been considering the possibility of using the Meeting House garden to make a car park. Can you tell me whether or not we would be allowed to do this, and whether there would be any possibility of financial support? We do not have the resources to pay the full cost of this work. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Bamfield |
| Representing: | |
| Address: | Supplied |
| on: | 10/20/2007 |
| Comment by: | letter |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 182 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>We are extremely concerned about the effect the proposed waiting restrictions will have outside our property. The proposed single yellow line will mean that drivers are allowed legally to park across our drive, obstructing the entrance and exit from our property.</p> | |
| <p>Parents at Walthamstow Hall often wait for their daughters here and block our driveway. The new proposals will simply make this situation worse.</p> | |
| <p>Originally a double yellow line was proposed across the two driveways (5a and 7). This seemed to be a sensible proposal and we did not object. Why has this plan been changed? We formally request either double yellow lines or a white line indicating No Parking across both driveways and the space in between.</p> | |
| <p>At present there is some parking on the left hand side of the west side of the lane and usually drivers do not park in the east side as this would block the road, although this does occasionally happen when there is an event at the school. School pick-up and drop-off times are extremely busy. The new proposals allow limited waiting on the east side and double yellow lines on the west will not improve this situation, as parents will still wait in their cars.</p> | |
| <p>The new proposals appear to show that in some places, parking will be allowed on both sides at the same time, leaving a very narrow passage for traffic. This will restrict access and will be very dangerous.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------|
| Name: | Mr & Mrs Doubleday-Pots |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 183 |

| Incoming comments (paraphrased) | |
|--|--|
| As a resident of Hollybush Close, I feel it would be extremely beneficial to make the whole of the road a double yellow line zone, due to the amount of traffic that uses the road. We have traffic using the road for the all weather pitches, the bowls centre, the children's playground and for school pickups, not to mention the flow of traffic associated with the old peoples' home. | |
| There have been many occasions when an ambulance cannot get through at the speed it needs to due to the volume of traffic and in some cases this could be life or death. | |
| Hollybush Close has become quite a dangerous area, especially as it is a sharp turn into Hollybush Close from Hollybush Lane and with parked traffic on one side, it is quite a black spot where vision is concerned. | |
| My other concern is for Hollybush Close itself (from the main part of Hollybush Close). By making the main part a double yellow line zone, it might push people to park in our close. On one side there are 5 driveways and another hidden behind a bank, and on the other side a steep bank which eventually turns sharply into our driveway. | |
| This is a total black spot for us driving from our driveway and if cars were to start parking alongside the bank this could cause problems. I think a double yellow line should also be put down the side with the bank. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 184 |

Incoming comments (paraphrased)

The reasons for this are unclear. There are no traffic reasons to introduce controls on Hollybush Lane running along beside the Vine.
The flexibility of this parking resource will be severely reduced to the detriment of the town.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr J Moorcroft |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 185 |

| Incoming comments (paraphrased) |
|---|
| The restrictions in Holly Bush Lane are unnecessary. There are no obstructions to residents or traffic in this particular road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Ms C Moore |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 186 |

| Incoming comments (paraphrased) |
|--|
| <p>The proposed restrictions for the Vine Court road are likely to displace commuter parking into the Hollybush Lane area.</p> <p>Vine Court Road is one of the safer streets in the area due to its width and can quite easily accommodate parking. The majority of the houses have onsite parking for themselves and their visitors.</p> |
| <p>We appreciate the Council's need for access to narrow roads such as Bethel Road for the rubbish collection. Could there be a compromise that a minimal length of line is placed on the corner of Bethel and Holly Bush and the Council use a smaller rubbish truck to collect from the narrow streets? It is only when the large truck is used that the problem occurs.</p> |
| <p>The Quaker Meeting House provides a valuable community service as it is used by local groups for meetings - Sevenoaks Allotments, Beekeepers, AA to name a few, as well as providing a free open garden for local residents to enjoy.</p> <p>Any groups that meet here do so for a period of 1 to 2 hours so a 2 hour restriction for parking would be acceptable.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Ms J Roff |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 187 |

| Incoming comments (paraphrased) |
|---|
| The proposals for Vine Court Road will just push commuters and shoppers who are too tight to pay for parking in to the Hollybush Lane area. |
| You may wish to attract visitors to Sevenoaks, but please consider those of us who are trying to park somewhere near our houses and pay our rates for the luxury of doing so! |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr W J Terry |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 188 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>As the freeholder of several shops and offices in the shopping centre at Dartford Road and upper St John's Hill, I advise you unequivocally that most of the shop premises in the area are under financial stress, principally due to the lack of parking in the area.</p> <p>The retailers cannot gain viability from local residents and rely on customers visiting from surrounding districts to justify their presence. Any further restrictions to parking will unquestionably adversely affect their profitability.</p> | |
| <p>Councillors and Council Officers must have cognition that unless turnover in these shops is maintained and fostered then the Non Domestic Business Rate levied will be placed in jeopardy.</p> <p>If such locations are to remain viable the it is incumbent upon the Local Authority to address this problem and to support these small businesses by maximising the availability of spaces for the parking of cars.</p> | |
| <p>With regard to the proposal to issue permits to day time commuters, who would be the principals and staff who work in this area, I remain, as with others, fervently opposed to this concept on two points;</p> | |
| <p>1. SDC has not carried out a survey on how many people this will involve. My initial count of heads that would be affected would be over 100 who work in and around the 'business village' of upper St John's Hill and Dartford Road.</p> <p>Of these, the greater number would be coming or going as their business would demand.</p> | |
| <p>2. The suggestion to charge £60 for resident business permits is an additional tax on these commercial enterprises. How and where does the Local Authority consider this money is to be generated?</p> <p>It is more than apparent that no in depth though has been given to the imposition and the implications of more on street parking restrictions to these secondary / tertiary shops.</p> | |
| <p>Rather than to implement piecemeal parking restrictions in the subject location, a comprehensive survey and review should be made of traffic flows in the surrounding roads then followed controls;</p> <p>e.g. One-way systems and traffic lights with the object of regulating the speed and flow of vehicles to avoid congestion and accidents and at the same time allowing for on-street parking.</p> | |
| <p>I wrote a letter to the Head of Transportation and Planning at Kent Highway Services in March '06 and I drew these issues to the attention of the Leader of the District Council in June '06.</p> <p>To date I have not received any response from Kent Highway Services, which is not only discourteous but reflects an utter indifference to a localised traffic and parking problem. (An extract from this letter is on my correspondence).</p> | |
| <p>Not all my proposals would require implementation at once to impact on the parking problems. For instance, a one way traffic scheme in Bradbourne Road to its junction with Amherst Road would immediately release car parking spaces with minimal cost.</p> <p>I trust this will assist your Department to moderate the effect of further parking restrictions and penalties in the locality concerned.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 189 |

| |
|---|
| Incoming comments (paraphrased) |
| <p>The reasons for this are unclear. There are no traffic reasons to introduce controls on Hollybush Lane running along beside the Vine.</p> <p>The flexibility of this parking resource will be severely reduced to the detriment of the town.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Ms J Wood |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | Hollybush Lane area |
| Comment number: | 190 |

| Incoming comments (paraphrased) |
|---|
| Our home is on the corner of Holly Bush Lane and Vine Court Road. Over the years we have increasing problems with access to our home due to the parking situation in our street. I regularly come home to find someone parked in front of our driveway and this year I've got even more frustrated as it now happens every day. |
| I understand you have to think of the town as a hole and make changes to help everyone, but I'm concerned that the proposed changes will make our life even more difficult and that we will have more people blocking our driveway. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr H Salmon |
| Representing: | J Salmon Ltd |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | letter |
| Comments relating to: | London Road (area A) |
| Comment number: | 191 |

Incoming comments (paraphrased)

I feel the proposed parking restrictions will cause problems for our staff and other workers in Sevenoaks. We are unable to offer parking to all members of staff at our premises, and those that park on-street have to move their vehicles from the limited waiting parking bays, which causes disruption. The new proposals will make this worse.

I understand the need to regulate parking and possibly to raise revenue, but I would like to object as the scheme makes no allowance for local businesses. If the scheme were to go ahead perhaps there should be some sort of reduced fee permit for workers in Sevenoaks.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------------|
| Name: | Mr S Eden |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Montreal Park area - Lyndhurst Drive |
| Comment number: | 192 |

Incoming comments (paraphrased)

In spite of the complaints made by some residents at the easterly end of Lyndhurst Drive, there really isn't a significant commuter parking problem. There are rarely more than a dozen cars parked at that end of the road.

It appears that people are concerned about possible displacement parking as a result of other proposals. I find this extremely annoying - firstly because it is based on no evidence whatsoever, and, secondly, I would have thought your remit was to solve existing problems, not create new ones!!!

The Residents Committee have provided you with recommendations which absolutely do not come with my blessing.

The Council's proposal, that single yellow lines be introduced up to a point, then possibly extended if required has my support.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------------|
| Name: | Mr & Mrs CR Taylor |
| Representing: | |
| Address: | Supplied |
| on: | 10/18/2007 |
| Comment by: | letter |
| Comments relating to: | Montreal Park area - Lyndhurst Drive |
| Comment number: | 193 |

| |
|--|
| Incoming comments (paraphrased) |
| We are very much in favour of the proposed single yellow lines on both sides of the road outside our house. We are very happy by the choice of times (11-noon & 2-3pm) and are disappointed to hear that this has been amended to 11-noon & 4-5pm following comments from the Residents Association. |
| We note that the initial restrictions are only proposed for part of Lyndhurst Drive. We feel that commuters will move up to the unrestricted portion of the road and you will need to extend the restriction - Only time will tell! |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Dr G J Burrell |
| Representing: | Montreal Park Residents Association |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 194 |

Incoming comments (paraphrased)

The Montreal Park Residents Association are content with the proposals, subject to the following; 1. In the areas described as 'if required', no single yellow lines should be introduced until the residents decide that such a need has arisen.

2. The 'break point' of the restriction in Marlborough Crescent (north) needs to be at the end of the existing double yellow lines, i.e. the whole of Marlborough Crescent (north) should only be introduced 'if required'.

3. The single yellow line restrictions in Lyndhurst Drive should be introduced along the whole road at the outset, as already proposed for 'The Close'.

4. The 'break point' in Marlborough Crescent (south) needs to be staggered; a). On the even numbered side to a point between no's 8 & 10. b). On the odd numbered side to a point between No's 27 & 29.

The eastern 'loop' (houses 7-15) should be changed to a single yellow line 4-5pm on the houses side, leaving the 11-noon restriction around the island.

The western 'loop' (houses 75-85) should be changed to a single yellow line 4-5pm on the houses side, leaving the 11-noon restriction around the island, and to be introduced 'if required'.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Dr G Burrell |
| Representing: | |
| Address: | Supplied |
| on: | 9/24/2007 |
| Comment by: | email |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 195 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr G Comer |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 196 |

| Incoming comments (paraphrased) | |
|--|--|
| I endorse the comments of the Montreal Park Residents Association | |
| <p>Whilst there is a published 'strategy' on the website, it is not clear how your proposals actually achieve benefits to the Sevenoaks community as a whole.</p> <p>I have serious concerns that your proposals do not appear to be based upon a quantitative assessment of the impact that changes in one area will have on another.</p> | |
| <p>Marlborough Crescent is an example where the problem of commuter parking is mild. The changes that you are proposing will inevitably have an undesirable impact on our road.</p> <p>This would make it necessary to introduce yellow lines as a reluctant compromise, even though the majority of residents are opposed to such a solution.</p> | |
| <p>The parking strategy for parking around the station is hard to discern. There are new restrictions in some areas and changes to allow parking in others.</p> <p>Is it that you propose to charge so much for parking permits that you expect people to park elsewhere unless they are denied the choice by parking restrictions?</p> | |
| <p>It appears that you expect to generate substantial additional revenue from on-street parking.</p> <p>If the charge for commuter permits is too high (as currently proposed) then the amount of displacement to Marlborough Crescent will be very substantial.</p> | |
| <p>You say the measures are cost neutral. Presumably this means that all the extra revenue will be swallowed up in extra costs.</p> <p>If this is so then there is no point in doing it unless you can demonstrate that there are clear benefits to Sevenoaks residents.</p> | |
| <p>Are you able to justify the proposals in quantitative terms? Both financial and also in terms of assumed take-up of parking spaces by commuters and the number of cars to be displaced?</p> <p>How sensitive to cost do you assume the parking displacement to be?</p> | |
| <p>I had expected the current proposals to include a description of the proposals in words in addition to the 54 charts available on the website. The all-important Traffic Regulation Order has not been distributed nor made available on the website.</p> <p>Without the accompanying words the formal consultation process has to be deemed inadequate.</p> | |
| <p>If Marlborough Crescent is obliged to suffer yellow lines then I believe this needs to be clearly justified by a quantitative demonstration that parking proposals for the vicinity of the station are beneficial to the residents of Sevenoaks as a whole.</p> <p>This simply has not been done to date and I do not believe therefore that your proposals can proceed on the basis of the data that has been made available in the public domain.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Ms M Croft |
| Representing: | |
| Address: | Supplied |
| on: | 10/2/2007 |
| Comment by: | email |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 197 |

| Incoming comments (paraphrased) |
|---|
| The proposed single yellow lines on Marlborough Crescent (south) appear to come midway across the frontage of our property. Unless the line is extended to the edge of our driveway there will be a traffic hazard from commuters parking in the space opposite No.32's driveway. We already have complaints in this respect from those unable to enter or exit safely from that property. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr & Mrs Fidler |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | letter |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 198 |

Incoming comments (paraphrased)

We object to the proposal for double yellow lines at the western end of Lyndhurst Drive, at the junction of Marlborough Crescent.
 We are not aware of any accidents on this corner, the road is very quiet and as such we don't see the necessity for any lines.
 In any case we are surprised to see that these lines are proposed to be introduced before any 'trial period' whereas the single yellow lines in our area are to be implemented if required.
 We feel that introducing the double yellow lines before the trial is particularly unnecessary.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr D Regan |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 202 |

| Incoming comments (paraphrased) | |
|---|--|
| I fully support the latest parking proposals from Montreal Park. It covers the area most likely to cause a problem and the option exists to restrict parking across the whole estate if it becomes necessary. | |
| I do not support any attempt by the Residents Association (or any another representatives from the estate) to reduce the area covered by proposed parking restrictions. It doesn't make sense when you consider the layout of the roads in the area. Commuter parking would cause safety problems for all residents especially children out playing. | |
| If it is true that the Residents Association supports parking restrictions on just one side of the road in some places, then this is senseless. | |
| Parking is already at unacceptable levels on the estate and restrictions elsewhere in Sevenoaks will make Montreal Park a popular choice for commuter parking if the limitations don't go far enough, I reaffirm that parking restrictions need to be widespread on the estate to avoid serious safety issues. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr & Mrs G Watson |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 207 |

| |
|--|
| Incoming comments (paraphrased) |
| We welcome the proposals, however we would like to express our concern over the chosen location for ending the new yellow lines. The proposed yellow line will end outside no.32 (our neighbour). This makes it likely that parking will occur outside our house, which we think would pose a serious danger to our three young children. |
| We recommend that you consider lines around the entire estate. We recognise that it is difficult for commuters to find parking, but feel very strongly that they should not encroach upon the safety and peace of residential areas. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr & Mrs Williamson |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Montreal Park area - Marlborough Crescent |
| Comment number: | 208 |

| |
|---|
| Incoming comments (paraphrased) |
| We are satisfied with the proposed restrictions for Montreal Park. We are pleased to have been consulted and feel that our views have been taken in to account. We have noticed that the parking issues have become more relevant recently as more all-day parking by commuters is seen, often without consideration for residents. However, we would like to know why the originally proposed 2pm-3pm restriction has been changed to 4pm-5pm? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr D Peach |
| Representing: | Witness Service, Sevenoaks Magistrates Court |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Morewood Close |
| Comment number: | 209 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>I am concerned about the proposal to limit waiting in the parking bays outside the courts to a maximum of 4 hours.</p> <p>I am also concerned about the proposal to remove the 7-10am single yellow line restriction that is regularly used as long-stay parking by court attendees. If parking is permitted before 10am the area could be taken up by commuter parking.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Ms J Alcock |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 210 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>We live at 11 Mount Harry Road and the proposals will reduce the visibility from our gate to no more than a few feet.</p> | |
| <p>We have seen a number of different schemes tried out, some of which were supposed to provide traffic calming. We know from the day to day practicality of living with these schemes that none of them calmed the traffic at all & generally they made it more dangerous to leave our drive.</p> | |
| <p>The bend of Mount Harry Road between 5 & 9 appears deceptively gentle on a plan, however, at the moment we cannot see cars coming from the Dartford Road end until they pass Pendennis Road, which gives us less than a second to react. If we have visitors we have to reverse out of the gates which is very difficult at the moment and would be suicidal with these parking proposals.</p> | |
| <p>Looking towards the junction of Woodside Road, we quite often find cars parked outside our fence and again this reduces our view and reversing out would be almost impossible. This will be exacerbated by parking bays. As no cars will be parked on the opposite side at any point the cars will not be calmed or slow down. Unless measures are taken to slow the traffic by the use of sleeping policemen or similar the cars will continue to fly down Mount Harry Road.</p> | |
| <p>The scheme will greatly restrict the number of casual short term visitors who need to use the Dartford Road shops or park on Mount Harry, then walk down Linden Chase to the schools in Bradbourne Park Road.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr & Mrs Bates |
| Representing: | |
| Address: | Supplied |
| on: | 9/25/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road |
| Comment number: | 211 |

Incoming comments (paraphrased)

It is not clear what the proposals are for Mount Harry Road outside 'Hornshaw House' and Kirk Court

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr P Conway |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 212 |

Incoming comments (paraphrased)

Thank you for re-instating the limited waiting in the proposed areas - it is very much a plus for the residents as well as the Granville School mums.

My main concern now is that you seem to be opening up the limited waiting to permit holding commuters.

The problem is that the commuters will take up this opportunity, arrive early and park the whole day and so prevent residents and school mums from benefiting from the parking.

Please disallow the sale of permits to commuters in the limited waiting areas.

You propose the removal of the existing limited waiting directly outside 106 Mount Harry Road, and its replacement with double yellow lines. I would like to see the limited waiting retained, but not available to commuters.

In terms of the proposals for the wider area, I support changes that calm the speed of traffic. To this end I support a mix of limited waiting, some with permit holder rights and some without.

We don't want the whole area to be a solid car-park, but equally, it shouldn't be a race track either.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr B Cox |
| Representing: | |
| Address: | Supplied |
| on: | 9/24/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road |
| Comment number: | 213 |

| |
|--|
| Incoming comments (paraphrased) |
| I object to the proposed parking bays outside 11-15 Mount Harry Road. Parking in these positions would create additional traffic hazard in a busy road particularly with traffic driving down towards the station, and coming round the left-hand bend past Pendennis Road. |
| There have been frequent accidents just past my house towards the junction of Woodside Road, and obscuring vision will only add to this danger. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mrs H E Darque |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 214 |

Incoming comments (paraphrased)

The existing parking in the street outside 8 Mount Harry Road works well and is flexible for residents and the local businesses. There has very rarely been any all day parking from commuters or people working locally. Nor is this stretch of road dangerous or accident prone as there is good visibility from both the Dartford Road junction and from Linen Chase.

I appreciate local residents do not wish for all day commuter parking in their streets the imposition of double yellow lines seems very draconian and unnecessary and would be highly inconvenient and impractical for us and our neighbours.
For instance - It would be illegal even to drop off an elderly relative before the driver then drove off to park his or her car. How would it be possible for deliveries of parcels of larger items such as furniture to take place?
The practicalities are num

I therefore urge you (in the stretch of Mount Harry Road, on the northern side, between no's 2 & 16) not to impose double yellow lines. We would much rather have limited waiting or no parking before 10am (which would prevent commuter parking)
We also fear that such drastic measures as double yellow lines would have a detrimental effect on the local shops and businesses at Hollybush Lane.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Ms M Findlay |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road |
| Comment number: | 215 |

| | |
|---|--|
| Incoming comments (paraphrased) | |
| I am horrified at the new proposals for Mount Harry Road. You must know by now what a busy road it has become, including a lot of heavy traffic off the M25 onto the A25 who are unable to get under the railway bridge at Riverhead. | |
| Emerging from my house it is an absolutely blind bend above me and if I want to turn right there are cars parked on my right, it is highly risky, especially as commuters, at rush hour, who take no notice of speed limits. | |
| The empty space left by the sad demolition of The Farmers could be used for station etc. they would have to pay; surely us residents shouldn't have to pay in danger and risks. | |
| If the scheme takes place as at present planned I think that I and probably my neighbours would want a reduction in Council Tax. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr M Fisher |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road |
| Comment number: | 216 |

| Incoming comments (paraphrased) |
|---|
| The existing restrictions in the road are satisfactory as they mean that commuters cannot park during the day, but after 6.30 the road is returned to residents for their use which might mean friends parking in the road that are unable to do so off-street. |
| The few parking spaces near Granville Road act as a speed deterrent when in use. |
| Double yellow lines would seriously affect residents living habits. It would also open up the road as a speed track. Mount Harry Road has already suffers from the introduction of humps in Bradbourne Park Road. The volume of traffic has increased many fold |
| If you are really trying to improve matters, speed control is a top priority. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr I D Fisher |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road |
| Comment number: | 217 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|---|
| Mount Harry Road (either side of Merlewood) is a favourite spot for motorists to stop and talk on their mobiles and the proposals to extend the double yellow lines to either side of the exit is hugely welcomed by all Merlewood residents. |
|---|

| |
|---|
| Could the double yellow line proposed to the east of Merlewood be extended? as any car stopping at the end of the restrictions would be very close to the brow of the hill? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Ms V Hichens |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 218 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mrs S Killington |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 219 |

| Incoming comments (paraphrased) | |
|--|--|
| We park on the road outside our house, (14 Mount Harry Road) and, with an 8 month old baby, if you introduce the proposed double yellow lines, I don't know how we will cope with the practicalities of having to park streets away. | |
| I have lived at this address for 3 months now and really can't see any problems that parking here causes, as a resident and a driver. Would permit parking be an option for this stretch of road? | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Ms M McInerney |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 220 |

Incoming comments (paraphrased)

I am concerned that I cannot safely leave my driveway when a bus is standing at the bus stop under the current scheme. Allowing cars to park near the driveways would worsen visibility and be dangerous. This situation is made worse by the bend in the road. With cars parked on the south side we would have to pull of our drives and cross the carriageway when heading west into the oncoming traffic which is not easily visible due to the bend in the road.

Drivers who currently park on Mount Harry Road do so to use the northern pavement either to access the houses on the north side, the local shops or to walk to school down Linden Chase. Waling to school should not be discouraged and eases the considerable congestion in Bradbourne Park Road! Parking on the north side is extremely practical and safe.

Overall this scheme will not result in any more parking spaces so I don't see why our council tax money should be wasted this way.

My neighbours opposite do not want to lose the parking outside their homes for their visitors. Most of them have very limited driveways. The current arrangements are ideal for the local shops too - something we must wholeheartedly support.

I think you will find that at this (eastern) end of Mount Harry Road we are united against the proposals. As council tax payers we urge you to take our points of view seriously.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mrs D Mclean |
| Representing: | |
| Address: | Supplied |
| on: | 10/18/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 221 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The main purpose of the proposals seems to be to prevent commuters using the top (east) end of the road for parking. The current restrictions already achieve this.</p> <p>Moving the restricted parking from the north side to the south will mean residents will have to constantly cross the road to get to their cars. Mount Harry Road is extensively used by cars and taxis which makes it quite difficult to cross.</p> | |
| <p>Any shoppers using the short term parking for the Hollybush parade of shops will now have to cross 2 busy roads rather than just one (which has a pedestrian crossing).</p> | |
| <p>The proposed restrictions allow permit holders. I understand that this will mean commuters will be allowed to park here with permits, thus pushing out individuals who use the parking here to use the local shops. This will have a negative impact on local b</p> <p>This will have a negative impact on local businesses to the detriment of the whole area.</p> | |
| <p>Cars parked in the proposed bay outside no.5 will make it nearly impossible to see cars coming up the road. The bend by No.7a is practically a blind bend and cars travel very quickly up the road.</p> <p>If cars are parked between the bend and the driveway to no. 5 it will increase the danger as traffic coming up the road will be less visible to cars leaving the drives of no's 1, 3, & 5 and vice versa.</p> | |
| <p>The proposal to change the current 'No waiting Mon-Sat, 8.30am-6.30pm' outside no's 7 and 7a to a double yellow line is a good idea as the road here is a blind bend.</p> | |
| <p>The proposed limited waiting outside no's 19 & 21 - this bend in the road is notoriously dangerous. So much so that traffic calming was recently introduced, though it has not solved the problem.</p> <p>Any car parked in pay & display here would get damaged and would cause further and more serious accidents by forcing cars coming down the road to be driving in the middle rather than on the left hand side of the road.</p> | |
| <p>We suggest; 1). Retain the existing restriction on the south side of the top (east) end of the road between the existing sets of double yellow lines. 2). Move the proposed limited waiting to the north side and only allow residential permit holders</p> <p>3.). Leave the single yellow line outside no's 7 & 7a. 4). Remove the proposed parking bay outside no's 19 & 21.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Ms V Nix |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 222 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>I strongly object to the proposal for Mount Harry Road, particularly the section outside our property. We currently have a single yellow line which fully meets the needs of controlling commuter traffic, whilst at the same time allowing friends and family to park at evenings and weekends.</p> | |
| <p>Many residents (myself included) have limited off-street parking and so do not have room for more than one or two cars. Many of us are also elderly and some are infirm and we rely on the social contact of those who come to visit us.</p> <p>For them to be unable to park outside would severely restrict their access and would penalise both us and them by making them pay at car parks some considerable distance from the houses.</p> | |
| <p>The resources of the Council would be much better used if they were to address the speeding issues in the road. Traffic calming measures would be of significantly more benefit to residents, would improve safety, whilst not compromising access.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mrs A Philpot |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road |
| Comment number: | 223 |

Incoming comments (paraphrased)

My interpretation of your plans it that you propose to introduce limited parking in the stretch of Mount Harry Road by no.29. We would be strongly opposed to any such proposal.

Mount Harry Road is a busy thoroughfare from the station to St John's not only for cars and buses, but also police cars and fire engines.

Backing out of our drives through parked cars into fast flowing traffic would be extremely hazardous.

Safety of motorists and pedestrians would be compromised in order to raise revenue for the Council. The current parking restrictions in Mount Harry Road work very well and we would be loath to see any changes to them.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr & Mrs T S Preston |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road |
| Comment number: | 224 |

| Incoming comments (paraphrased) |
|---|
| <p>I am not aware that there were concerns about parking in Mount Harry Road. The previous changes solved the problem of commuters' cars parked all day on the left hand side of the road in the Dartford Road direction and of all day parking on both sides of Woodside Road.</p> <p>The proposals would allow parking on the left hand side outside Kirk Court flats, dangerously near the brow of the hill where cars coming down the hill at speed are not seen until the last minute.</p> |
| <p>There is provision for pay & display near Woodside Road, on the right hand side of Mount Harry Road. This is where a bus stop has been sited and close to recently installed traffic islands either side of the Woodside Road junction.</p> <p>The proposals revive parking in Mount Harry Road, albeit metered and not likely to attract all-day parkers. This makes it difficult not to cling to the idea (rejected by your spokesman) that this is really about raising revenue.</p> |
| <p>The real problem in Mount Harry Road is the speed of cars. Despite the traffic islands, cars continue to drive too fast and career off the road - just where you propose to establish pay and display and permit holder parking.</p> <p>I understand the need for permit holder parking in Hitchen hatch Lane, where many of the houses do not have garages or driveway parking space, but this is not the case in Mount Harry Road.</p> |
| <p>Parking on Mount Harry Road is currently not a problem and there is no need to spend money on double yellow line restrictions when the present restrictions are working.</p> <p>The changes would only mean that people calling for a short period of time would have to start paying for the privilege and possible paying after 6.3pm and at weekends though this is not clear.</p> |
| <p>The proposals as outlined appear to exacerbate rather than relieve the situation in Mount Harry Road, with pay and display meters and the employment of more traffic wardens, an expensive way to solve what appears to be a non-existent problem.</p> <p>Hopefully any parking meters you establish in Sevenoaks under the scheme will not be as ugly and obtrusive as those recently installed in the upper High Street.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr & Mrs R Lay |
| Representing: | The Cedar Residents Association |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road - Birch Close |
| Comment number: | 225 |

| Incoming comments (paraphrased) |
|---|
| The Cedar Residents Association strongly object to any proposals to allow parking on Mount Harry Road opposite the opening to Birch Close. Whilst we commend and support efforts to stop the ridiculous speeding on this straight section of Mount Harry Road, the proposal would make exiting Birch Close extremely difficult and dangerous. We urge you to drop this part of the proposal. |
| Please could you advise where the proposals for speed restrictions on this part of Mount Harry Road has now got to? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mrs S Threlfall |
| Representing: | |
| Address: | Supplied |
| on: | 10/4/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road - Birch Close |
| Comment number: | 226 |

| Incoming comments (paraphrased) |
|--|
| <p>I would like you to re-consider Birch Close, especially the part of the road proposed to become No waiting, Monday to Friday, 8.30am-6.30pm. Please could this be changed to 'No waiting, Monday to Friday, 7am-10am' - This would accommodate trade and visitor parking, which is generally outside commuter parking times.</p> <p>If only you could provide extra commuter parking within the vicinity of Sevenoaks Station, which is desperately needed, these parking problems would not occur in the surrounding streets.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Ms S Bridgman |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road - Blair Drive |
| Comment number: | 227 |

Incoming comments (paraphrased)

We are somewhat perturbed that the original proposal for Blair Drive (which we supported) has changed to allow commuters to park using permits.

Our view is simply that commuters should not be allowed to park in Blair Drive.

They cause obstruction, noise very early and late and are extremely annoying, especially for us and at no.4 at the end as they turn around in our properties. They also park in the impossibly small gap between 2 & 3 which cause obstruction.

In addition, you are proposing to restrict waiting to a maximum of 2 hours during the day on a Saturday which means that friends etc. cannot park outside their houses to visit for more than 2 hours.

On a general point, if you insist on allowing commuters to park on roads, why not charge them a 'penal' amount? £510 is not enough anyway. You should start at £1000.

Part of the £1000 could then be passed on to the inconvenienced households in the form of a Council Tax rebate or discount.

Also, £1000 relative to the £600-ish to obtain a season ticket for proper 'authorised' parking in the station car park is about right - I'm sure the guy with the Porsche 911 Carrera that parks in our road can afford it.

We note the you are allowing commuter parking outside 19 Mount Harry Road and closer to the corner of Woodside Road. We re-iterate our concerns over this safety issue.

When we turn right from Blair Drive we will be forced on to the other side of the road, approaching the blind bend by Woodside Road before we have to cut back on the correct side of the road for the traffic bollard.

There have been incidents of cars speeding round the corner, Being on the correct side of the road gives half a chance to avoid an accident (the bollard does provide some protection).

Your proposals may well compound an accident. If you feel your proposal is a calculated gamble and 'it should be ok', its best not to gamble in matters of safety.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr M Thompson & Ms Roach |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Mount Harry Road - Blair Drive |
| Comment number: | 228 |

| Incoming comments (paraphrased) |
|--|
| <p>Previously, we were broadly in favour of the proposals outlined for Blair Drive, but there had been no mention of the intention to 'sell' commuter parking rights to commuters (who make noisy early and late, restrict access for deliveries and turn around in our entranceway).</p> <p>On those grounds you must now consider our support for the proposal withdrawn.</p> |
| <p>As residents we would like to point out that on Saturdays there are no commuters parked in Blair Drive, the only cars belong to residents and their guests. Therefore the restrictions on a Saturday are of no benefit to residents.</p> |
| <p>It would be unsafe to allow parking outside 19 & 21 Mount Harry Road as this would force westbound traffic into the centre of the road with an enhanced chance of collision with traffic travelling in the opposite direction. As you are no doubt aware there have been several accidents in recent years between Blair Drive and Woodside Road. We feel that safety should be a top priority for the Council.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------------|
| Name: | Mrs J Surrey |
| Representing: | |
| Address: | Supplied |
| on: | 10/22/2007 |
| Comment by: | letter |
| Comments relating to: | Mount Harry Road area - Hunsdon Drive |
| Comment number: | 229 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The parking in Hunsdon Drive was revised under the last review and the decision taken to restrict parking to the area where the road is straight and no immediate access to the residents' driveways This has worked well since it was implemented as access has now been possible for residents and delivery vehicles. It has also enabled wheelchairs to use the pavements where previously vehicles mounted the kerb to park.</p> | |
| <p>I thank you for the opportunity to explain and also to express my appreciation over the changes that were made to parking in Hunsdon Drive when the current restrictions were put in place.</p> | |
| <p>Regarding charging, I feel it would be better to make all day road parking more expensive than car park parking, enabling short term parking i.e. tradesmen and local visitors to find a space nearer their destination.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr S Allen |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 230 |

| |
|---|
| <p>Incoming comments (paraphrased)</p> <p>With regard to the parking proposals, does the council propose to improve the public transport service from outlying villages, such as Plaxtol, during the 'rush hour' periods to and from Sevenoaks station? Currently there is only one bus to pass through Plaxtol during the early morning peak hours and the last bus has already departed Sevenoaks in the evening just prior to the first batch of commuters returning from London.</p> <p>The morning bus usually has to commit itself to the school children first before heading to Sevenoaks station. Could the Council consider introducing a proper, cost effective bus service for commuters from the Plaxtol area during the peak hours? I'm certain carrying out an investigation into providing such a service will prove beneficial for all concerned. You will be surprised at the number of commuters who drive to Sevenoaks and would be interested if a reliable and flexible service could be introduced.</p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> <p> </p> |
|---|

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mrs J Bovey |
| Representing: | |
| Address: | Supplied |
| on: | 10/9/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 231 |

| Incoming comments (paraphrased) |
|---|
| <p>I object to the proposed parking restrictions around Sevenoaks town. I work in the town and park in the roads outside the town as I cannot afford the cost of all-day parking in the town or the high cost of public transport which does not run to a very extensive timetable.</p> <p>The roads around Sevenoaks are quiet, very wide roads and the parked cars do not cause a danger to other road users or inconvenience. For Sevenoaks to stay the prosperous town it is then people who work here have to be able to afford to get here to work.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Miss K Brown |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 232 |

Incoming comments (paraphrased)

The restrictions are completely uncalled for as I believe we, as parkers and workers, do not cause any inconvenience to local residents and therefore should be allowed to carry on parking in these roads without hindrance.

I find it difficult to park most days as it is now, without having to find somewhere else to leave my car so I may come to my work place.

I live 23 miles away so as you can imagine it is a great deal more of an inconvenience to myself than to local people that live in, and yet still drive to, Sevenoaks to come to work.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Ms N Burns |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 233 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr G Davidson |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 234 |

Incoming comments (paraphrased)

I object to the current proposals for the Hollybush Lane / Park Lane area on the following grounds;

1. They are unnecessary - most residents in the area have their own off street parking
2. You are making no new parking arrangements for those commuters who park in this area and walk to the station.
Some of the commuters will move to park in another area of Sevenoaks if, like me, they enjoy a walk and don't want to add to the cost of commuting.
3. You will not stop parking in the area. Instead it will be used by shoppers who will stop using the central car parks (witness Saturdays).

As a general point I would say that by increasing parking restrictions and charges in Sevenoaks you will be making travelling in the area more difficult for residents.
Already there is congestion morning and evening and the availability of parking around the station is inadequate and expensive.

Your proposals will make travelling by train less attractive to the public and therefore encourage people to use their cars to travel to work instead of the train.
Finally, I only learnt of your proposals by a local resident in Hollybush Lane - I don't think you have done enough to seek the views of those currently visiting the area and who use it for parking.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------|
| Name: | Mr R A Emersen |
| Representing: | |
| Address: | Supplied |
| on: | 10/18/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 235 |

Incoming comments (paraphrased)

I object to the proposals for Gordon Road as I work in Sevenoaks and on occasion have to work from 6am to 9pm and it would be impossible to get to and from work by public transport.

With regard to the proposed charges to park in the streets, do you actually think our employers are going to give us all a pay rise to take in to account these charges?

This decision is driven by financial greed and by people who are lucky enough to have parking provided for them, as in the Council Offices in Argyle Road. Where do you think your staff would park if you did not have that large car park?

Do not try to say that it helps the residents as they already have parking bays and if you walk around some of the roads in the middle of the day, some of the bays are empty.

Consider the long term effects of those people who work in Sevenoaks and provide the local shops with income. No staff! No income! No shops! No town!

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr B Frow |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 236 |

| Incoming comments (paraphrased) | |
|---|--|
| The loss of 2 hour short stay parking in Victoria Road and Beech Road will put more pressure on the car parks and losing this short term facility will lessen the attractiveness of using the town. | |
| The proposals for St Botolph's will cause more problems than it solves. At present rail commuters are discouraged by the existing restrictions. The proposed charges will encourage commuter usage and the road will be full by 7-7.30am as it undercuts the station car parks. | |
| The proposed short term parking in St Botolph's is too small and I consider it wrong to charge people. I have used the shops for the past 30 years and it will be very difficult in the future if there is nowhere to park. Similar comments must apply to the doctors surgery as their car park is often full. Where will patients park in the future? | |
| Keeping the existing arrangements for St Botolph's is the better option and I object to what is proposed. There is inadequate parking at Sevenoaks Station. I suggest pressure is applied to SE Trains and Network Road to provide a multi-storey facility; this should have been done years ago. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr A Griffin |
| Representing: | |
| Address: | Supplied |
| on: | 10/2/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 237 |

| Incoming comments (paraphrased) | |
|---|--|
| As a commuter from the east of Sevenoaks, parking on the roads east of the station is very convenient and also mean that I do not clog up the centre of the town or the station area at peak rush hour times. This also clearly has environmental benefits as I spend less time on the road polluting the centre of Sevenoaks. | |
| The roads east of the station are sufficiently wide to have parking on at least one side of the carriageways. The houses have large private driveways, commuters parking there can in no way restrict access to owners properties as they would in the terrace style properties near Tonbridge station. | |
| Were greater restrictions imposed on parking on roads close to the station, I would like to know what the Council propose to do to provide extra facilities for commuters that do not currently park in the station car parks or are on the waiting lists? Assuming that part of the reason for these parking restrictions is to increase Council revenue, would the Council perhaps like to consider how these extra funds might be better used to provide better transport facilities to commuters in outlying villages? | |
| Currently the lack of public transport to the outlying villages precludes the use of public transport to be able to get to the station - perhaps this is an area that the Council is looking to invest money in, and would be welcomed by commuters. Perhaps the Council would consider a Park & Ride facility for commuters outside the town or on the edge of town? | |
| While acknowledging that the prime reason for roads is for vehicles to travel safely, roads have been used for parking vehicles long before the advent of the motor car. Where there is sufficient parking space for cars to pass safely, and no restriction to access is caused, there seems no logical reason for imposing parking restrictions. Ultimately, this is likely to lead to greater congestion and environmental pollution in the town centre. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr B Holder |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 238 |

| Incoming comments (paraphrased) |
|--|
| As a commuter from the east of Sevenoaks, parking on the roads east of the station so very convenient and means that I do not clog up the centre of town or the station area at peak rush hour times. The roads east of the station are sufficiently wide to have parking on at least one side of the carriageway and as the houses have large private driveways, commuters parking there can in no way restrict access to properties. |
| If restrictions are imposed on parking on roads close to the station, I would be very interested to know what the Council proposed to do to provide extra facilities for commuters. |
| Assuming part of the reason for these proposals is to raise revenue, perhaps the extra funds might be used to provide better transport facilities to commuters in outlying villages so they could catch buses to the station instead? Currently the lack of public transport to outlying villages precludes the use of public transport. Investment here would be welcomed by commuters and other community members with no access to private transport facilities. |
| Perhaps the Council could also consider a Park & Ride facility for commuters outside of the town or on the edge of the town? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr J Jeffery |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 239 |

| Incoming comments (paraphrased) |
|---|
| Has any thought been made about the people who work in Sevenoaks and how this will affect us? Will there be any free parking available? |
| Can people who work in Sevenoaks apply for a free parking permit? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Ms S Pearson |
| Representing: | |
| Address: | Supplied |
| on: | 10/25/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 240 |

| Incoming comments (paraphrased) |
|--|
| The introduction of the parking proposals will cause difficulties for people working in the town, causing staff to leave their jobs. |
| Why is Sevenoaks different to Edenbridge, where people working there do not have to pay to park? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr J Riches |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Outside area |
| Comment number: | 241 |

| Incoming comments (paraphrased) | |
|--|--|
| I drive in from Plaxtol every day to Sevenoaks station, and at 7am and in the evenings there are no bus services. | |
| There is currently a waiting list for season tickets for the car parks. Therefore my only option is to park in the wide roads 10-15 minutes walk away. Due to the width of these roads and the fact that many of the properties have their own driveways, congestion and nuisance is not an issue. | |
| I cannot see the justification for extra parking restrictions, as congestion is not an issue. Roads are wide enough for emergency vehicles, the nearest school does already have sensible parking restrictions in place to protect the children and there is little inconvenience to local property owners. | |
| Where is the extra money being raised by the proposals going? Are you intending to provide public transport from the outlying villages? Of course not, that would be far too expensive, and as we work in London we can all afford private helicopters anyway. | |
| Why do Councils constantly try to milk people for all they are worth? To my knowledge Sevenoaks Council is not hard pressed for cash. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Ms S Sharrad |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 242 |

| |
|--|
| Incoming comments (paraphrased) |
| I work part time in Sevenoaks and as my working hours are from 10am I find it necessary to street park as it would be impossible to find space in the long stay car park. With the proposals not allowing an full day parking near the High Street, where are all the cars supposed to go? |
| There is no direct public transport from Leybourne to Sevenoaks, making it impractical to use. |
| The town is getting quieter as the years have gone on. What is there to bring people in for any length of time? Most customers are local workers. If you hinder their parking, business will cease. Please think again and think about revitalising our town, not stopping people coming in to it. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------|
| Name: | Mr P Wade |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | letter |
| Comments relating to: | Outside area |
| Comment number: | 244 |

Incoming comments (paraphrased)

I live six miles from Sevenoaks and occasionally have to use the station to travel to London. The station car park is often full and costs nearly £5 per day.

I normally park in Redlands Road and happily walk 10 minutes to the station which affects no-one at all.

Residents all have their own garages and drives so they are not affected by me.

I cannot establish whether this will introduce new parking meters and hence raise yet more money for the Council or whether the aim is to simply stop people parking in these roads due to complaints by residents. Either way, ugly yellow lines and numerous signs are likely to be provided, perhaps ugly meter machines.

The other problem with this is that as so many roads are affected, this will almost certainly mean no more on-street parking for anyone wishing to use the station and the car park will be swamped.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr P Abbott |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area |
| Comment number: | 245 |

| Incoming comments (paraphrased) |
|--|
| The proposals for Plymouth Park will mean that I will not be able to access my property by car due to the shape, slope and curve of my driveway if you put single yellow lines opposite. |
| The proposal on Plymouth Drive is a mixture of double yellow lines and pay and display parking. These bays will fill by 8am, leaving nowhere for parents to drop of children for Lady Boswell's School. They will also result in danger for children crossing the road by obscuring visibility. |
| I fail to see why the proposals aim to maximise facilities for commuters. There is a car park at the end of Plymouth Drive that is never full (and is free), and plenty of car parks in town that are never full. The commuters that park in this area are simply too lazy to drive the extra 40 yards to the car park by the rugby club. Surely your primary obligation is to the residents as council tax payers and the local school. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr A Carpenter |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area |
| Comment number: | 246 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>As Chair of the Board of Governors of Lady Boswell's School, I am disappointed to note that the school has not been included in the discussions surrounding the proposed changes to parking restrictions in Plymouth Drive. Fortunately, one of the residents in the locality of the school made us aware of the proposals which we have viewed on the website. Was there a reason why we were no written to?</p> | |
| <p>The proposal that impacts the school most is the introduction of metered parking and permit holder parking 8.30am-6.30pm around the corner from the school gate, with double yellow lines on the opposite side of Plymouth Drive.</p> | |
| <p>We are concerned about the potential dangers to children with the existing parking arrangements - Free parking in Raleys car park and the single yellow lines from the school gate to Knole Way. The big problem is cars turning in the zigzag area outside the school gates because they do not use or cannot find a space in the Raleys car park.</p> | |
| <p>Whilst we do not disagree in principle with the introduction of parking meters between the school gate and Knole Way, our concerns are;</p> <ol style="list-style-type: none">1 It is imperative that the zigzag lines and hatching remain in place and are repainted as they are fading.2 The length of the zigzag lines from the school gate down Plymouth Drive must meet statutory requirements for restricting parking outside school gates.3. Double yellow lines down the road from the school gate to Knole Way would be the best for safety of the children at the school. A second best option is short term pay and display (as you have in South Park), discouraging people from parking all day. More and more people use Raleys car park for free all-day parking. If this continues, and long-stay parking is allowed on street, there will be nowhere for parents to park when bringing or collecting children. | |
| <p>None of the proposals will work unless they are policed regularly by the traffic wardens</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr C Gordon |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area |
| Comment number: | 247 |

| Incoming comments (paraphrased) |
|---|
| We are strongly against the proposals and wish the existing restrictions to remain. Plymouth Drive is a quiet residential road. The effect of the proposals will be that the opposite side of Plymouth Drive, outside our house, will be used for parking, Monday to Saturday by both commuters and shoppers in Sevenoaks. |
| Plymouth drive is not a very wide road and it will be difficult for us to reverse out of our drive and we will be faced by cars parked down the road for 6 days every week. On our own side of the road, visitors will no longer be able to park, even on Sunday. |
| In our view the current single yellow lines on both sides of the road stop parking in the week and on Saturdays are the best form of parking restriction. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs N Thorne |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area |
| Comment number: | 248 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>We support the proposal for double yellow lines on the south side of Plymouth Drive, however we object to the outrageous proposal for the north side of Plymouth Drive, much of which is part of The Vine conservation area.</p> | |
| <p>We could have chosen to live in Orpington but we did not! This is a residential area with high value housing. We pay Council Tax based on the top Band H. The present view from the front of our house is of a quiet road with a wall, hedges and trees. we have no desire to change that into a view of a row of parked cars, and cars manoeuvring in and out of parking spaces, let alone unsightly pay and display machines more suited to an urban setting.</p> | |
| <p>We consider that the sight of a line of cars parked down a quiet residential road will tend to attract the vandals and hooligans that are a frequent feature of The Vine to come down Plymouth Drive and see what mischief they can do. This may then spill over into property crime.</p> | |
| <p>Our neighbours and our Residents Association will be writing to you we believe along similar lines. We doubt however, that our immediate neighbours (no.1 & no.6) will reply, one is very elderly and the other in a nursing home, but their interests and those of future occupiers of their houses would in our opinion probably be similar to ours</p> | |
| <p>Has the Council considered the financial implications that such a scheme would have? i.e. compensation to us and our neighbours for the impact on the capital value of our houses due to the loss of amenity, and revised Council Tax banding?</p> | |
| <p>In any event, we do not see what perceived parking demand this proposal is intended to satisfy.</p> | |
| <p>1. If it is for all-day parking then it is a). In flagrant disregard for the valid safety concerns raised in your own Highways Committee in 2001 over peak time traffic to and from Lady Boswell's School and b). Quite inconsistent with the stated objective of 'trying to prevent displacement of commuters in to residential roads'</p> | |
| <p>2. If it is for short term parking, we frankly doubt that many shoppers would be willing to park this far from the town centre, let alone pay for the privilege. If, notwithstanding our strong objections, the Council decides to go ahead with this ill-advised proposal for the north side of Plymouth Drive, we strongly request that the pay and display tariffs match those in the town centre and station car parks.</p> | |
| <p>3. We feel that the proposed single line restrictions in Plymouth park and Knole Way should be for 9am-10am instead of 11am-noon as this is less likely to inconvenience residents. 4. We feel that the new proposal for pay and display near Lady Boswell's School is wholly inappropriate and that this area should be exclusively reserved during school arrival and departure times for the free use of parents.</p> | |
| <p>Incidentally, isn't it high time that pedestrians were considered as well as motorists and the pavements down both sides of Plymouth Drive, used by hundreds of school children and parents every day be thoroughly resurfaced? They are a dangerous disgrace. We have been complaining about their state for YEARS!!!</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Ms A Long |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Chartway |
| Comment number: | 249 |

Incoming comments (paraphrased)

Could the residents of Chartway have white lines painted across their driveways to enable friends and relatives to park in the road without getting a parking ticket whilst visiting us?

Our road is regularly used as a car park, especially at weekends with no controls in place to prevent people parking at will.

My son's car got a ticket last Christmas on the Saturday after Christmas while he was staying with me. His was the only car parked in the road that day!

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr B Shirreff |
| Representing: | |
| Address: | Supplied |
| on: | 10/3/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Chartway |
| Comment number: | 250 |

| Incoming comments (paraphrased) |
|--|
| We are surprised to see your proposal to change the parking arrangements in Chartway to an hour restriction in the middle of the day from the existing 7.30-10am. This works extremely well, and most residents have visitors during the day and it will make life difficult as not many of the driveways are big enough to park a number of cars - ours is particularly small. |
| We have no objection to double yellow line at the entrance to the road but we strongly disagree with changing the time of the single yellow lines. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Ms J Bartlett |
| Representing: | Knole Paddock Residents Association |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 251 |

| Incoming comments (paraphrased) | |
|---|--|
| The Residents Association agree that the proposals are broadly acceptable to the majority of members, however there is a strong dislike to the 11am-noon restriction, suggesting a 9am-10am restriction would be as effective and more acceptable. | |
| Residents are opposed to the Pay & Display parking in Plymouth Drive on safety grounds. | |
| The majority of residents in Knole Way believe there should be double yellow lines around the whole turning circle. | |
| We would also like to express consternation at the plans to remove the single yellow lines outside Lady Boswell's School and replace it with pay and display parking. This will leave parents with nowhere safe and legal to stop whilst they deliver and collect their children. We advocate single yellow lines with a 'waiting limited to 20 minutes' restriction. | |
| We feel strongly that charges for on-street parking should NOT undercut charges in the town centre and rail station car parks. On street parking is more dangerous, inconvenient and wasteful than parking in a designated space and should not be a preferred alternative. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mrs J Close |
| Representing: | |
| Address: | Supplied |
| on: | 10/22/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 252 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The proposed pay and display parking bays alongside my property on Plymouth Drive are likely to be filled by commuter parking, making it unavailable for parents to pick up and drop off from Lady Boswell's School. Could I suggest that this area is restricted to drop off only or perhaps 20minute parking?</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr P Hayden |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 253 |

| Incoming comments (paraphrased) |
|--|
| The Knole Way Residents (Houses 6, 8, 9, 10, 11, 12, 18, 19, 20, 21, 22, 23, 27); 1. Support the councils preferred enforcement time of 11am-noon. |
| 2: The turning circle at the end of the road should have a continuous double yellow line, 3. That the yellow line should be single from 6-12 and from 18-23. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mrs M Howorth |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 254 |

| Incoming comments (paraphrased) |
|---|
| We understand that the Residents Association proposes a change from the circulate restriction (11am-noon) to 9am-10am. We feel that this will allow people working locally, who do not start work before 10am and shoppers to park all day. |
| This will adversely affect the ability of large vehicles to use the turning area without encroaching on the verges and our driveway and also would presumably reduce the number of spaces available for visitors. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mrs M Howorth |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 255 |

| Incoming comments (paraphrased) |
|--|
| Residents of Knole Way circulated a letter for all residents to sign, suggesting changes to the proposed parking restrictions. I signed the letter, but on reflection, I was not made fully aware of the implications and would like to withdraw my signature from this petition as I agree with the Council's proposals. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mrs Y Lacey |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 256 |

| |
|---|
| Incoming comments (paraphrased) |
| I am concerned about lack of visitor parking in the area when family come to visit. This is very important to us, can we have residents parking permits issued to us? |
| We cannot afford to pave over the front garden. Are we eligible for a grant? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr J Moulton |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 257 |

Incoming comments (paraphrased)

I am generally supportive of your proposals across the town. However, I am concerned that the proposals continue to provide parking in the turning circle at the end of Knole Way.
 On a practically daily basis I witness large vehicles reversing the length of Knole Way, a regular example is the District Council's waste collection vehicle.
 Children play in this street. I believe the District Council must keep the turning circle clear for use. This would allow vehicles to proceed rather than reverse, and reduce the possibility of a sad accident on Knole Way.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr & Mrs Watson |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area - Knole Way |
| Comment number: | 258 |

Incoming comments (paraphrased)

We fully support the proposed parking arrangements in Knole Way, believing it will provide access with opportunities for limited parking in restricted periods.

We hope this should encourage proper use of the adjacent free car park and discourage all-day parking.

The proposals should also overcome the obstruction of residents wishing to exit their homes on Saturdays and Sundays, produced by thoughtless parking on match days by visitors to the Paddock.

The arrangements for the adjacent roads seem appropriate.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Ms J Courtney |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Plymouth Drive area - Plymouth Park |
| Comment number: | 259 |

| Incoming comments (paraphrased) |
|---------------------------------|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Mr A R Wilkinson |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | Plymouth Drive area - Plymouth Park |
| Comment number: | 260 |

| Incoming comments (paraphrased) |
|---|
| We are in favour of the single yellow lines in Plymouth park, but the proposed times are inconvenient. 11am-noon is the time we are likely to have visitors, who would find our steep drive difficult for parking. it would be much more convenient if the time was 7.30am-10am as it currently is in Chartway. |
| It would be convenient if you could extend the single yellow line outside 10 Plymouth Park could be extended by one parking space. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ms K Hillkirk |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | letter |
| Comments relating to: | Pound Lane |
| Comment number: | 261 |

| Incoming comments (paraphrased) |
|---|
| The existing restrictions in Pound Lane are sufficient and the proposed changes may increase vehicle speeds and make the junction of Pound Lane and Vine Avenue more difficult. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mr & Mrs Brine |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 262 |

Incoming comments (paraphrased)

We confirm that we are totally in agreement with the proposals for Solefields Road and Soleoak Drive. However , we have 2 additional points for Soleoak Drive; 1. Can the restrictions be extended to weekends, or at least to include Saturdays?
2. Can double yellow lines be provided either side and opposite all accesses as parking near or opposite makes it very difficult to turn into driveways.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mr G Brunton |
| Representing: | |
| Address: | Supplied |
| on: | 9/25/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 263 |

Incoming comments (paraphrased)

Existing parking restrictions mean that motorists park at the end of the lines.
The restrictions should be extended or the remainder of Solefields Road should be 'Residents only'

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr & Mrs Dickman |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 264 |

| Incoming comments (paraphrased) | |
|--|--|
| The proposals are long overdue and the proposed parking restrictions in Soleoak Drive and Solefields Road have our complete agreement. | |
| However, could you consider extending the proposed restrictions from Monday-Friday to Monday-Saturday as problems also arise on Saturdays. | |
| We ask that these restrictions are implemented as they are long overdue and the current situation is getting worse by the day. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Dr & Mrs Gutteridge |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 265 |

Incoming comments (paraphrased)

I support wholeheartedly the proposals (for Soleoak Drive) and urge you to action them quickly and before a tragic incident occurs, and once they are in place to enforce them vigorously.

Two additional points for Soleoak Drive; 1. Parking problems also arise on Saturdays and sometimes on Sundays. Can the restrictions be extended to cover weekends.

2. Can double yellow lines be introduced either side of driveways and all around the turning circle so that residents do not have to execute dangerous 3-point turns?

(However, I would forego these requests if they would in any way delay the introductions of the current proposals).

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mr M Jeffries |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Solefields Road |
| Comment number: | 266 |

| Incoming comments (paraphrased) |
|--|
| We know that Solefields Road has a particular problem with traffic, due to parents picking up and dropping off at school times. I have discussed the proposals with the District's Traffic Engineer, but I believe they fall short of this more simple and satisfactory solution. |
| I do not believe the District Council's proposals go far enough. The stretch of road outside the school, currently unrestricted, should be a 10 minute waiting zone for collection and drop off only. |
| If you do not propose this, I'm sure people will park somewhere in town for 3 or 4 hours, then move their car to Solefields Road at lunchtime, for the rest of the day. This being the likelihood, it offers no benefit whatever to the afternoon congestion at collection time. |
| The restrictions will also allow mothers who drop their kids at school to park and wander off to a friend's house for coffee or in to town to do their shopping. This would deny the space to other parents at drop off time. |
| I strongly advise you to make this a drop-off zone only, in the interest of freeing the road of an appalling jam twice a day. |
| One final thing to improve the position is to write a letter to the headmaster of the school, and impress upon him the need to correspond with parents and inform them that they are not to chat at the roadside, or to park for unnecessarily long periods. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mr A Kemp |
| Representing: | |
| Address: | Supplied |
| on: | 8/24/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 267 |

| |
|--|
| Incoming comments (paraphrased) |
| The proposals circulated refer to the western end of Soleoak Drive being a private road (plan attached). This is not the case. Please extend the proposal to cover the full road with restrictions |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Ms O Ling |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 268 |

| |
|---|
| Incoming comments (paraphrased) |
| The plans to further restrict parking in Solefields Road will simply push parking further up towards Ashgrove Road. |
| I have been inconvenienced by a car parking a full bonnet length across my drive for an extended period, making it extremely difficult to get my car out. |
| Unless proper parking is provided near the station and in the town centre, the problem will not go away. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mr D Philps |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 269 |

| Incoming comments (paraphrased) | |
|---|--|
| I think the proposals (for Solefields Road) are very fair and have taken into consideration the parking difficulties in Solefields Road. It will deter commuters and will enable parents to drop off and pick-up children with greater ease and will therefore help the free flow of traffic. | |
| However, I have 2 concerns; 1. The proposed School Keep Clear times need to reflect the 8.25am start time and the fact that after school clubs can go on until 5.30pm at the school. | |
| 2. Could the lower end of Fiennes Way be changed to allow an element of residents parking, as the school has 3 residential properties on-site that have no parking facilities If this cannot be accommodated, these residents will have to find somewhere else to park, just moving the problem elsewhere, | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mr A Stephen |
| Representing: | |
| Address: | Supplied |
| on: | 9/19/2007 |
| Comment by: | letter |
| Comments relating to: | Solefields Road |
| Comment number: | 270 |

Incoming comments (paraphrased)

Existing parking restrictions mean that motorists park at the end of the lines.
The restrictions should be extended or the remainder of Solefields Road should be 'Residents only'

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr A Boyden |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's area - Ashley Close |
| Comment number: | 271 |

| Incoming comments (paraphrased) |
|---|
| After consideration, I agree to the double yellow lines around the boundary of 1 Ashley Close. |
| I strongly object to pay and display being available for 2 cars from my garage exit and corner and a further 5 cars opposite my front door (across the road) from 8.30am to 6.30pm, Monday to Saturday. These 7 spaces will inevitably be occupied by commuters from 8.30 each morning. This, combined with the double yellow lines will prevent anyone from visiting my family between these hours. Where are visitors supposed to park? |
| I suggest a better alternative for the residents of Ashley Close would be for the pay and display meters to be available from 10am, with a 'no parking' restriction between 12noon and 2pm. I further suggest that these 7 spaces should only apply Monday to Friday. |
| I find it hard to believe that the expenditure of installing the meters, regularly emptying them and monitoring by wardens will make the income thus obtained cost effective. |
| I ask if there will be any appeal procedure should the Traffic Dept. choose to ignore my suggestions. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Close |
| Comment number: | 272 |

| Incoming comments (paraphrased) |
|---|
| The proposals reduce the flexibility of the parking in the area. At present all day commuter parking is not allowed. The roads offer a valuable resource of flexible parking for persons leaving mid-morning to London and returning either early or later. |
| The regimentation of the proposed regime will be a serious hindrance to residents of the district who have variable parking requirements but may or may not fit in with the regime created by the proposals. |
| These proposals should be dropped. |
| The only alternative could be a small element of daily charges for all day commuting but considering the availability of other facilities this is a small matter compared with the variety of parking users and uses the roads around the town centre and stati |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr R Jones |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Close |
| Comment number: | 273 |

| Incoming comments (paraphrased) |
|---|
| 1. Thank you for recommending double yellow lines outside the driveway of no.6, where the unusual 'end on' arrangement of the driveway means that it can easily be blocked under the existing restrictions. |
| 2. There is some confusion of the times of operation of double yellow lines - whether they operate 24 hours a day, seven days a week or whether they can be relaxed to allow evening and weekend parking. |
| Can the double yellow lines be relaxed to allow evening and weekend parking? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr D Shaw |
| Representing: | |
| Address: | Supplied |
| on: | 9/28/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Close |
| Comment number: | 274 |

| Incoming comments (paraphrased) |
|---|
| It is not clear what time period would apply to the proposed pay and display restrictions in Ashley Close. |
| If commuters can park all day for £3, then they are unlikely to pay £4.50 to park in the station car parks, when a short walk will save them £7.50 a week. This will lead to a migration of commuters from car parks to on-street, but also that roads will be filled with commuters earlier than 10am as now. The casual parkers would either find difficulty finding places or have to use the more expensive station ca |
| To avoid this the meter and stations prices should be the same. |
| Personally I think a morning period and an afternoon period to stop the full day parkers would be better. |
| Ashley Close is quite a narrow road, I have no objections to switching the meter paring from the left side to the right side, providing there are only 3 bays. However, as I previously mentioned cars parked on my side either across the drive of No.2 or nearby would make it difficult for a car to enter the road from the sweep round drive. One parking bay should be taken out. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Close |
| Comment number: | 275 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The proposals reduce the flexibility of the parking in the area. At present all day commuter parking is not allowed. The roads offer a valuable resource of flexible parking for persons leaving mid-morning to London and returning either early or later.</p> <p>The regimentation of the proposed regime will be a serious hindrance to residents of the district who have variable parking requirements but may or may not fit in with the regime created by the proposals.</p> | |
| <p>These proposals should be dropped.</p> <p>The only alternative could be a small element of daily charges for all day commuting but considering the availability of other facilities this is a small matter compared with the variety of parking users and uses the roads around the town centre and stati</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------------------|
| Name: | Mr R Reves |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | St Botolphs area - Ashley Road |
| Comment number: | 276 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr & Mrs S Crofts |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's area - Ashley Road |
| Comment number: | 277 |

| Incoming comments (paraphrased) |
|--|
| We are concerned the proposed parking amendments will encourage more commuters to park in Ashley Road, which is a quiet residential road. Currently, parking is not allowed before 10am which at least prevents early morning commuters parking and also means cars are not left in the road overnight. Can you confirm if this restriction is to remain? |
| I do not understand how adding parking meters with no limited waiting period will prevent commuters leaving their cars in the road all day and possibly all night. We would like the restrictions in Ashley Road to be extended to include a 2-3 hour limited waiting period. This would provide parking for those using facilities whilst preventing commuter using the road as an all day car park. |
| I am also concerned about installing unsightly parking meters on a small quiet residential road. They would be completely out of character. Where are the metes planned to be installed? We fail to see the need for parking meters, surely a limited waiting period alone is sufficient to 'prevent displacement of commuters' in to such a small, quiet, residential no-through-road? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr T Ford |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's area - Ashley Road |
| Comment number: | 278 |

Incoming comments (paraphrased)

I am very disappointed that the proposals made for Ashley Road show no material improvement over those proposed in 2006 and I summarise as follows;

1. The proposals lack clarity in respect of the hours during which parking will be permitted, potentially allowing commuter parking in the early morning or affecting visitors to residents at weekends.
2. The introduction of pay & display parking will alter the character of the area through introducing unsightly ticket machines into a quiet residential road.
3. The proposals seem very unbalanced compared to other areas of Sevenoaks.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr GW Hayward |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Road |
| Comment number: | 279 |

| Incoming comments (paraphrased) |
|--|
| <p>In commenting on the proposals, I am assuming that once approved and implemented, and in the absence of proposals for either a multi-storey or underground car parks, they will become a permanent feature of the town with little or no likelihood of either adjustment or modification.</p> |
| <p>I have concerns of the proposed restrictions on the northern side of Chestnut Lane. We have a sizeable family who visit by car, and friends and former colleagues who visit on a regular basis. On these occasions our driveway is not big enough to accommodate all our visitors cars, so they must park on street. This has not been a problem as they do not arrive before 10am.</p> |
| <p>We would like the existing restriction 7am-10am on the north side of Chestnut Lane retained rather than the proposed 8.30am-6.30pm.</p> |
| <p>Is it possible to devise a facility where, with advance knowledge and approval from the Council (and if necessary, a fee) I can reserve a number of spaces in the road for the sole use of my visitors. There would be no loss of revenue and it would enable me to plan and prepare for social occasions, confident in the knowledge that family and guests will have somewhere to park if they come by car.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr C F House |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Road |
| Comment number: | 280 |

| |
|---|
| Incoming comments (paraphrased) |
| I have objections to the latest proposals for Ashley Road. |
| Contrary to my strong preference for limited duration parking, I now understand it is proposed to have all-day parking in Ashley Road for £3, and increase the hours during which this is permitted. This in effect makes this quiet residential cul-de-sac an extension of the station and other town car parks. Furthermore, it encourages long-term parking at a lower fee than the car parks. |
| As a car owner I recognise the need for availability around the town, However, drivers should be encourage to use car parks for long term, and residential roads for occasional short-term parking. |
| I urge you to review the latest proposal and modify it in the direction of more controls short term parking. For example, 2hr, no return 1hr. More drivers would then be able to take advantage of the parking opportunity in the vicinity and it will be more acceptable to me as a resident of Ashley Road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------------------|
| Name: | Mr R Jones |
| Representing: | |
| Address: | Supplied |
| on: | 10/25/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Ashley Road |
| Comment number: | 281 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The proposed restrictions in Ashley Road are cause for concern; £3 a day in Ashley road is 35% cheaper than the station car parks and will become the commuter car park of choice. As a matter of principle, commuters should be encouraged to fill the provided car parks before taking to streets which are close by.</p> | |
| <p>It is common practice for cars to risk parking in our area half-an-hour before the existing restrictions lift, so we shall start seeing commuters park each morning in our street from around 8am. As it will be parking-of-choice at this price, there will be an endless stream of cars driving into the cul-de-sac, doing three point turns and driving out again. This is a good bit more dangerous than for streets which are not cul-de-sacs.</p> | |
| <p>I take it that you would reject the idea of setting the tariff so that it is always 35% more than the station car park? So as an alternative, can the prohibition time be set so that the residents maintain the quiet nature of the road until 10am as now?</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------------------|
| Name: | Ms E Peal |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's area - Chestnut Lane |
| Comment number: | 282 |

| Incoming comments (paraphrased) |
|--|
| I hold committee meetings here in Chestnut Lane for the Sevenoaks branch of a national charity once a month. Members have to get here by car and even with sharing this means at least 4 or 5 cars need to park in the street. |
| The amended proposals would make little difference to those in force at present (except that at present they are all free) and I would urge strongly that those at present in force remain. |
| If the proposals are to be implemented I trust that the need for gaps to allow access to our drives will be planned. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr J Winstanley |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolphs Road |
| Comment number: | 283 |

| Incoming comments (paraphrased) |
|--|
| The driveway exit from 'Mayfield', St Botolph's Rd is adjacent to the footpath that runs from St Botolph's to The Drive. I have a problem with the siting of the proposed parking bay to the right of my driveway exit adjacent to the footpath. |
| If vehicles park up to the edge of the footpath, it obscures fast moving traffic coming down St Botolph's Road and has resulted in a number of near misses as vehicles exit my drive. |
| It is my view that the proposals will mean that the view to the right from my drive will be likely to be dangerous. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mrs D Coleman |
| Representing: | Sevenoaks Tenants Ltd. Holyoake Room, |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 284 |

Incoming comments (paraphrased)

One of the key problems in St Botolph's Road is with cars parking in the early evening to pick up commuters. Cars regularly park on the double yellow lines and across the entrance to St Botolph's Avenue. The proposals do not seem to address this.

Whilst broadly in support of the proposals for St Botolph's Road, we are concerned that this may lead to cars parking in St Botolph's Avenue for free.

The proposals also do not appear to clearly address the need for short term parking, that is for those who use the parade of shops in London Road - the newsagents, chip shop, off-license or barbers. Again this is an area where we experience problems with drivers who park within St Botolph's Avenue to visit these premises.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr K Smith |
| Representing: | St Botolph's Road Residents' Association |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 285 |

| Incoming comments (paraphrased) | |
|--|---|
| | <p>We believe that the parking proposals will not achieve the Council's aim of providing parking at the upper end of the road for users of the town centre. The proposed cost of £2 per day is so cheap that the road will promptly fill with commuters for the station.</p> <p>Thus, town centre shoppers, who currently use the road will be unable to do so and many commuters who currently travel to the station by other means than the car will do so as it will be cheap and convenient to do so.</p> |
| | <p>Secondly, the upper part (eastern end) of the road has now been designated as a Conservation Area, yet the proposals will require the painting of white boxes along the road and the installation of parking meters. These intrusions will be very unsightly and entirely contrary to the spirit of a Conservation Area.</p> |
| | <p>Thirdly, No provision has been made for road sweeping. This is crucial as the road is lined with mature trees which shed blossom, conkers and leaves. If the road is not swept it will become slippery.</p> |
| | <p>The solution to these problems is also the preferred option for residents. In the lower part of the road, we suggest, commuter parking be allowed, as proposed, except at much higher rates and with a 10am start time (as at present).</p> <p>The upper part should be free of charge for town centre shoppers, with a ban between 11am and 1pm to avoid commuter user. This solution will avoid white boxes and parking meters in the Conservation Area</p> |
| | <p>It will also ensure spaces are available for shoppers who support the town economy. It will also permit afternoon use of the road for people travelling by train , whereas at present all spaces will have been taken by the time they wish to park.</p> |
| | <p>Local roads were not designed for cheap parking for commuters and it is the responsibility of Network Rail and the DfT to provide for its customers and not the District Council. The Council should focus on providing parking for users of the town centre.</p> |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr D J Bensted |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 286 |

Incoming comments (paraphrased)

I have concerns about the proposed parking bay between the drive of my property, no.35 St Botolph's Road and Vine Avenue.
There is a high risk of an accident due to the restricted visibility. This has been an issue for many years. Surely this is now an opportunity to remove that risk.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr A Butler |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's Road |
| Comment number: | 287 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>We have examined the proposals for the junction of Vine Avenue and St Botolph's and we believe that a safety issue remains to be addressed there. The standard recommendation of 10m space free or parking fails to provide adequate visibility when emerging from that junction.</p> | |
| <p>Our inspection 'on the ground' indicates that at least twice that distance is required on either side (measured from the centre of Vine Avenue), leaving space for one parking bay uphill of the drive of No. 29 and one downhill from the drive of No.35.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Ms A Gilbert |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 288 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>I've managed a shop in St Botolph's Road for 10 years. My customers and staff rely on parking nearby to ensure available business as we are carrying heavy goods. We all work part-time, making permits a ridiculous cost for someone who works 2 days a month or 3.5 days a week.</p> | |
| <p>The scheme you are proposing is basically a way for the council to make extra money. It neither benefits residents, traders or commuters. All residents within St Botolph's already have private drives. You are penalising the small businesses by causing extra costs and discouraging customers by charging for parking. It is totally out of order.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr J Howard |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's Road |
| Comment number: | 289 |

| Incoming comments (paraphrased) |
|--|
| We understand the reason for the proposals but still have some reservations about the scheme. |
| 1. The short stay area should be extended to both sides of the road. This would allow people to park easily for the shops without having to cross the road. |
| 2. We are concerned at the space being allowed for the drives from the houses on to St Botolph's Road. Visibility is extremely poor when cars are parked and they travel far too quickly, making egress from the drives quite hazardous. |
| 3. The bus stop outside the Medical Centre seems to have been forgotten. Parking appears to be proposed outside our house, where there are currently double yellow lines. We are concerned that this parking will create hazards for cars leaving the Medical Centre. Please can you advise what will happen to the bus stop? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Ms L Howard |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's Road |
| Comment number: | 290 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>I would like you to consider these 3 points; 1. I believe all full day commuter parking should be avoided as it is unacceptable that people driving in from outside the town are using our roads as cheap parking, to earn inflated salaries in town at our expense.</p> <p>I therefore support a restriction in parking such that all day parking is not legally possible but reserved for local people to support local businesses.</p> | |
| <p>2. Allowing people to park in a residential area at unsociable times would be a nuisance (car doors banging at 6.30am) and a breach of my right to a peaceful life. I trust this will not be allowed.</p> | |
| <p>3. The current parking allows cars to park up to driveways in the road, which causes problems. I strongly advise that parking is restricted to not closer than 1m from either side of driveways. I assume this can only be done with double yellow lines or H lines.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr M James |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 291 |

| Incoming comments (paraphrased) |
|--|
| <p>As I see it the current plans have massive drawbacks for the local residents with little benefit that I can see. The current arrangement of no parking between 7 and 10 is fine and has little inconvenience as both guests and we are free to park in the road outside these hours.</p> |
| <p>Introducing pay & display and residents permits change that freedom completely. I understand it would not be free to park and would be a major inconvenience / expense for our guests parking. At the moment all-day commuters cannot park there and that wouldn't change with parking meters. So the only advantage I can see for putting meters there is to raise revenue for the council at our inconvenience / expense.</p> |
| <p>It is worth considering how the character of the road will be changed. St Botolph's may become a Conservation Area. Marking it with parking bays and meters ahs in my view a negative impact on the overall impression of the road.</p> |
| <p>There are not many roads near the station where commuters can park and the number of commuters that drive to the station is likely to rise. Making it more difficult to park near the station is in my view counterproductive. It will only push the problem further away from the station into other roads as for a lot of people there is no alternative but to drive and the car parks are full.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr R Smethurst |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 292 |

Incoming comments (paraphrased)

It is my opinion that the suggestion St Botolph's Road is fundamentally flawed. If implemented, it would turn the entire road in to a commuter car park, ruining the ambience of the road, together with associated problems for residents with respect to access.

This would also have a detrimental effect on the value of properties in the road, for which the residents would surely require compensation for the inevitable fall in the value as a result of the eyesore of parking meters, bays and other associated items.

In my opinion, if these proposals are implemented as suggested, the whole road will fill with commuters from 6am and be full by 6.30am at the latest.

This road will therefore never afford local business people and shoppers the chance to park at the top end as you envisage, but will simply be a cut-price parking opportunity for commuters to London.

I believe commuter parking is first and foremost the responsibility of the rail company charged with running the franchise.

The roads should not be used for all day commuter parking just because SE Trains has apparently abdicated all responsibility for the provision of parking spaces for its customers.

My preferred choices are; 1. Free parking, for a maximum of 4hours, Enforcement by random checks on a regular basis - this deters commuters and encourages visitors to Sevenoaks, boosting local trade.

2. Free parking, unlimited stay, but with a ban on parking between say, noon and 1pm. This would have a similar effect to 1, but be detrimental to the lunchtime trade of the restaurants and bars in the town.

The appearance of parking meters and bays in St Botolph's Road, together with the inevitable signage and road painting will not be in the spirit of a Conservation Area.

The trees need regular maintenance throughout the year. This will be hampered if the road is full of cars, making it impossible to clear the leaves, causing a potential traffic hazard.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr J A Stevenson |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 293 |

Incoming comments (paraphrased)

I am certain that all you are doing is turning St Botolph's Road in to a CHEAP car park for out of town commuters. Have you not even checked the cost of the station car parks?
So we will have solid parking from 6.30am to the detriment of short term parking using the surgery or town shoppers.

You must have 'limited waiting' for a 'time break' in parking to overcome the clogging of all spaces by all day parking.

A high percentage of commuters are from 'down in the country', taking advantage of fast trains and a lenient parking regime compared to towns down the line - Tonbridge or Orpington who have 'time breaks'

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr R Taylor |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's Road |
| Comment number: | 294 |

| Incoming comments (paraphrased) |
|--|
| I support the status quo for St Botolph's Road and oppose the proposals for the following reasons; |
| 1. The short stay parking are at the station end will create a dangerous car parking zone because of the frequency of potential car movements and this is only a very short distance from a very busy junction with London Road / Tubs Hill. |
| 2. Why are you trying to create a short stay 'shoppers' car park in St Botolph's Road which is primarily a residential street? |
| 3. With metered car parking the street furniture that will be provided will be an eye sore and will litter the street scene of what is one of the prettiest tree lines streets in Sevenoaks. The proposals will not improve the environment for residents. |
| 4. I object to the pay and display concept on St Botolph's Road. |
| 5. There seems to be inconsistencies in the treatment of certain streets in the St Botolph's area. Why does Vine Avenue benefit from a (predominant) proposed double yellow line - in effect removing commuters from the road and forcing them elsewhere! |
| 6. Your parking proposals simply reinforce the failure of the station operators and owners to provide sensible access and affordable car parking alternatives for commuters. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr J Green |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | St Botolph's Road |
| Comment number: | 295 |

| Incoming comments (paraphrased) |
|---|
| <p>I have serious concerns over the proposals for St Botolph's - The current system prevents parking before 10am works well in several ways;</p> <p>1. It leaves a period when the road can be cleaned. 2. At the busy time of the day when people leave their drives there are no parked cars, making it easier to see traffic coming. 3. Early in the morning the road has a chance to appear a quiet residential road.</p> |
| <p>Are you going to restrict the time that people can park in the road? I have no doubt commuters will jump at the chance to park for £2</p> <p>Why are you only looking to charge £2 a day when the charge at the station is £4.60 and Blighs is also set higher?</p> |
| <p>Over the years we have been blocked in our driveway by cars parking over our entrance. The Police have been most unhelpful and the only alternative is to wait for the driver to return. Are there plans for a quick way of towing cars away?</p> |
| <p>Our drive is on a very steep slope with limited vision as we have to reverse up the drive. Having parking on the road will restrict vision even further.</p> <p>Will you be actively enforcing a slower speed limit with cameras as you encourage more people to park on the road?</p> |
| <p>When we have visitors they can park on the road. Will we be able to give them a permit to exempt them from paying when they visit us?</p> <p>Also, if the road becomes full of commuters, we will have to extend our drive so that more cars can park on it. Will you offer us any compensation for this?</p> |
| <p>Do you have any other plans for parking that do not effect residents as much that maybe use some of the other Follies of local planning to good effect?</p> <p>The car park in the BT offices looking half empty. The site of the Farmers has been vacant for an embarrassingly long time?</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr D Hodge |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 296 |

Incoming comments (paraphrased)

My concern is the parking on St Botolph's Road from St Botolph's Avenue up to no.13. This is particularly bad from 5.30pm to 6.30pm when wives wait the arrival of commuters from London. This is in contravention of the existing double yellow lines, and the parking obscures the view for traffic emerging from St Botolph's Avenue. This is an acute hazard. I am amazed there has not been a fatal accident in this area.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Dr P Harrison |
| Representing: | |
| Address: | Supplied |
| on: | 10/9/2007 |
| Comment by: | letter |
| Comments relating to: | St Botolph's Road |
| Comment number: | 297 |

Incoming comments (paraphrased)

My only concern for the proposals for St Botolph's Road is the change from double yellow lines to pay and display on the short piece of road immediately outside no.19 on the north side.

With the bend to the right going up this part of St Botolph's Road traffic coming down presents a significant sight hazard to cars emerging from both no's 17 & 19.

I would be grateful if you would give my concern your consideration and return to double yellow lines over this short stretch.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ms E Walmsley |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Station area |
| Comment number: | 298 |

Incoming comments (paraphrased)

Queries answered.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr R Walker |
| Representing: | The Drive Residents Association |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | The Drive area |
| Comment number: | 299 |

| | |
|---|--|
| Incoming comments (paraphrased) | |
| The Drive Residents Association are delighted with the proposals for The Drive and the exclusion of long term parking for 'commuters' | |
| We remain concerned about allocation of permits and the enforcement aspects of the scheme. At present commuters and others know that detection is unlikely and they clearly take the risk of infrequent fines. | |
| We feel that the proposals are tactical changes rather than strategic. Any strategy would need to include increases in parking capacity near the station and in the town centre. It would have to be integrated with proposals to stop lorry through-traffic and make greater use of 20mph limits in residential roads. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------|
| Name: | Mr R Denning |
| Representing: | |
| Address: | Supplied |
| on: | 10/4/2007 |
| Comment by: | email |
| Comments relating to: | The Drive area |
| Comment number: | 300 |

| Incoming comments (paraphrased) |
|---|
| The existing parking restrictions in The Drive are not enforced at present and any new restrictions would need to be closely monitored and enforced to prevent abuse. |
| Why are you looking at the qualifying criteria for residents permits when everyone in our road have driveways and garages? |
| This will encourage residents to leave their cars on the road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------|
| Name: | Mr J Edge |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | The Drive area |
| Comment number: | 301 |

| Incoming comments (paraphrased) |
|--|
| The proposals will allow 'block booking' of spaces by commuters, allowing less turnover of spaces and opportunities for residents to park. |
| The District Council missed a great opportunity to head off this present parking crisis when the old cattle market site was due for redevelopment. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------|
| Name: | Ms L Fiksen |
| Representing: | |
| Address: | Supplied |
| on: | 10/10/2007 |
| Comment by: | email |
| Comments relating to: | The Drive area |
| Comment number: | 302 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|---|
| Hand Picked Hotels Ltd object to the proposals to put double yellow lines outside the its premises in The Drive as it will significantly reduce the amount of parking available to its staff. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr P Barker |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 303 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr P Bassett |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 304 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays.

During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse.

This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr A Boulton |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 305 |

| |
|---|
| Incoming comments (paraphrased) |
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr R Brown |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 306 |

| |
|--|
| Incoming comments (paraphrased) |
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays.</p> <p>During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse.</p> <p>This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr D Cocker |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 307 |

| Incoming comments (paraphrased) | |
|--|--|
| The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances. | |
| Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion. | |
| We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club. | |
| On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend. | |
| We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr J Dodds |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 308 |

| Incoming comments (paraphrased) | |
|---|--|
| The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances. | |
| Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion. | |
| We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club. | |
| On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend. | |
| We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr R Hall |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 310 |

| Incoming comments (paraphrased) | |
|--|---|
| | <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| | <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| | <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| | <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> |
| | <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr T Harvey |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 311 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr A Hay |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 312 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr M Hibling |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | The Vine area |
| Comment number: | 313 |

Incoming comments (paraphrased)

| |
|---|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr A Horner |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 314 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr G Hunt |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 315 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse.

This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr A Jeffrey |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 316 |

Incoming comments (paraphrased)

| |
|---|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park Lane over the weekend.</p> |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr O Jones |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 317 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr J Marshall |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 318 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr G Miller |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 319 |

| Incoming comments (paraphrased) | |
|--|--|
| The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances. | |
| Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion. | |
| We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club. | |
| On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend. | |
| We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr W Minto |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 320 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> | |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> | |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> | |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> | |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr P Osborn |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 321 |

| Incoming comments (paraphrased) |
|--|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays.</p> <p>During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse.</p> <p>This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr I J Rea |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | letter |
| Comments relating to: | The Vine area |
| Comment number: | 322 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> | |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> | |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> | |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> | |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> | |
| <p>As a Sevenoaks resident I commute to London using the train and cycle two days a week and take the car for three days. I strongly object to having to pay almost £5 a day to leave my car at the station - nearly £750 a year. However, I always ensure that I park my car in a considerate place (i.e. not directly outside peoples houses). Whether we like it or not, Sevenoaks is a commuter town and there is therefore a need for adequate low-cost commuter parking.</p> | |
| <p>I understand your desire to find a solution to the problems faced by all the parties affected by the need for commuter parking. I personally think your current proposals are too excessive, and struggle to see how your proposals are 'helping' commuters in any way.</p> | |
| <p>I cannot see why a lower cost multi-storey car parking facility cannot be built, perhaps on the site of the old Police station, or in place of the largely unoccupied BT building.</p> | |
| <p>I do not object to greater restrictions being imposed to prevent people from parking directly outside peoples houses within a reasonable radius of the station. However there are many on-road locations where commuter parking does not cause any inconvenience to anyone, and I feel that there is no need to impose any restrictions on such places.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr G Stubbs |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 323 |

Incoming comments (paraphrased)

| |
|---|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr A Torry |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 324 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.</p> | |
| <p>Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.</p> | |
| <p>We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.</p> | |
| <p>On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.</p> | |
| <p>We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr N Tozzi QC |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2002 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 325 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays.

During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse.

This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr S Van Selm |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 326 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays. During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse. This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr R Young |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | The Vine area |
| Comment number: | 327 |

Incoming comments (paraphrased)

The Hockey Club members and their guests (i.e. opposing teams) are probably the major users of on-street parking along Hollybush Lane and Park Lane on Saturdays and Sundays.

During the season, we have a large number of fixtures that attract many players and spectators to the area, some of whom (in the case of opposing teams) travel significant distances.

Parking close to the Vine Pavilion is already a challenge. To impose further restrictions along Hollybush Lane and Park Lane will only make this worse.

This is likely to result in people looking for places to park in nearby residential streets, and may result in some of our junior members having to cross busy roads to make their way to Vine Pavilion.

We do not believe that such restrictions can be justified on any reasonable planning grounds. Most of the weekend usage of Hollybush Lane is directly connected with the Hockey Club.

On this basis we urge you to reconsider any proposal that restricts or seeks to introduce charges for parking in Hollybush Lane and Park lane over the weekend.

We respectfully request that if you are still minded to impose parking restrictions then there is an equal duty on the Council to come up with realistic alternative parking facilities suitable for those who wish to use the Vine at the weekend.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---|
| Name: | Mr C Fisher |
| Representing: | Vine Avenue Residents' Association |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Vine Avenue |
| Comment number: | 328 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>Although we generally welcome the proposals, we are concerned that the type of parking that is proposed for St Botolph's Road will inevitably drive motorists into our road and will encourage station parking to the exclusion of short stay parking. We fear that after 10am, cars will park in every available space on both sides of Vine Avenue where there are single yellow lines.</p> | |
| <p>Our specific concerns are; 1. Double yellow lines - we welcome the double yellow lines that you propose both at the St Botolph's and Pound Lane ends of the street. We are concerned that;</p> <p>a). The yellow lines proposed do not extend far enough along St Botolph's to allow adequate visibility. We propose they are extended to the boundaries of the properties either side.</p> <p>b). Solid yellow lines will stop delivery and trade vehicles, particularly where driveways are not large enough for access for more than one vehicle. The white line breaks to double yellow lines that you have on St Botolph's are our proposed solution.</p> | |
| <p>2. Single yellow lines - previously we requested that the single yellow lines are retained. We are concerned that probable station parking migration from St Botolph's will be to the detriment of residents who use the road for shorter term parking. We propose that instead of a single yellow line (up to 10am), the road is designated a 2hr/1hr and permit holder zone. We assume that permit holders excludes commuter permit holders.</p> | |
| <p>3. Limited waiting parking outside 27 & 29 - If our suggestion (2) is not accepted, we propose that the designation of the bays be the same as the other bays outside 9, 10, 12 & 14 (no zone). Please note that the parking bay outside no.27 now crosses the driveway of the new house that has been built.</p> | |
| <p>4. The proposed P&D and £3 permit holders zone adjacent to no.31 St Botolph's will attract station commuters. We would prefer that this area is also designated a 2hour/1hour zone. This is consistent with our proposal for the rest of the street and simplifies the parking restrictions in the street.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------|
| Name: | Mr M Hill |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | Vine Avenue |
| Comment number: | 329 |

Incoming comments (paraphrased)

Since the publication of the parking plans for Vine Avenue, my property, 27 Vine Avenue has been redeveloped.
The proposals show a limited waiting parking bay, but this is now in the area of our new driveway. Please can you adapt the proposals to a new arrangement which avoids the prospect of our access being blocked.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr & Mrs J P Smith |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Avenue |
| Comment number: | 330 |

| Incoming comments (paraphrased) |
|---|
| I wish to make the following comments; |
| 1. Any changes will not reduce the number of people travelling to London. The problems to residents will merely be transferred to a different area of the town. |
| 2. Some safety improvements could be made by double yellow lines at all corners. Particularly Vine Avenue / St Botolph's. |
| 3. What logic has led to commuter parking being essentially stopped in some areas by imposing waiting limits (e.g. Hitchen Hatch Lane, Lyndhurst Drive, Marlborough Crescent) whilst other residential roads will be taking all the load. |
| 4. The existing system works reasonably well, accepting that Sevenoaks is a commuter town and relies on that for its economic well-being. |
| I trust the Council will take a deep breath before rushing into any changes. |
| I appreciate that it is difficult for a working party set up to look at a particular problem not to recommend changes and accept they can do no better than the last working party. - Please be brave! |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------|
| Name: | Ms P Styles |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | email |
| Comments relating to: | Vine Avenue |
| Comment number: | 331 |

| |
|---|
| Incoming comments (paraphrased) |
| <p>We agree with most of the views expressed by the Vine Avenue Residents Association. However, we have specific additional concerns regarding the proposal to make the area outside 25 & 27 Vine Avenue in to a Zone C parking area. We understand that this is as a result of requests for additional Zone C parking from residents.</p> |
| <p>We have concerns; 1. The proximity to the junctions of Vine Avenue and Pound Lane - people drive through the Hitchen Hatch junction of Vine Avenue much too fast. The proposed re-zoning would exacerbate the hazard for motorists generally by narrowing the r</p> |
| <p>2. The western edge of the parking bay outside 25/27 Vine Avenue abuts two narrow driveways. Parking in those driveways is tricky even when the road is clear. This is additionally complicated by the fact that one of the driveways has a steep slope. Getting the car in when cars are parked on the road is difficult.</p> |
| <p>3. the footprint of no.27 Vine Avenue has changed since the publication of the proposals. The proposed parking bay runs right across the area which looks like it will be the new drive.</p> |
| <p>As a more general point, if there is parking deficiency in Hitchen hatch Lane, then perhaps the most obvious solution is to make more spaces available at the far end of that road itself rather than pushing the problems into another street. Acceding to this presumably represents 'the thin end of the wedge', the logical conclusion of which is that, over time, the entirety of Vine Avenue will simply be re-zoned to provide routine all-day parking for people who live elsewhere.</p> |
| <p>We hope you will take these views into account in an active way. If that does not prove possible, it would be helpful for you to supply a full statement of the reasons why that has not been possible. This should be accompanied by the details of the relevant appeals / judicial review procedure to enable us to take matters forward.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------|
| Name: | Ms P Styles |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Vine Avenue |
| Comment number: | 332 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------|
| Name: | Mr K Young |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Vine Avenue |
| Comment number: | 333 |

| |
|---|
| Incoming comments (paraphrased) |
| Our driveway exits on to Pound Lane, and we then have to use the junction of Pound Lane and Vine Avenue, which is tricky to negotiate. we think allowing parking in Pound Lane will make this potentially dangerous as it will restrict both vision and room to manoeuvre. We therefore do not want to see any change in the existing double yellow lines on the left (west) side of Pound Lane. |
| We are happy with the changes proposed for the right-hand side as the introduction of double yellow lines will greatly enhance safety. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr & Mrs Zijdenbos |
| Representing: | |
| Address: | Supplied |
| on: | 10/12/2007 |
| Comment by: | email |
| Comments relating to: | Vine Avenue |
| Comment number: | 334 |

| Incoming comments (paraphrased) | |
|---|--|
| <p>The redevelopment of No.27 Vine Avenue has moved the driveway an area proposed as parking bay. This bay would need to be changed.</p> <p>We hope that this bay could be dropped altogether as we often have difficulties getting out of our drive if cars are parked opposite.</p> | |
| <p>We are also concerned with the proposed parking bay on Pound Lane as it could affect visibility for cars coming out of Pound Lane and would also make it difficult for walkers and cyclists</p> | |
| <p>It would be helpful for the whole street to lift the Saturday parking restrictions, which dates back to days when people still worked in London on Saturdays.</p> <p>However, nowadays no commuters park in our street for that reason and it makes it very difficult for guests and second car owners to leave their car on the road occasionally. There really is no need for this restriction on Saturdays.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr J Purves |
| Representing: | Hollybush Residents Association |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area |
| Comment number: | 335 |

| Incoming comments (paraphrased) | |
|--|--|
| The Residents Association is pleased to note that some of our previous comments have been taken into account with the removal of Pay & Display in Vine Court Road and Avenue Road. | |
| In Park Lane, Pay & Display is completely inappropriate for a Conservation Area. Park Lane residents are very opposed to this proposal and would much prefer permit parking. The Residents Association therefore requests that parking restrictions in Park Lane are the same as for Vine Court Road and Avenue Road. | |
| As these measures are within a Conservation Area, we would request that particular attention is paid to signage, the width of yellow lines and the quality of workmanship. Fundamentally the proposals will detract from the Conservation Area and are therefore contrary to policy. We strongly request therefore that the impact is mitigated by a high standard of execution. | |
| We understand that after permits are taken up by residents they will be offered to commuters and others. As permits will be issued by area and not by road, we believe the more than 1 in 6 spaces should be left free for occasional limited parking. Commuters and town workers will fill up all of the spaces closest to the town/station, leaving insufficient parking for residents/visitors in their particular road. | |
| We would request that the Council address this issue by either (a) issuing permits by road, or (b) increasing the overall non-permit free space to 1 in 4. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr C Bates |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area |
| Comment number: | 336 |

Incoming comments (paraphrased)

We have one parking space on the street outside 1, Avenue Road, between the double yellow lines and our driveway. This space is parked in by commuters, Monday to Friday, 8am to 6.30pm
 We have 2 cars, generally kept in a garage. In order to get one past the other we have to park one car in the street. At the moment we have to put a car on the street overnight in order to perform this manoeuvre.

It is therefore clear that we need a resident's parking permit system.
 The concept of this, plus limited waiting is difficult to understand, as we are not sure how this can work if we need to move a car whilst somebody is enjoying a 2hr waiting parking space outside.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mrs V Campbell |
| Representing: | |
| Address: | Supplied |
| on: | 10/2/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 337 |

| |
|--|
| Incoming comments (paraphrased) |
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr T Collingwood |
| Representing: | |
| Address: | Supplied |
| on: | 10/25/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 338 |

| Incoming comments (paraphrased) | |
|--|---|
| | <p>I was most relieved to see that the original proposals contained double yellow lines are proposed in the area covering the entrances to 7 and 5a Holly Bush Lane as we already have difficulties with cars parking across our driveways.</p> <p>I was astonished and dismayed to discover that one of the changes in the proposals is for single yellow lines in front of our driveways (rather than the double yellow lines).</p> |
| | <p>Far from discouraging drivers from parking and obstructing our driveways, this appears positively to encourage it. The position will be worse than it currently is.</p> |
| | <p>Already we suffer cars parked obstructing our driveway and making it impossible or (at best) dangerous to drive the car on or off our property. The most difficulty is when cars try to park between no's 5a and 7. The partial obstruction this causes makes it impossible to access the drives.</p> |
| | <p>The clear solution is to continue the double yellow lines in the area where they were previously proposed.</p> |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr & Mrs Fitzgerald |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area |
| Comment number: | 339 |

Incoming comments (paraphrased)

| |
|--|
| <p>In relation to Sevenoaks as a whole, we are disappointed that the current situation is to be changed. Whilst there may be some issues with the present arrangement, we would prefer these to remain than the changes proposed.</p> |
| <p>With regard to the Vine Court Road area, we are concerned by the road markings and signs that are going to be introduced into the Conservation area and believe that these will be detrimental to the character and visual amenities of the area.</p> <p>Furthermore, we are extremely concerned that the parking measures will lead householders to create increased off-street parking, causing loss of gardens and landscape which are integral to the character of the Conservation Area.</p> |
| <p>If these proposals proceed, we request that particular care and attention is given to the implementation: for example, the layout, design and installation of line markings, street furniture and the like.</p> <p>We believe that narrow gauge double yellow lines can be provided: if this is the case we request that these are provided throughout the Conservation Area (to areas where this marking is proposed).</p> |
| <p>In the proposals, it is intended that double yellow lines are installed outside our house and to either side. We currently have a fundamental problem, that our drive is regularly blocked by parents dropping off and collecting from Walthamstow Hall School.</p> <p>Currently, a white line delineates our driveway entrance and this means that at least the courteous majority of parents respect this and avoid parking across our driveway.</p> |
| <p>We are greatly concerned that though parents will respect the double yellow lines, some will not. It only takes one car to block our driveway. In the proposals there is nothing to distinguish our driveway from other parts covered by double yellow lines.</p> <p>Our driveway will be blocked even more regularly than currently. This will only be overcome if either i). The School makes an effort to 'police' the situation or ii). The Council regularly does so.</p> |
| <p>Parents will see if a traffic warden is monitoring the situation, and if not, will ignore the road markings. The usual response we get, if we complain to parents blocking us in, is that "We'll only be a minute".</p> <p>Unless the double yellow lines outside the school are regularly policed, they will not achieve the effect you require. What monitoring will you put in place and how will you ensure that the road markings are respected?</p> |
| <p>The consequence of the double yellow lines outside our property means that if friends of workmen visit, they will be unable to park outside our house. This is a significant disadvantage compared to the current situation.</p> <p>An alternative, instead of double yellow lines, would be single with no parking before 10am and retaining the white line to delineate our driveway entrance.</p> |
| <p>The parking as proposed allows for parking on both sides of Hollybush Lane, alternating sides. The school has regular and increasing events in the evening so after 6.30pm there could be vehicles parked on both sides. This will be dangerous. It is on a bend and there is insufficient room for parking on both sides and a sensible width of carriageway between them. The solution is to extend the double yellow lines in front of the school on the eastern side of the lane.</p> |
| <p>One of the consequences of the parking proposals is that they are more prescriptive: if people are allowed under your scheme to park in a location at a certain time then they will do so, even if previously they were not in the habit of doing so.</p> <p>We welcome the double yellow lines on the eastern side of the lane opposite 5 & 5a. But to reiterate the point, Hollybush Lane is not wide enough at any point, for parking on both sides and two-way traffic between the parked vehicles.</p> |
| <p>whilst you say that you have taken then opportunity to address parking issues outside schools, including the requirement not to stop near a school entrance, we do not believe that your proposals will actually take measures to solve the problems.</p> |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| |
|---|
| We foresee that the current situation which is dangerous for pupils and inconvenient for residents will continue. |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr & Mrs Horton |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 340 |

| Incoming comments (paraphrased) | |
|---|--|
| We have a preference for no change from what is currently in place in Vine Court Road - i.e. unrestricted parking at all times. | |
| The road is wide enough to take double parking (read - parking on both sides) and we have lived with it all the time we have been there. | |
| It is not possible, we would prefer to have unrestricted parking on Saturdays rather than time limited and would prefer during the week to copy St Botolph's Road where there are only restrictions in commuter hours in the morning. | |
| Please note that our preference is no change from what it is today. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Miss S Jarrett |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area |
| Comment number: | 341 |

Incoming comments (paraphrased)

I work in Sevenoaks town centre, bringing in people to Sevenoaks. Where can we park? Supply us somewhere cost effective to park.
I am not happy!!! Its not necessary for traffic.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr C Medd |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 342 |

| Incoming comments (paraphrased) | |
|---|--|
| The latest proposals for Vine Court Road are much better than before and I am pleased to see that pay and display parking is not going to be introduced. | |
| However, the proposed limited waiting (for a maximum of 2 hours) would give major problems to legitimate visitors and tradesmen. Will there be any scheme where visitors can park for longer? I suggest the limited waiting be extended - even a six hour limit would deter commuters. | |
| I strongly object to the Council charging for residents parking permits so we can park in our own road. I know that the administration of any scheme will cost money, but this should be factored into the council plans and budgets. | |
| I trust the limited waiting area will not infringe on the existing single white line in front of our driveway. | |
| Are two disabled parking bays necessary at the end of Vine Court Road and Avenue Road? They shouldn't be necessary if the parking restrictions have the desired effect. | |
| I feel sorry for the residents of Park Lane - a narrow road with much character, and they're set to have pay & display parking, which will effectively turn this road into an extension of the station car park. | |
| I feel it is a shame that better parking arrangements in the town and at the station in particular could not be arranged. The problem is only going to get worse, not better. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr P Sissons |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 343 |

| Incoming comments (paraphrased) |
|---|
| <p>I and my wife are totally opposed to pay and display or permit parking in our neighbourhood. It is a Conservation Area and the whole character of the place will be changed for ever by the apparatus of parking restrictions of this kind.</p> |
| <p>There maybe some case for limited extension of yellow lines, but Vine Court Road is a wide road and the parking facility it increasingly provides for commuters gives us no problems. - like most residents we have plenty of parking space on our property. In the evenings and at weekends the road is empty. The main victims will be builders, scaffolders and other tradesmen whose vehicles may not fit in a domestic driveway.</p> |
| <p>As a council tax payer, I strongly believe that a layer of parking bureaucracy, introducing fines and ticketing and generally causing annoyance and inconvenience where there was none before, is something we can do without. The sad thing is that what I am saying will not make the slightest bit of difference to your plans, but please don't tell me it's progress.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr & Mrs Stockton |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area |
| Comment number: | 344 |

Incoming comments (paraphrased)

We understand that if there is a low take-up of residents permits that permits may be offered to commuters. Could we please have an undertaking that this will not happen in the first year to enable an assessment to be made of how then new parking arrangements are working.

If permits are eventually made available to commuters they should be for the section for Vine Court Road between Avenue Road and Bayham Road.

We trust that the parking boundary on either side of driveways will be positioned to give residents easy and safe access to their property.

We are currently experiencing difficulty in this regard, having often to go onto the wrong side of the road in order to get sufficient 'swing' to get around parked vehicles.

It is inappropriate to have pay and display machines in Park Lane, part of the Conservation Area. The Council's duty is to enhance these areas, not clutter them up. They would also be a hindrance to pedestrians as the only pavement is narrow.

Park Lane should have the same parking restrictions as Vine Court Road. If Hollybush Lane is to have long stay parking it should be by permit and not Pay and Display.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mrs R Stuart |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area |
| Comment number: | 345 |

| Incoming comments (paraphrased) |
|---|
| On seeing the initial proposals, In understood there would be no parking in front of my property and I was happy with that. |
| I now find the current proposals will not stop all day parking outside my property, despite restrictions in the rest of the road, and as happened now, cars park in an inadequate space making access and visibility very difficult and this practice would still continue without road markings. |
| One parking space in front of my property would be quite acceptable, but a double yellow line between my garage drive-in and my driveway would solve the problem I have now. (plan supplied) |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mrs S Von den Driesch |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 346 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Mr & Mrs Walker |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 347 |

| Incoming comments (paraphrased) |
|---|
| I would like to give my wholehearted support to the proposed changes to the parking arrangements on Holly Bush Lane. The parking situation has got ridiculous recently with cars parking on both sides of the of the road from early in the day. this causes a great problem with traffic flow and prevents local people from parking for short visits to the shops, classes and other activities that go on in this busy community. |
| I have noticed increased use of the road by people who work in the town and some of the older pupils at Walthamstow Hall School. |
| I would be grateful that the changes propose are implemented as soon as possible. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------|
| Name: | Ms J Wood |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area |
| Comment number: | 348 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Ms V Pitt |
| Representing: | Vine Baptist Church |
| Address: | Supplied |
| on: | 10/11/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 349 |

Incoming comments (paraphrased)

We wish to object to the proposals for Park Lane, as; 1. Pay and Display would not help all the community activities that take place on our premises.
 2. Pay and display is not appropriate to a Conservation Area. 3. Pay and display would severely restrict parking for residents, visitors and tradesmen in an already narrow lane.

To be of service to the community we really do need Park Lane to be 'limited waiting, Monday to Friday, 8.30-6.30, 2hr/1hr and permit holders', with no restrictions across driveways or at weekends.

I understand that parking permits would be available to us. We have an administrator who works on our premises twice a week and others who come to help with the work.

Can we apply for 2 permits that would allow general parking, and if so, how much would they cost?

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr J. Davies |
| Representing: | |
| Address: | Supplied |
| on: | 10/23/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 350 |

Incoming comments (paraphrased)

It would be extremely inconvenient to have double yellow lines across the gate (1 Park Lane) to our property as we regularly park there ourselves.

The same applies to the gates of 3, Park Lane.

We request the replacement of the proposal for pay and Display in Park Lane with limited waiting and permit holders, consistent with the approach to be taken with Vine Court Road and Avenue Road.

This would allow Park Lane to be treated the same as Vine Court Road and Avenue Road. It is clearly appropriate that there should be no discrimination between roads in a immediate vicinity of this Conservation Area.

It would be necessary for the residents of Park Lane to have sufficient residents permits.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr & Mrs Desai |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 351 |

| Incoming comments (paraphrased) |
|--|
| We support the views of the Hollybush Residents Association, but would like to make the additional comments; |
| Apart from Pay and Display being unacceptable in a Conservation Area, should they be implemented, no doubt space for 4 cars would be made alongside the southern side of the road, bordering no.2's garden wall. |
| There is only room for this number of cars if they are tightly parked and of 'normal' size; otherwise, as is often the case, they will be partially over the access to No's 2, 4 and 6. |
| This makes it incredibly difficult, if not impossible to turn onto Park Lane or into the drive. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Ms S Evans |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 352 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr & Mrs Evans |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 353 |

Incoming comments (paraphrased)

We strongly object to having pay and display / permit holders parking in Park Lane as;
 a) This will severely restrict parking for residents, visitors and tradesmen, b) Pay and display is inappropriate for a Conservation area and will encourage crime / vandalism and graffiti, c) This will encourage more non-residential traffic to drive down Park Lane, looking to park.
 d) The Church will find it difficult to continue it many weekday activities as there is insufficient provision for guaranteed parking, e) We feel Park Lane is being treated unfairly - The Drive is closer to the town, yet it does not have pay and display.
 f) A more holistic approach to parking in Park Lane would have been to restrict issue of permits / visitors vouchers to residents and the Church only.

If SDC still intend to implement these proposals, we believe the residents of Park Lane and visitors to the Church should be able to park safely in Park Lane.
 Possibly this may be achieved by being treated the same as Vine Court Road and Avenue Road.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr M Shaw |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 354 |

Incoming comments (paraphrased)

I oppose the pay and display proposals for Park Lane on the following grounds;
 1) Pay and display is not appropriate in a conservation area. 2) Park Lane is very narrow and long-term parking should be discouraged, not promoted. 3) It severely restricts parking for visitors and tradesmen. 4) It promotes more front gardens to be turned into car parking.

My preferred arrangement would be single yellow lines and limited parking for 2 hours with no restriction across driveways (as residents may need to park across their own driveway at times).

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr I Springett |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 355 |

Incoming comments (paraphrased)

I reject the proposals for Pay and Display parking in Park Lane for the following reasons;
 1. It severely restricts parking for visitors and tradesmen. 2. I live in one of 3 flats at No.12 and off-street parking is already very restrictive. 3. I don't see Pay and display parking to be the right aesthetic for a Conservation Area.
 4. Park Lane is not wide and long term parking should be generally discouraged. 5. I don't see how Pay and Display will benefit anyone apart from raising revenue. I Don't see how it helps congestion - surely yellow lines are a better solution.
 6. It severely restricts parking for visitors and tradesmen. 7. It will encourage more unsightly parking in converted front garden areas.
 I see a better solution to be a limited parking duration on a single yellow line, similar to what is currently in place for St Botolph's Road - that is restrictions in the morning to prevent commuter traffic, but allowing afternoon and weekend parking.
 If this doesn't suit then at least please consider a single yellow line system with limited 2 or 3 hour parking for guests and tradesmen.
 Please can any parking restrictions across driveways be excluded from your plans because at least this would give residents like me some flexibility in parking outside their own properties.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr & Mrs C Watson |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 357 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>We strongly object to the proposals for pay and display in Park Lane. it is part of a Conservation Area, it would severely restrict parking for residents, visitors and tradesmen, the local Church would find it difficult to continue its weekday activities and Park Lane is narrow.</p> | |
| <p>As it would seem that Park Lane is going to have some type of parking restriction, I recommend the same restrictions as in other roads nearby, particularly Vine Court Road and Avenue Road.</p> | |
| <p>This recommendation is made with the view that the qualifying criteria for resident's permits will be changed to allow those with off-street parking for more than 2 vehicles to be able to use residents' permits.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Ms L Watson |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 358 |

Incoming comments (paraphrased)

I strongly object to the proposals for pay and display in Park Lane. It is part of a Conservation Area and these proposals would be detrimental to the character of Park Lane.
In view of the proposals for other roads in the Conservation Area, namely Vine Court Road and Avenue road, I would like similar proposals for Park Lane.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Ms K Wightman |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 359 |

| Incoming comments (paraphrased) |
|---|
| <p>In support of the recommendations of the Hollybush Residents Association we would like to register our comments regarding the parking proposals for Park Lane.</p> <p>I strongly object to having par and display in our road as it extends station and town centre parking at a significantly cheaper rate than the car parks to our narrow road.</p> |
| <p>We request that this part of the Conservation Area be limited waiting, Monday to Friday, 8.30-6.30, 2hr/1hr and permit holders, with no restrictions across driveways, but retaining the requested yellow lines across no.3 Park Lane.</p> <p>This would then be consistent with other roads in the neighbourhood and would ensure ease of access for no's 2, 4 and 6.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr & Mrs Wood |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 360 |

| Incoming comments (paraphrased) |
|--|
| We note (following discussions) that it is unlikely that the proposal for pay & display or permit parking will take place outside our front door. We very much welcome this. |
| Our other concern remains that there should be adequate and convenient parking for residents and their visitors. We believe that a system providing 'limited waiting Mon- Fri, 8.30-6.30, 2hr/1hr and permit holders' would be reasonable. |
| We would not be happy with a pay and display system which we think would be inappropriate. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|----------------------------------|
| Name: | Mr & Mrs Wrighton |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Vine Court Road area - Park Lane |
| Comment number: | 361 |

| |
|--|
| Incoming comments (paraphrased) |
| At present, Park Lane is regularly used by drivers who leave their cars all day while they are at work, either in the town or commuting from the station. This significantly reduces the parking available to residents and any visitors to their properties. |
| The proposal will not change the existing situation as all-day parking will still be allowed, albeit for a £2 fee. The neighbouring roads, Vine Court Road and Avenue Road are significantly wider than Park Lane, with a similar density of residential accommodation. These roads have been allocated limited waiting which rule out 'commuter' parking. |
| We request a modification to the parking plans for Park Lane, in line with those for Vine Court Road and Avenue Road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mrs E R Burgin |
| Representing: | |
| Address: | Supplied |
| on: | 10/9/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 362 |

| | |
|---|--|
| Incoming comments (paraphrased) | |
| <p>Parking in the Wickenden Road area has been a problem for some time, made worse by all-day parking for people working at the hospital and local shops. There are also problems with speeding traffic - sleeping policemen in the are could make a difference.</p> | |
| <p>I hope the proposals are agreeable. When we have more parking in the road, it does at times ease the speed of moving vehicles!</p> | |
| <p>The roads and pavements in the area (Wickenden Road and Swaffield Road) are in great need of attention. I know for a fact that Wickenden Road has not been fully maintained since Marchants of The Weald dealt with our roads over 30 years ago!</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr A Chapman |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 363 |

| Incoming comments (paraphrased) |
|---|
| We object to the proposed double yellow line restrictions between St John's Hill and Nursery Close (outside our property) as it would prevent us from parking in front of our own driveway, which we frequently do on Sundays. |
| If we did experience problems with cars being parked close to the junction of St John's Hill we could understand the proposed new restrictions. However, we do not experience this problem and find the existing restrictions adequate. |
| We also disagree to the proposed double yellow lines outside your property as this would de-value our property due to awkwardness and restricted parking. |
| W agree with the proposed double yellow lines at both junctions of Swaffield Road and Wickenden Road, as we often find cars parked too close to the junctions. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr B Coldbreath |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 364 |

| Incoming comments (paraphrased) | |
|---|--|
| The plans look excellent, particularly the double yellow lines at the lower junction (northern) of Wickenden Road and Swaffield Road. | |
| However, may I make a please on behalf of myself and I'm sure nearly all the other residents that live in the lower half of Swaffield Road Since Sevenoaks Hospital started charging car park fees, Swaffield Road appears to have become another car park. | |
| Since Sevenoaks Hospital started charging car park fees, Swaffield Road appears to have become another car park. I understand that as things stand people are perfectly entitled to park in Swaffield Road, However it is the irresponsible way that this parking is undertaken that concerns me. | |
| 1. Double Parking which means that the emergency services would not be able to get through. The refuse collection vehicles have to reverse up and down the road because they cannot get through. 2. Parking close to driveways, making it difficult for residents to get in and out of their drives. 3. Parking on the pavement, meaning that pedestrians have to walk on the road. (Particularly difficult for people with buggies and the disabled). | |
| I have no experience in road management but feel that there must be a way of alleviating this situation. There is ample car park space in Bat & Ball at the designated car parks for non hospital people and perhaps the hospital should consider making more free parking available to staff. | |
| Finally, may I ask if it would be possible to look at this problem? Would 'residents Parking Only' be a possible solution? | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr D J Cuthbert |
| Representing: | |
| Address: | Supplied |
| on: | 10/11/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 365 |

| Incoming comments (paraphrased) |
|---|
| The problems at the lower (northern) end of Wickenden Road relate to cars parking on the existing yellow lines. If something is not done about it soon there will be an accident. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr J Driver |
| Representing: | |
| Address: | Supplied |
| on: | 11/2/2007 |
| Comment by: | email |
| Comments relating to: | Wickenden Road area |
| Comment number: | 366 |

Incoming comments (paraphrased)

In general I agree with the proposed restrictions and I would like to make 2 specific comments;

a. The additional double yellow lines around the bend outside my house are essential for road safety. I have witnessed several accidents and many near misses. An alternative would be to introduce a limited section of one-way traffic on Wickenden Road.

b. Additional double yellow lines opposite the junctions of Wickenden Road and Little Wood and the upper end (south) of Swaffield Road would add considerably to the visibility of drivers.
 With the approved level of building development in Wickenden Road, an increasing number of commercial and residential vehicles will be parking in Wickenden Road. It would be appropriate to anticipate this within the same scheme as now proposed.

Separately, I would like to emphasise the detrimental effect of introducing parking charges to the Sevenoaks Hospital car park. The very predictable use of adjacent residential streets has led to considerable parking problems for local residents.
 The move was unnecessary, the effects predictable and led the council to be justifiably criticised for what appears to be nothing more than a commercial decision.

I also understand that the various unrestricted parking places particularly within walking distance of Sevenoaks Station are soon to be restricted. Where does the Council propose to offer parking close to the station for non-rush hour travellers?
 As the Council knows, all the existing car parks are full before 8am. I would be grateful for help with this issue.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr A Gard |
| Representing: | |
| Address: | Supplied |
| on: | 9/24/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 367 |

Incoming comments (paraphrased)

The existing restrictions shown on Wickenden Road are incorrect and the proposals should not be extended beyond No. 8 Wickenden Road as visitors to the Doctor's surgery on St John's Hill often park there.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Manuel |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 369 |

| Incoming comments (paraphrased) |
|--|
| <p>We are concerned about the south side of Wickenden Road, between St John's Hill and Nursery Close, directly outside our property. We feel that the existing single yellow lines from Monday to Saturday, 8.30am-6.30pm is more than adequate.</p> |
| <p>It seems it has become desirable to put double yellow lines around all junctions to force people to comply with the Highway Code. Because the stretch of road between the two junctions is so short, that the double yellow line will extend between the junctions with St John's Hill and Nursery Close.</p> |
| <p>It is already inconvenient for us to have a single yellow line outside the property. When we have visitors they have to park a long way down Wickenden Road. At present we have some comfort in the fact that in the evenings and on a Sunday, visitors are able to park out side the house. A highways officer even remarked on how he thought it unnecessary at all during a site meeting for the planning application for The Conifers.</p> |
| <p>By enforcing double yellow lines between the two junctions it will prevent any visitors from being able to park, and in fact the residents at The Conifers will be unable to park their 3 cars a reasonable distance from their property. If you take into consideration the substantial infill housing that is going up further down Wickenden Road, parking is going to become an greater inconvenience in the near future.</p> |
| <p>As the stretch of road is not in any of the categories (listed from Highway Code) we do not feel is warrants such treatment and we urge that this particular double yellow line is reconsidered. We also ask that the existing single yellow line between the two junctions is reconsidered.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Owen |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Wickenden Road area |
| Comment number: | 370 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|--|
| It appears from the proposals that a limited waiting parking bay is proposed outside our property. However, we have a dropped kerb that seems to have been missed. |
|--|

| |
|---|
| We are also concerned that Sevenoaks District Council do not encourage people to use the car park behind 'The Castle' (St James' Road car park) which is often empty or half full and has little signing to advertise these facilities. |
|---|

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Perry |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 371 |

| Incoming comments (paraphrased) | |
|--|--|
| <p>We wish to object to the proposal to extend parking restrictions in Wickenden Road. Wickenden Road is residential but the majority of traffic is not generated by residents but comes from Link Road. The volume of traffic suggests that this is a rat-run to avoid the traffic lights at Bat & Ball.</p> | |
| <p>This traffic holds no advantage to residents, however, the proposed parking restrictions are aimed at the convenience of others. It is understood that access to large lorries is a consideration, but again, Wickenden Road does not generate any great volume and restrictions will facilitate passage to non-residents at the expense of resident's own parking.</p> | |
| <p>Moreover, given that parking space in Wickenden Road will be substantially reduced by the proposals, we are not aware of any guarantee offered by the Council that spaces paid for by permit holders will not actually be used by others. Are we expected to become involved in confronting such parkers to urge them to move or will the Council provide an immediate response service to act on our behalf, or arrange for Kent Police to drop everything to come to our assistance?</p> | |
| <p>It is also very upsetting that, there having been planning applications approved for further dwellings in Wickenden Road, parking restrictions should now be proposed. These additional dwellings are bound to create more traffic.</p> | |
| <p>The proposals make special reference to parking by commuters. We are not aware that this is a problem for Wickenden Road. Rather than impose restrictions on residents, we would have thought it more desirable to find ways to encourage commuters not to use their cars by improving public transport.</p> | |
| <p>We are aware that, for example, some commuters using Sevenoaks station come from areas that are served by rail services but find Sevenoaks easier for parking. There is clearly something of a 'school master' approach if solutions to deter the few involve penalties on all.</p> | |
| <p>Sevenoaks tries to portray itself as a tourist attraction but the attitude to parking does nothing to help. Together with the continual upheaval caused by roads being dug up on a very regular basis to the severe detriment of local shopkeepers, Sevenoaks is fast becoming a 'no go area' for everybody.</p> | |
| <p>Obviously, our concern centres mainly on our own position - we are concerned that the imposition of no parking at any time on the corner around 17-27 Wickenden Road will cause traffic to speed up considerably. Despite some pretty awful driving at time in this area, parked cars contribute considerably to encouraging traffic to slow down at the corner. Without this we fear that traffic will become much faster, without any increase in awareness of other drivers and that serious accidents will become much more likely.</p> | |
| <p>No's 19 & 21 share a common approach off the corner. And because of the layout of houses, we do not have off-road parking and the space shown on the plans would be insufficient for us to park and for the residents of no.21 to access their drive. As conscientious Council Tax payers, we would be very unhappy to pay for a permit to park outside our property. We urge you to reconsider the proposals outside no's 15-17.</p> | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr R Sullivan |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | letter |
| Comments relating to: | Wickenden Road area |
| Comment number: | 372 |

| Incoming comments (paraphrased) |
|--|
| Heavily paraphrased; The existing parking on St John's Hill, near the southern junction of Wickenden Road is dangerous for motorists. It makes the traffic move over in to the oncoming traffic and this reduced road space makes it difficult for vehicles emerging from side roads. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Woodside Road |
| Comment number: | 373 |

Incoming comments (paraphrased)

| |
|--|
| The extension of no waiting and limited waiting to stretches of Woodside Road are without justification. |
| 1. The road is still going to be used for parking so evidently the genesis of the controls is not to prohibit parking for the benefit of residents. |
| 2. The form of the control will prevent reasonable parking use, Some users will wish to park for half the day or more but not a full day. Others will not qualify as daily commuters but may need the occasional facility. |
| The scheme reduces the flexibility and availability of parking contrary to the aim of the Act. (Road Traffic Regulation Act 1984). |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Ms R Pearson |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | letter |
| Comments relating to: | Woodside Road |
| Comment number: | 375 |

Incoming comments (paraphrased)

I note the proposal to extend the double yellow lines on the residential side of Woodside Road by my house. However, these seem to stop short of protecting my driveway.

It would be preferable to have no parking facilities for commuters in Woodside Road. For years commuters have enjoyed the benefits of free parking. This has caused me enormous problems and it is preferable that Woodside Road is afforded the benefits of a car free zone in the same manner as roads such as Vine Avenue. All my neighbours have parking facilities for guests in their own driveways.

Commuters cause disturbance with early morning revving and in winter headlights shining into my bedroom at 5.30am. At night those coming back on the last train also cause similar disturbances.

The proposed scale of charges for Woodside Road if permit parking is to go ahead, should be at the rate charged by commercial car parked in the town.

I also note that there are proposals to introduce parking permits in Mount Harry Road. This is already a busy and dangerous road and If parking is allowed, it will cause cars to swerve out in to oncoming traffic. It will also obscure sight lines trying to turn out of Woodside Road.

This is the third set of proposals to address parking that I have been affected by in less than the four years that I have lived there and in truth none of these changes have put the needs of the residents above those of commuters. In fact the convenience caused by changes made in 2004 in Woodside Road caused me so many problems in terms of access to my property that I had to live with these for a year before they were rectified.

Additionally, none of these changes actually helped address a long term need to solve parking issues in Sevenoaks. Such schemes as park and ride, particularly for commuters would help address the longer term needs of the town.

I note already that there are pick up bus services for commuters living in villages such as Chipstead - why are these not extended to other areas of the town so we can keep commuters off our residential roads and not impact on our quality of life?

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------------|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Woodside Road |
| Comment number: | 377 |

| Incoming comments (paraphrased) |
|--|
| The extension of no waiting and limited waiting to stretches of Woodside Road are without justification. |
| 1. The road is still going to be used for parking so evidently the genesis of the controls is not to prohibit parking for the benefit of residents. |
| 2. The form of the control will prevent reasonable parking use, Some users will wish to park for half the day or more but not a full day. Others will not qualify as daily commuters but may need the occasional facility. |
| The scheme reduces the flexibility and availability of parking contrary to the aim of the Act. (Road Traffic Regulation Act 1984). |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------|
| Name: | Ms A Coote |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Zone A |
| Comment number: | 378 |

| Incoming comments (paraphrased) |
|--|
| The proposed 'residents only' parking restriction in Victoria Road will displace non-resident parking in to the other roads in the area. If Victoria Road is to become 'residents only' then the other roads around should be treated the same. |
| A number of the houses in Eardley Road have no off-street parking facility and no opportunity of providing any. It is therefore essential that we are able to park in our road. It is essential that you provide a number of 'residents only' spaces in Eardley Road for those residents with no off-street facility. |
| I am extremely disappointed that you failed to address the cost to residents of Eardley Road of purchasing visitors permits. I would be grateful if you would reconsider the financial impact on residents as a matter of urgency. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------|
| Name: | Mr J G Hayton |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A |
| Comment number: | 379 |

| Incoming comments (paraphrased) |
|--|
| The entrance to our development is on South Park and it frequently has problems with parents from the school opposite parking close to or across the access, flouting the existing restrictions. Can we have double yellow lines to prevent this? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------|
| Name: | Mrs P Kempe-Lee |
| Representing: | |
| Address: | Supplied |
| on: | 10/1/2007 |
| Comment by: | email |
| Comments relating to: | Zone A |
| Comment number: | 380 |

| Incoming comments (paraphrased) |
|--|
| I object to the proposed new limited waiting and permit parking restrictions as the areas are currently used by day visitors to the area and the proposed 2 hour limit would be restrictive. 2 hours is not enough time to spend quality time visiting someone. |
| Adding additional parking restrictions to the area will only exacerbate the damage that is being done to this area. I am horrified by the spread of paving of front gardens, which is destroying wildlife and the visual appearance of many front gardens. The sort of people who pave their front gardens would be better off living in blocks of flats in the same way that people who buy period properties and then introduce PVC windows and dreadful front doors would be better off living in modern properties. |
| In the absence of planning controls it would be good if the council would carry out an educational campaign and research in to why people would rather allocate their gardens to their cars than to the environment. |
| As an aside, would it be possible for the council to compensate for the environmental damage that householders are causing by planting trees in the pavements along the streets? Victoria Road, which backs on to our home would be visually improved by the planting of trees along the pavement immediately behind the houses that front on to Argyle Road. This would improve air quality. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr G Bovington |
| Representing: | |
| Address: | Supplied |
| on: | 9/26/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Argyle Road |
| Comment number: | 381 |

| Incoming comments (paraphrased) |
|---|
| The existing permits are being misused by some businesses. Also the proposed 'residents only' restrictions in Victoria Road, Beech Road and Lime Tree Walk will cause problems for residents in Argyle Road. Can the 'residents only' restriction be extended to Argyle Road? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Ms J Turner |
| Representing: | |
| Address: | Supplied |
| on: | 10/3/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Argyle Road |
| Comment number: | 383 |

| Incoming comments (paraphrased) |
|--|
| The proposed 'residents only' parking in Beech Road and Victoria Road will cause problems for the residents of Argyle Road and I'm sure they would also appreciate the option of residents parking only. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Ms M Buckland |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Beech Road |
| Comment number: | 384 |

| Incoming comments (paraphrased) |
|--|
| The proposal to make Beech Road a 'residents only' parking area would certainly add to the quality of life of its inhabitants. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Bankes |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Eardley Road |
| Comment number: | 388 |

Incoming comments (paraphrased)

We do not understand the need for double yellow lines across individual entrances and drives. The present system of single yellow lines across driveways works well and should be extended to the drives where they are currently omitted.

If the Council wishes to add double yellow lines in the road it should do so on the corners of Emily Jackson Close. Inconsiderate parking on the bends make pedestrian access difficult, especially for those needing to use the dropped kerbs.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr F Czarnowski |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Eardley Road |
| Comment number: | 389 |

| Incoming comments (paraphrased) |
|--|
| We are concerned by the parking of people visiting St Luke's Church Hall. The frequent events make parking difficult and with evening events it is impossible to park in our own road. We feel that there should be an element of Residents Only parking in Eardley Road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr & Mrs Darling |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Eardley Road |
| Comment number: | 390 |

| |
|---|
| Incoming comments (paraphrased) |
| We do not want double yellow lines across our driveway. We use the parking space in front of our drive every day and every evening. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Ms S Tonsley |
| Representing: | |
| Address: | Supplied |
| on: | 9/28/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Eardley Road |
| Comment number: | 395 |

| Incoming comments (paraphrased) |
|--|
| I do not want double yellow lines across my driveway. Parking pressure from St Luke's Church and the Church Hall mean that sometimes I have to park in front of my drive. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------------------------|
| Name: | Mr A M W Smith |
| Representing: | Acorns Residents Association |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Gordon Road |
| Comment number: | 396 |

| Incoming comments (paraphrased) |
|--|
| There is a lot of concern amongst residents about proposals to paint double yellow lines across driveways. This would prevent residents or their visitors from parking in front of their drives. |
| There is also concern about all-day parking in Gordon Road and lack of facility for residents. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Ms P Barley |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Gordon Road |
| Comment number: | 397 |

Incoming comments (paraphrased)

The existing unrestricted parking on Gordon Road at the corner from Granville Road to Gordon Lodge serves both residents and the commuter. By changing this you will penalise the commuters.

By painting double yellow lines across driveways you will be inconveniencing residents, by preventing visitors and tradesmen from parking across the driveways - this will mean they have to use the limited waiting parking bays.

No one has ever blocked my driveway and I cannot conceive the rationale of painting double yellow lines where there has never been a need.

Please leave Gordon Road as it is. We, who live here know it works well.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Ms N Hibling |
| Representing: | |
| Address: | Supplied |
| on: | 10/29/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Gordon Road |
| Comment number: | 400 |

| Incoming comments (paraphrased) |
|--|
| <p>The proposal for double yellow lines across driveways are unnecessary and excessive. We have never had anyone park in front of our driveway. Many residents use the space in front of their own driveways, keeping other spaces available for other residents.</p> |
| <p>The present arrangements where there is a short stretch of unrestricted parking works well, the unrestricted area is used by some commuters, local workers and occasional visitors to the houses. The flexibility of these spaces is appreciated by all of us.</p> |
| <p>The proposals for Gordon Road should be reconsidered as the changes will not enhance our lives and could cause great difficulties for many of the residents.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mr M Brown |
| Representing: | |
| Address: | Supplied |
| on: | 10/30/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 405 |

| Incoming comments (paraphrased) |
|--|
| I am very disappointed that the originally proposed double yellow lines across driveways in Granville Road have been dropped from the current proposal. I have provided photos of instances where my driveway is obstructed and when visibility is obscured. Please can some form of restriction be put in place in front of the entrance to no.13 Granville Road and no's 11 and 15? |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mr J Elgar |
| Representing: | |
| Address: | Supplied |
| on: | 10/4/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 406 |

Incoming comments (paraphrased)

The proposed parking bays either side of the driveway to No. 2 Granville Road (where the road bends slightly) will cause a visibility problem.
When emerging from our drive we cannot see either way because of the existing parked cars. Should there be an accident as a result of this it will be entirely the Council's fault.
What is needed is to put double yellow lines on either side of our drive so cars cannot obstruct visibility when we are coming out of our driveway.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mr & Mrs K A Holmes |
| Representing: | |
| Address: | Supplied |
| on: | 10/4/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 407 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|--|
| We note that the proposals include double yellow lines outside 45 Granville Road, but we ask that they could be extended a little further. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mr J Honer |
| Representing: | |
| Address: | Supplied |
| on: | 10/16/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 408 |

| Incoming comments (paraphrased) |
|---|
| The proposals for parking bays opposite 76-80 Granville Road are alarming. It will limit visibility of cars and trucks coming down the hill , this is of concern given the speed of many drivers that use the road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mr T S Pearce |
| Representing: | |
| Address: | Supplied |
| on: | 10/17/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 409 |

| Incoming comments (paraphrased) |
|---------------------------------|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Miss B Smith |
| Representing: | |
| Address: | Supplied |
| on: | 11/5/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 410 |

| | |
|--|--|
| Incoming comments (paraphrased) | |
| I would like to object to the proposed additional parking bay outside 49, 51 & 53 Granville Road. There has been a recent accident at that location. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-----------------------|
| Name: | Mr T Warburton |
| Representing: | |
| Address: | Supplied |
| on: | 10/15/2007 |
| Comment by: | email |
| Comments relating to: | Zone A Granville Road |
| Comment number: | 412 |

| Incoming comments (paraphrased) |
|--|
| I live near the corner of Granville Road and Eardley Road the proposals show a considerable area of road opposite my house is to have waiting restrictions introduced. I strongly object as I believe it inconveniences residents and I cannot see who it benefits. |
| The area is parked on by residents who have limited parking availability on street on their own drives. On occasion I have needed to park there and I have seldom found it difficult to find a space. The surrounding limited waiting areas are rarely full, and even during the day it is possible to find a parking space in this area. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mrs A Edwards |
| Representing: | |
| Address: | Supplied |
| on: | 11/6/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A London Road |
| Comment number: | 413 |

| |
|--|
| Incoming comments (paraphrased) |
| Our property in London Road has no off-street parking facilities. We support the proposals for London Road but would like to apply for permits for The Drive as it would be more convenient. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--------------------|
| Name: | Mr C Wade |
| Representing: | |
| Address: | Supplied |
| on: | 10/24/2007 |
| Comment by: | email |
| Comments relating to: | Zone A London Road |
| Comment number: | 415 |

| |
|--|
| Incoming comments (paraphrased) |
| I strongly support the proposal to extend Zone A in to London Road. |
| However, I feel that The Drive should be included in Zone A rather than be a separate zone on its own. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr H Arnott |
| Representing: | |
| Address: | Supplied |
| on: | 10/19/2007 |
| Comment by: | email |
| Comments relating to: | Zone A South Park |
| Comment number: | 419 |

Incoming comments (paraphrased)

I am in favour of the proposal to install double yellow lines at and adjacent to our driveway that is between 13 & 15 South Park. This will make entrance to the houses served by the shared driveway much easier and safer as the sigh lines will be greatly improved.
In addition, the road width freed from parked cars will assist vehicles in the road to pass one another more easily.

| |
|--|
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Ms G Campbell |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | email |
| Comments relating to: | Zone A South Park |
| Comment number: | 421 |

| Incoming comments (paraphrased) |
|---|
| The existing parking situation at pick-up and drop off-time is a problem and the proposed restrictions should assist the problems outside the school. |
| However, are the proposed School Keep Clear restrictions enforceable only during the times stated? If so then this may exacerbate the existing situation |
| Can the existing single yellow lines opposite the school be changed to double yellow lines? Currently parents park there, obstructing the view and the route across the road. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|-------------------|
| Name: | Mr P Clark |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A South Park |
| Comment number: | 422 |

Incoming comments (paraphrased)

The proposals for South Park do not include the extension of the existing double yellow lines around the junction of the Private Road and the public section of South Park.
 This is a busy road and the gradient causes a number of vehicles to exceed the speed limit.

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr P Dampier |
| Representing: | |
| Address: | Supplied |
| on: | 10/3/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Valley Drive |
| Comment number: | 425 |

| Incoming comments (paraphrased) |
|--|
| <p>I am objecting to the proposals on Valley Drive on behalf of 19 households who have signed this letter. The overwhelming majority of residents are not in favour of the proposals for our road. We do not want permits, visitors vouchers, cars being moved every two hours or traffic wardens patrolling all day.</p> |
| <p>The residents of 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 14, 15, 16, 18, 19, 20, 22, 23, 24 Valley Drive agree that;</p> |
| <p>1. There is no need for the 'No waiting' restrictions to be from 8.30am to 6.30pm.</p> |
| <p>2. There is no need for any parking restrictions on Saturdays. There is no problem with parking on weekends, but any limits would severely inconvenience residents who have visitors.</p> |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|---------------------|
| Name: | Mr J Hall |
| Representing: | |
| Address: | Supplied |
| on: | 10/18/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Valley Drive |
| Comment number: | 426 |

| |
|--|
| Incoming comments (paraphrased) |
| I agree with the proposals around bends to make the road safer, and I would like to see double yellow lines extended around the corners of the cul-de-sac part of Valley Drive. |
| However, I do not see the need for any limited waiting in Crownfields or Valley Drive |
| I strongly object to the proposed single yellow line restriction in the cul-de-sac part of Valley Drive (outside my property) as I do not see any good reason for this proposal. |
| When I have workmen for longer than 2 hours where will they be able to park locally? |
| To me and many others it seems one of the main reasons for these proposals is to force everyone to use the council's car parks and pay and display machines in order to raise money. |
| This is extremely frustrating especially considering that our council tax has tripled in the last 10 years. |
| If you genuinely want to reduce the amount of commuter parking in residential roads then I believe the council should do the following; |
| 1. Increase the capacities in the car parks and 2. Reduce the costs of parking in the car parks as they are extremely expensive and that puts a lot of commuters off using them. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Ibbett Mosely |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Victoria Road, Beech Road, Lime Tree Walk |
| Comment number: | 428 |

| | |
|---|--|
| Incoming comments (paraphrased) | |
| The change in designation of controls in the Victoria and Beech Roads and Lime Tree Walk are not necessary. The controls cannot have their genesis in the following; | |
| a) the need for maintaining the free movement of traffic | |
| b) the need for maintaining reasonable access to premises | |
| or c) the extent to which (parking) is available in the | |
| Survey of the roads show that vacancies occur suitable for residents' use throughout the day. Further controls will penalise business users and appropriate parking will not be assisted. | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|--|
| Name: | Mr R O L Wickham |
| Representing: | |
| Address: | Supplied |
| on: | 11/1/2007 |
| Comment by: | letter |
| Comments relating to: | Zone A Victoria Road, Beech Road, Lime Tree Walk |
| Comment number: | 429 |

| |
|--|
| Incoming comments (paraphrased) |
|--|

| |
|--|
| The change in designation of controls in the Victoria and Beech Roads and Lime Tree Walk are not necessary. The controls cannot have their genesis in the following; |
|--|

| |
|--|
| a) the need for maintaining the free movement of traffic |
|--|

| |
|---|
| b) the need for maintaining reasonable access to premises |
|---|

| |
|---|
| or c) the extent to which (parking) is available in the |
|---|

| |
|---|
| Survey of the roads show that vacancies occur suitable for residents' use throughout the day. Further controls will penalise business users and appropriate parking will not be assisted. |
|---|

Sevenoaks Parking Review – Environment Select Committee – Consultation Responses

| | |
|-----------------------|------------|
| Name: | Mr J Bowes |
| Representing: | |
| Address: | Supplied |
| on: | 10/8/2007 |
| Comment by: | email |
| Comments relating to: | |
| Comment number: | 430 |

| Incoming comments (paraphrased) |
|--|
| Queries answered. |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |
| |