



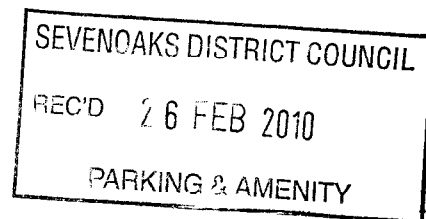
Kent Police

Serving the community
for 150 years

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Senior Engineer, Traffic & Parking
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG

Your Ref:
Our Ref: 235/PW/10541/10
Date 24th February 2010



**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting, Disabled Person Parking Places,
And On Street Parking Places (Amendment No 10) Order 2009**

Dear Mr Bracey

Thank you for your letter dated 9th February 2010 and attached drawings concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.

This is available in
large print on request

If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

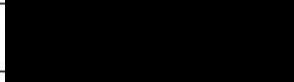
SEVENOAKS DISTRICT COUNCIL
REC'D 16 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
<p>1) I do not understand the logic of the paragraph (page 2) - 'Unfortunately it is not possible ---- payment to commuters'</p> <p>2) A yellow line is a deterrent without additional/continual costs.</p> <p>3) Cyclists, often side by side, often do not use existing cycle lanes.</p> <p>4) I do not wish for a yellow line outside my house. Where would some of my visitors park?</p> <p>5) I agree that visibility at the road junction (Wheatsheaf/London Rd) is restricted. Even so how many incidents have been recorded. Drivers are 'forced' to take care.</p> <p>6) I feel that with 150 cars parked each day, the Council just feel that parking charges are an easy way to raise more money.</p>

Signed:		Dated:	12 th Feb. 2010.
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1a1

Bracey, Andy

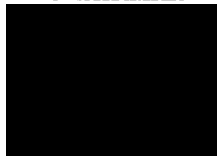
From: [REDACTED]
Sent: 05 March 2010 11:10
To: Bracey, Andy
Subject: Consultation
Attachments: Consultation response.doc

Please find attached a letter re the consultation about parking at Knockholt Station.

[REDACTED]
Clerk to Knockholt Parish Council
01959 532150
[REDACTED]

15/12/10

CHAIRMAN



KNOCKHOLT
PARISH
COUNCIL

www.knockholtparish.org.uk

CLERK



BY EMAIL
05 March 2010

Andy Bracey,
Senior Engineer,
Traffic & Parking,
Sevenoaks District Council

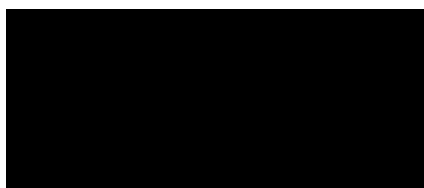
Dear Mr Bracey,

Parking at Knockholt station

My Council wishes me to make the following points with regard to the consultation re the above:

- It welcomes the proposal to put restrictions around the junctions
- It is concerned about the statement that, 'a number of the commuters are choosing to travel from Knockholt Station on economic grounds (to avoid parking charges up and down the commuter line). It accepts that there are commuters who drive to the station from some distance to take advantage of Zone 6 fares. However, those commuters who live in the TN14 area have a problem in that there is a long wait for parking permits for Orpington Station and there is only one bus an hour which passes Knockholt Station and only one bus an hour going to Orpington station. The inadequacy of public transport means the use of a car and parking at Knockholt. It therefore, feels that TN14 season ticket holders should not have to pay the same parking fee as those from outside the area.
- Removal of the cycle lane also seems to deter alternative means of travel
- Hardly a day goes past without a report of some kind of criminal event regarding cars parked at Knockholt station – when paying to park in a car park commuters expect some degree of protection for their cars via CCTV or some other means. What kind of security is going to be provided in return for payment for parking?

Yours sincerely,



Clerk to the Council

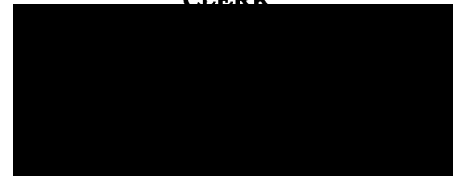
CHAIRMAN



KNOCKHOLT
PARISH
COUNCIL

www.knockholtparish.org.uk

CLERK



BY EMAIL
05 March 2010

Andy Bracey,
Senior Engineer,
Traffic & Parking,
Sevenoaks District Council

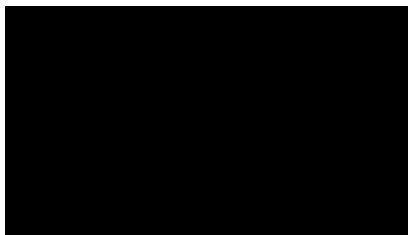
Dear Mr Bracey,

Parking at Knockholt station

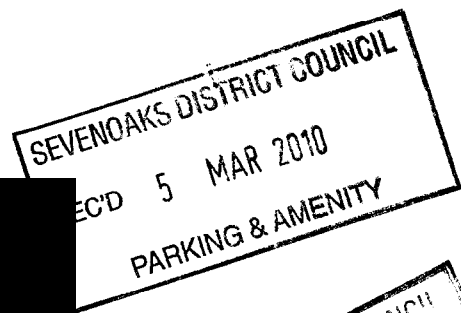
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Yours sincerely,



Clerk to the Council



Parking and amenity team
Sevenoaks

2010-03-03

RE: KNOCKHOLT STATION

Knockholt station is my local station, but I live 5 miles away and need to use a car to get there. In green belt areas locals do not live within walking distance. There is no public transport.

Commuters there are an orderly bunch, arriving quietly and leaving not too late, most by 7pm - the last train arrives there at 10 pm.

Parking at other stations is not an option - only season ticket holders can park before 9.30 at Orpington. I work part time so purchasing a season ticket to park is not an option.

There are very few residents near the parked cars and those who live nearby have off road parking. They purchased their properties knowing the station was there and there would be commuters.

Parking further away will be dangerous for lady commuters in the evenings walking back to their cars. The station will become underused and close.

Please reconsider the proposed alterations. I have honestly no idea how I will be able to work if I cannot reliably park at a nearby station



Bracey, Andy

From: Hawkins, Janet
Sent: 04 March 2010 13:35
To: Bracey, Andy
Subject: FW: Objections to Halstead - Knockholt Station area parking restrictions

From: [REDACTED]
Posted At: 04 March 2010 13:06
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Objections to Halstead - Knockholt Station area parking restrictions
Subject: Objections to Halstead - Knockholt Station area parking restrictions

I am writing to make my objections to the proposed parking restrictions at Halstead – Knockholt station area.

My main objections are:

- 1) that it could mean that Knockholt station users – commuters and day users – could find they had nowhere to park after a certain time. This is because there will be a much more limited number of car parking spaces than there are now. It is a rural area surrounding the station that does not have frequent buses to the station so many people have to drive there to use it.
- 2) That several of your proposed changes do not address the problems you state – see below.
- 3) We need a joined-up transport policy – if you want people to use the train and not drive into London or large commuter towns such as Sevenoaks or Orpington then you need to encourage them, not prevent them from doing so.
- 4) How do your proposals work in conjunction with Knockholt Car Park? Are you encouraging SouthEastern Railway to add more spaces?

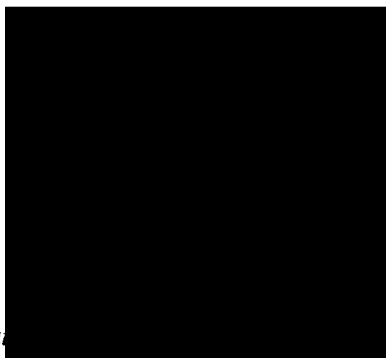
Reference to your problems and how your proposed changes would work:

- Parking near junctions, causing visibility concerns:
 - o Your suggestion to put double yellow lines is a good idea.
- Parking in bus stops, creating difficulties for buses:
 - o I can't see how any of your proposals would affect this. If people are doing that then the new proposals won't stop them. If they are doing this then you should stop them by fining/penalising them as one would anywhere else.
 - o Also, the bus stops have recently been moved and my experience is that cars do not park in the new bus stops.
- Parking in the advisory cycleways, obstructing cyclists:
 - o You appear to be removing cycleways so I can't see how your proposals to add Pay & Display and the "11am –noon" yellow lines will affect this.
- Commuter 'railheading' to avoid parking charges around other stations.
 - o That may be the case but there has to be sufficient parking availability for local users.
 - o You say "a number of the commuters are choosing to travel from Knockholt station on economic grounds". I would like to know what research you have done on this? How many commuters do this?

Reference your proposal to add "11am – noon" yellow lines:

- I object to the proposed "11am – noon" yellow lines on London Road between Cadlocks Hill and Watercroft Road? I suggest you do not need to stop people parking opposite those houses at all. There don't appear to be house owners who can't park their cars there. There haven't been cars parked there for the last 4 years. If the problem is that house owners are complaining about cars being parked outside their houses then you have not stated this in your list of problems, and even if they have, then I don't believe that is a priority or a valid reason to prevent people from using the station.
- I object to the proposed "11am – noon" yellow lines between Watercroft Road and Badgers Rise. There are no houses on that stretch of road at all.

PRATTS BOTTOM RESIDENTS ASSOCIATION



'e'ma

SEVENOAKS DISTRICT COUNCIL
RECD 23 FEB 2010
PARKING & AMENITY

22nd February 2010

*TRO 2009 Amendment 10
Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG*

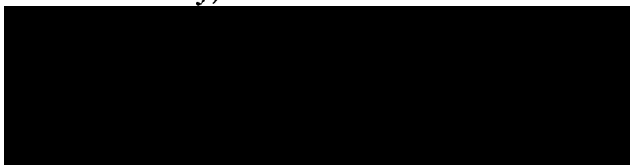
Dear Sir,

Re:- Proposed car parking restrictions – Knockholt Station

I write on behalf of Pratts Bottom Residents Association with reference to the above. The association considers the existing arrangements to be acceptable and any changes could result in displacement parking in residential areas within the London Borough of Bromley, in particular Broke Farm Drive, Turnpike Drive and parts of Stonehouse Road. The volumes of traffic flow during the day are slight, the number of cyclists wishing to use the cycle lane virtually non-existent and the current parking does not pose a danger to mother road users. Also, sight from side roads joining Old London Road is not restricted.

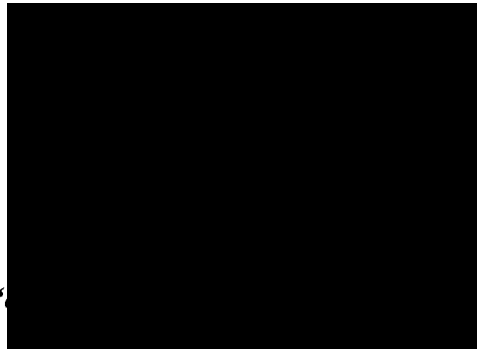
The association formally objects to these proposals. Please confirm receipt of this letter. Many thanks.

Yours sincerely,

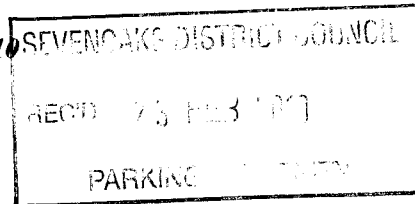


*Chairman
Pratts Bottom Residents Association*

9.19



22nd February 2011



*TRO 2009 Amendment 10
Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG*

Dear Sir,

Re:- Proposed car parking restrictions – Knockholt Station

I write on behalf of with reference to the above. I consider the existing arrangements to be acceptable and any changes could result in displacement parking in residential areas within the London Borough of Bromley, in particular Broke Farm Drive, Turnpike Drive and parts of Stonehouse Road. The volumes of traffic flow during the day are slight, the number of cyclists wishing to use the cycle lane virtually non-existent and the current parking does not pose a danger to mother road users. Also, sight from side roads joining Old London Road is not restricted.

I formally object to these proposals. Please confirm receipt of this letter. Many thanks.

Yours faithfully,



7.18



From

Tel: 01959 523257

Email: regoak@tiscali.co.uk

To : Andy Bracey SDC
Cc Halstead Parish Council.
Cc Cllr G. Williamson SDC
Cc Cllr N. Chard KCC
Cc Cllr R. Parry KCC

Tuesday, 16 February 2010

**Proposed Changes To Parking Conditions on Highway
adjacent to Knockholt Station Linking A21 to A224**

Dear Mr Bracey,

Thank you for forwarding me details of the proposed highway changes on the above road.

I am pleased to see that SDC has dropped its intention of installing a circa 1ft wide cycle lane adjacent to parked cars. I am though displeased that in order to legitimise an otherwise illegal parking situation that you propose to remove the cycle lane on the North Side of the road in favour of developing the roadway as an income raising car park. This is in direct variance with policies expounded in The Final Draft of the Sevenoaks DC Transport Strategy, and in Appendix 9 of the KCC LTP 2 document. Displaying an intent to promote safe cycling conditions.

If it is indeed of prime importance that the highway be developed as a linear car park in the manner you propose, then I would be grateful if other features contained in your proposal are amended.

You state an intention to remove the central hatching on the road. Such hatching is a visual inducement for motorists to moderate speed, and its removal will obviously have a reverse effect to the detriment of vulnerable road users and local residents. If the hatching is retained and the speed limit on this road lowered from 40MPH to 30MPH, it will only take motor traffic something like 40 seconds more to travel the length of the road in question. Not a long time at all in the grand scheme of things

1a, 1d

but definitely making the road safer for all and I should think markedly more pleasant for local residents.

I am aware that KCC are at the moment conducting a review of speed limits in the district, and strongly believe that a 30MPH limit be applied to this road before any of the changes in your proposal be implemented.

Yours Sincerely,

A large black rectangular redaction box covering the signature area of the letter.

Bracey, Andy

From: [REDACTED]
Posted At: 07 March 2010 19:01
Conversation: Knockholt station parking proposals
Posted To: Microsoft Office Outlook Embedded Message
Subject: Knockholt station parking proposals

Please see attached letter with comments from Badgers Mount Residents Association on your parking proposals around Knockholt station.

I will not be sending a copy by post.

[REDACTED]
Chairman

9.3.10

BADGERS MOUNT RESIDENTS ASSOCIATION

email

6th March 2010

By email to

Sevenoaks District Council
Argyle Road
Sevenoaks TN13 1HG

Dear Sirs

Knockholt Station parking proposals

Badgers Mount Residents Association makes the following comments about your proposed parking restrictions around Knockholt Station.

We agree that restrictions should be applied to prevent parking close to junctions and access points, and at bus stops. This will enforce the Highway Code requirements which are frequently ignored.

The remainder of the proposals seem to be extremely excessive and unnecessary and will result in a significant reduction in the number of people using the station. Your Statement of Reasons states that it is the intention to act as a deterrent from using this station and encourage use of other stations. All other stations on this line are in urban areas where parking will cause greater inconvenience to residents, whereas the area around Knockholt Station is more rural and has few residents to be inconvenienced. The reduction in numbers of users as a result of this deterrent could lead the train operator to reduce the service provided. Environmentally, you should be encouraging more use of public transport and less use of cars to reduce carbon emissions. We cannot understand why you want to discourage people from using public transport.

It appears that the proposal will reduce the length of road available for all day parking by at least 30 cars, approximately 30%, from the present numbers regularly parked in London Road. If they are commuters with long season tickets, they will want to continue using Knockholt Station or they will lose financially. As an alternative, they will probably park on the verge of the Orpington Bypass (A224) where there are no restrictions shown and is much closer to the station than beyond the limits of the restrictions proposed.

London Road is wide enough to allow cars to park on one side and leave two lanes for traffic to pass without problem. In fact, it was originally a three lane road which was initially reduced to two wide lanes, and then the cycle lanes and central hatching introduced when the speed limit was reduced to 40 mph. Removal of the cycle lanes and central hatching and allowing parking on one side will effectively make the road the same as the majority of other two lane roads in the country. Traffic flows during most of the day are relatively low so this will not cause a problem.

While we can see some logic in charging for the privilege of parking close to the station in the areas indicated, and the yellow lines on the opposite side of the road to ensure that parking is restricted to

BADGERS MOUNT RESIDENTS ASSOCIATION

one side, the restrictions beyond Wheatsheaf Hill seem totally unnecessary and unreasonable. They will put a finite limit on the number of commuters using the station, who are the main revenue earners for the train operators. The one hour restrictions will prevent casual travellers making, for example, day trips to London from starting just after the morning rush hour if they need to use a car to get to the station. It also appears that more cars could be accommodated at the western end nearer the junction with the A21.

The restrictions along the whole length of Watercroft Road go so much further from the station than in any other direction that they seem totally unnecessary.

Many Badgers Mount residents have expressed concerns that present proposals will result in parking along Old London Road and Badgers Rise which would cause inconvenience, whereas parking alongside the conservatories and garages site does not appear to cause any problem at present except where cars are parked too close to the Wheatsheaf Hill junction.

The situation with station users parking in London Road has arisen as a result of the original station car park being converted to a waste transfer station. A far better solution to the alleged problem this has caused would be to provide a large off road car park close to the station, where if commuters were guaranteed a space, they would be prepared to pay to use it.

Three areas are apparent:-

- a) Between London Road and the station, just west of the station approach road. This could be either a separate park or an extension of the existing station car park.
- b) The unused field immediately north of the station.
- c) The almost flat grassed area in the north east corner of Broke Hill Golf Club, immediately opposite the station.

If large enough and close to the station, passenger numbers could increase to the extent that the service might be improved to match that provided at Chelsfield.

If you insist on confirming the proposed traffic orders, could we suggest that initially only those at junctions and bus stops, and the Pay & Display from Wheatsheaf Hill west to the A21 are implemented to see whether there is actually a serious problem east of Wheatsheaf Hill which justifies the proposals for that area? For example, no-one ever tries to park on Wheatsheaf Hill because of its width and bends so why go to the expense of painting yellow lines?

Yours faithfully


Chairman

Bracey, Andy

From: Bracey, Andy
Sent: 23 February 2010 09:00
To: Parish.Council, Halstead
Cc: Connor, Gary
Subject: RE: Formal Consultation - Parking London & Sevenoaks Rds, Halstead

Dear [REDACTED]

Thank you for the letter containing the responses from Halstead Parish Council, relating to the proposals for new parking restrictions near Knockholt Station.

I am surprised by some of the comments from the Parish Council, particularly when we have already discussed some of the issues raised by email and telephone.

Point 2. The Parish Council believes that these proposals should be withdrawn and a revised plan prepared. In the opinion of the Parish Council there is insufficient information for either councillors or parishioners to make a properly considered assessment of the proposals.

The Parish Council has been provided with detailed scale plans of the proposals and a draft of the traffic regulation order, which details the exact nature and location of the proposed restrictions. This information is also 'on deposit' at the council offices and is available electronically via our website. This far exceeds the requirements for statutory consultation as set out in the Local Authorities' Traffic Orders (Procedures)(England and Wales) Regulations 1996.

Point 2.i

There are no details of the number of parking bays to be provided nor any indication of data on which this calculation was based;

This relates to the number of parking spaces (i.e. how many cars can be parked). It is stated on the detailed plans that the plans are drawn to scale, and that we base occupancy on 5m per vehicle space. This information had already been provided to you.

Point 2.ii No information has been provided about the number of parking meters to be installed, nor any indication provided on how the area will be policed and what actions proposed to prevent vandalism and theft from parking meters and vehicles.

This information is not yet available as it depends on the final layout of the parking arrangements - this, and the different methods of payment were discussed at some length at a meeting I attended with you and representatives of the Parish Council last summer.

Information on who would be carrying out enforcement (the District Council's Civil enforcement officers) has already been provided.

The prevention of vandalism to vehicles is an issue for the Police, but District Council Officers patrolling the area is likely to reduce the incidence of vandalism, and can provide information to owners about valuable items left on display, windows open etc. which can help prevent crime and loss from vehicles.

Point 3. The Parish Council would welcome the introduction of measures to prevent excessive parking which causes inconvenience to parishioners but would like to know if there is any way parking can be restricted without the introduction of yellow lineage.

The District Council must adhere to Highway law, and cannot introduce measures that do not involve yellow lines or parking bays. The County Council could introduce a 'clearway' restriction along the whole length of the road, but SDC would not be able to carry out enforcement - it would revert to Kent Police carrying out enforcement (as it is classed as a moving traffic offence) and Kent Police have given strong indications that they do not wish to continue enforcing clearways and that the creation of new clearways would not be supported.

Point 4. For information: the drawings indicate car parking bays along the front of Station Court (the travellers' site) leaving one entry clear for access. There are two entrances to the site.

The 'travellers site' has 2 constructed accesses, but only one of them is a lawful access to the Highway. The other (the most easterly) has been constructed without the appropriate permissions and as I understand it, Kent Highway Services are considering what to do about this unlawful interference with the Highway. The plans have been drawn as if the access were not there, but can be amended should the access be allowed to remain.

The additional comments (below) relate to issues outside of the Sevenoaks District and on privately owned and maintained land.

A waste transfer/skip operation is located within the confines of the station yard. At one time the London Borough of Bromley, on whose land this is, was trying to remove the company and Sevenoaks Ward Councillors were working with Borough Councillors to achieve this. If the removal of the company was implemented this would provide a large number of off-road car parking spaces. My Council requests that contact be made with the relevant department at LBB to discuss and progress this matter.

My Council has noted that several parking spaces in the car park are currently occupied with equipment from the waste transfer station. If the operators of the transfer station were instructed to remove this equipment it would help to alleviate the parking problem, be it as an interim measure. Communication between Sevenoaks District Council and the relevant authority is imperative.

My Council discussed the above consultation documents at an Extraordinary Parish Council meeting held earlier this week.

It is suggested that if the Parish Council wishes to pursue these issues then it would be best for the Parish Council to address them directly to the London Borough of Bromley and to the landowners in question.

Andy Bracey
Senior Engineer, Traffic & Parking

From: [REDACTED]
Sent: 18 February 2010 12:21
To: Bracey, Andy
Cc: Connor, Gary; Cllr Grint
Subject: Formal Consultation - Parking London & Sevenoaks Rds, Halstead
Importance: High

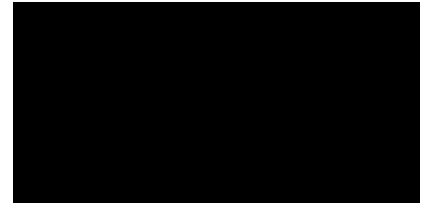
HALSTEAD PARISH COUNCIL

Response attached with compliments

HALSTEAD PARISH COUNCIL

www.halsteadparish.org.uk

PARISH CLERK



18 February 2010

Mr Andy Bracey
Senior Engineer, Traffic & Parking
Sevenoaks District Council
SEVENOAKS TN13 1HG

BY EMAIL

Dear Mr Bracey

Formal consultation: Introduction of parking charges and restrictions– Knockholt Station, London Road and Sevenoaks Road, Halstead

My Council discussed the above consultation documents at an Extraordinary Parish Council meeting held earlier this week. The following response was resolved.

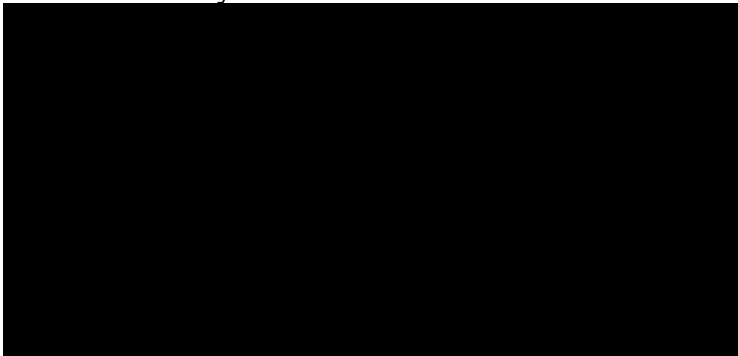
1. **The Parish Council opposes and objects strongly to the introduction of these measures; if introduced, these proposals will provide little or no benefit for the parishioners who use the station.**
2. **The Parish Council believes that these proposals should be withdrawn and a revised plan prepared. In the opinion of the Parish Council there is insufficient information for either councillors or parishioners to make a properly considered assessment of the proposals. The following are points need addressing:**
 - i. **There are no details of the number of parking bays to be provided nor any indication of data on which this calculation was based;**
 - ii. **No information has been provided about the number of parking meters to be installed, nor any indication provided on how the area will be policed and what actions proposed to prevent vandalism and theft from parking meters and vehicles.**
3. **The Parish Council would welcome the introduction of measures to prevent excessive parking which causes inconvenience to parishioners but would like to know if there is any way parking can be restricted without the introduction of yellow lineage.**
4. **For information: the drawings indicate car parking bays along the front of Station Court (the travellers' site) leaving one entry clear for access. There are two entrances to the site.**

15/02

A waste transfer/skip operation is located within the confines of the station yard. At one time the London Borough of Bromley, on whose land this is, was trying to remove the company and Sevenoaks Ward Councillors were working with Borough Councillors to achieve this. If the removal of the company was implemented this would provide a large number of off-road car parking spaces. My Council requests that contact be made with the relevant department at LBB to discuss and progress this matter.

My Council has noted that several parking spaces in the car park are currently occupied with equipment from the waste transfer station. If the operators of the transfer station were instructed to remove this equipment it would help to alleviate the parking problem, be it as an interim measure. Communication between Sevenoaks District Council and the relevant authority is imperative.

Yours sincerely



Clerk to Halstead Parish Council

cc. District Cllr. Gary Williamson Transport Portfolio Holder, District Cllr. John Grint,
Mr Gary Connor Parking & Amenities Manager SDC, Parish Councillors.

Bracey, Andy

From: [REDACTED]
Sent: 06 March 2010 17:10
To: Bracey, Andy
Cc: [REDACTED]
Subject: Amendment 10

Dear Mr Bracey

I would like to comment on the parking on around Knockholt Station. I understand there are plans to introduce pay and display meters between the station and Watercroft Road. The parking allowed at the moment causes considerable problems and I have listed them below.

1. There are no parking restrictions at the junction of Wheatsheaf Hill and Old London Road and this makes emerging from Wheatsheaf Road hazardous.
2. With cars parked on Old London Road on coming traffic is forced to drive in the middle of the road and cross the hatchings (which I presume is not allowed).
3. Very few cars observe the 40 MPH speed limit on Old London Road and with cars driving in the middle of the road this is dangerous.
4. If parking is metered my view is the people who park for free at the moment will just park further up Old London Road towards Badgers Mount and cause congestion there instead.
5. There is supposed to be a cycle lane on Old London Road but this cannot be used because of the parked cars.

Considering the amount of traffic using Old London Road, the continual speeding that goes on, the volume of non residents who try to save money by using Knockholt Station in my view parking should not be allowed on the road. Why can the council not use some of the land available around the station to provide a car park.

Regards

[REDACTED]

9.5

Bracey, Andy

From: [REDACTED]
Sent: 07 March 2010 13:57
To: Bracey, Andy
Subject: Amendment 10 Knockholt Station

Dear Sir

I wish to respond to the SDC's proposals for parking at Halstead/Knockholt Station Area.

Initially I should like to know why this problem has escalated to such an extreme level that parking bays, parking fees and presumably fines will now be the order of the day. London Road is a very wide road with pavements and is under used. There are only a dozen or so houses, all with parking, who might possibly be affected. Although it would seem that cars parked for the station are always on the opposite side to these houses.

It is appreciated that motorists come from distances to park and use Knockout Station however they all pay road tax and thus contribute to the upkeep of our roads, unlike cyclists. Because of the local terrain our village roads are often clogged with large groups of cyclists causing problems. The local villages are wide-spread making it generally unworkable for them to be able to use their local station without using some form of other transport. The bus services which run through the various villages are not adequate to provide a realistic service. Our young people are already being pushed out of their own villages because of the very high costs of housing in this area and they and others will be penalised further into paying even more just to get to their place of work. If a pay scheme goes through it could cost locals an extra £500 per annum - before taxes - in order to travel to their place of work causing added stress to both the workers and the economy. If safety is a feature of these changes the reverse affect could well be seen with many more commuters needing to be dropped off at the station. The volume of traffic will certainly not decrease.

It is not at all obvious that the so-called problems along London Road will make those who have complained any happier. Irresponsible parking needs to be curtailed with the use of double yellow lines but to have parking restrictions to specific hours in the day just to placate the few locals residents would appear to be out of all proportion to the original problem. Why should the view of a few people local to the Station dictate to others who need to use the station to carry on with their employment, a vital requirement to us all in these times of economic recession. There is no doubt that as more commuters have used Knockholt the service provided by the train company has improved. It is not unlikely that should this use decrease because of the lack of parking, the train company would revise their service causing even more problems to rural council tax paying residents.

I am completely against these draconian measures.

Yours faithfully

[REDACTED]

Bracey, Andy

From: [REDACTED]
Sent: 07 March 2010 22:21
To: Bracey, Andy
Subject: Additional comments

Dear Sir,

I refer to my previous email and also to the points listed on your website regarding the proposed Amendment.

Parking at bus stops. There should of course be some road marking to allow for this traffic violation, however as this area is only served by the maximum of 2 buses in any one hour, this situation can hardly be described as a major traffic problem.

As far as the cyclists are concerned, I presume that this is purely a leisure activity and not actually people cycling to work. Officials may have noticed that there is hardly any parking during the weekends which would prevent the use of these cycling lanes. Although cyclists may have complained that they are not able to use these **single** cycling lanes during the week, this unfortunately does not stop cyclists travelling two or three abreast along our local narrow country lanes, slowing down other traffic and causing potential hazards when overtaking.

Yours faithfully,

[REDACTED]

Bracey, Andy

From: [REDACTED]
Sent: 07 March 2010 18:32
To: Bracey, Andy
Subject: RE: Amendment No 10

Dear Mr Bracey,

I am writing to express my concerns over the proposed car parking restrictions that Sevenoaks District Council are planning to make near knockholt station. As a local resident I feel this is just going to move the parking situation further out into the more residential area.

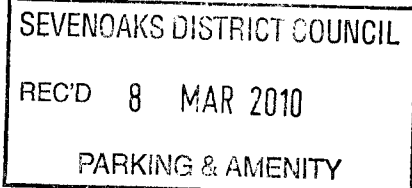
Yours Sincerely,

[REDACTED]

Do you have a story that started on Hotmail? [Tell us now](#)

COPY OF E-MAIL SENT 7th MARCH 2010

To: parkingandamenity@sevenoaks.gov.uk
Subject: Parking at Knockholt station - Reference Amendment No. 10



Dear Mr Gilroy

We are writing in response to your proposed introduction of parking restrictions at Knockholt station. Firstly, we should make it clear that we live in Knockholt village, and both of us commute daily from Knockholt station to London. We learnt of the consultation period on Thursday 4th March, through the Sevenoaks Chronicle, and were dismayed to discover that it had already been running for nearly a month. Nothing was posted at the station officially, (a poster which we believe was supplied by a commuter about this time had gone 24 hours later). We have spoken to the clerk of Knockholt Parish Council, and have learnt that the notification supplied by you only enabled them to discuss this topic last week. Whether we agree or disagree with this proposal, it has far-reaching effects on the residents who use this station regularly, i.e. those from Badger's Mount, Halstead, Knockholt and Pratt's Bottom. It would be fairer to allow a public meeting within each of these villages before reaching a decision.

Looking at the Statement of Reasons for your proposals, supplied on the website, we would respond as follows:

Parking near junctions, causing visibility concerns:

The police have already displayed a notice prominently within Knockholt station, advising that parking within 10m of a junction is an infringement of the Highway Code. We accept that commuters infringe this daily, but we have never seen the police reinforce it. We agree that the introduction of double yellow lines would be sensible at the junction with the A21 bypass, Station Road Wheatsheaf Hill, Cadlocks Hill and Watercroft Road. You will be aware that London Road is a fairly wide road with long open stretches and visibility issues are not a major problem.

Parking in bus stops, creating difficulties for buses:

Bus stop locations have changed within the last year, and each stop has clearly marked boundaries excluding cars from parking within them. The stop on the Bromley-bound side of the road has been moved from an inset bay directly opposite Station Road to a more staggered position on London Road, a few yards further along. We have never seen cars parking within the current bus stop areas, and regular bus drivers on the 402 route were unaware of any issues when we spoke to them.

Parking in the advisory cycleways, obstructing cyclists:

The proposals will not solve this, since the proposed parking is in exactly the same location.

Commuter 'railheading' to avoid parking changes around other stations:

If the safety issues are resolved by use of double yellow lines, there is no need to charge for parking in this area. However, you have to ask the question "Why do people park here?".

The car park facilities provided by Network Rail at Knockholt are extremely limited, and reasonably well utilised already. Any under-utilisation is as a direct result of Network Rail's leasing of the land at the end of the car park as a waste transfer site. This generates the main traffic through the car park, depositing dirt and dust in large quantities throughout the entire area, including on London Road. The levels of dust generated on dry summer days is unhealthy, and affects breathing. We understand that this site is within Bromley's jurisdiction.

Free off-street parking is also available for users of Dunton Green, Chelsfield and Orpington stations, albeit with some walking involved. We believe that your proposed actions would simply push people into these areas.

However, the main reason for commuters parking at Knockholt station is the combination of high car parking charges in Sevenoaks, coupled with the significantly reduced rail fare from Knockholt, which is the outermost station along the line in Zone 6. Introduction of the proposed parking charges is, in our view, simply a method to generate more revenue for SDC from an easy target. It will not deter commuters as there will still be significant savings to be made by driving to Knockholt.

If you observe where cars park at present, it is solid from the start of your proposed 'pay and display' area near the A21 bypass, to about 100 yards before the junction with Watercroft Road. For the reasons stated above, we do not believe that there will be a significant reduction in the parking, and a cramming effect will result, due to the loss of parking from Wheatsheaf Hill onwards towards Badger's Mount. Where will these commuters go? The ones who will be most discriminated against will be those who have to undertake a school run before heading off to London, or who simply travel later from choice, or who are senior citizens, as there will be no parking spaces available for them. Most people in this category will live locally.

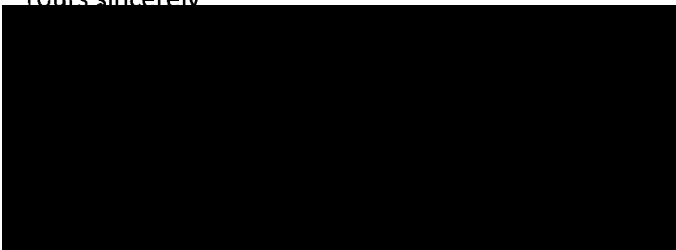
Whilst we strongly oppose your decision to impose restricted and 'pay and display' parking, insufficient attention has been given to the local users of the station. These residents are being forced out by people living further South (towards Sevenoaks), whose local station is not Knockholt. In your proposals, the only local group who would receive parking permits are those who live in London Road and Sevenoaks Road, many of whom already walk to the station. We believe that it is fairer to include all residents of Badger's Mount, Halstead, Knockholt and Pratt's Bottom in the proposed scheme, although this would still not guarantee a parking space. Use of single yellow lines to prohibit parking for a short period each day will only exacerbate the problem. In fact, very few residents are directly affected by the present car parking in London Road, since there are only two houses in the immediate vicinity of the station.

It should not be forgotten that the main reason local residents use their cars to get to Knockholt station is the lack of any reliable and frequent public transport. The 402 bus is the only bus that runs past the station. For example, from Knockholt Pound, buses leave at 0646, 0728, 0910, and then hourly. The return bus is at approximately 1643, 1753, 1852 and 1948. Compare this with the service in Sevenoaks and Orpington, where commuters have a viable alternative to using their cars. There are no taxis based at the station either.

In conclusion, we believe that the current proposals are ill-conceived, and discriminate against people from the surrounding villages. Please note that we have also contacted local councillors, and our MP.

We are sending you this by email, but will deposit a hard copy at your offices later tonight.

Yours sincerely



Bracey, Andy

From: [REDACTED]
Posted At: 06 March 2010 13:13
Conversation: Halstead - Knockholt Station Area - Parking Proposals - Comments for Formal Consultation
Posted To: Microsoft Office Outlook Embedded Message
Subject: Halstead - Knockholt Station Area - Parking Proposals - Comments for Formal Consultation

Comments for review at Formal Consultation**Halstead - Knockholt Station Area - Parking Proposals**

The following are my comments to the proposals:

Objections:

Proposals to introduce single yellow lines and parking bays.

Reasons:

The number of available parking spaces will be reduced and fixed. There will be nowhere to park once all spaces are full apart from far up London road in front of houses. Due to the proximity of the station and the limited number of surrounding roads the station will only be able to service a small number of customers.

Due to the locality of the station, most people in the surrounding villages have to drive to the station. The walking catchment area is very small. If you reduce the available parking you are limiting local's ability to travel and taking away a key resource in the community. Local bus services are not frequent enough from the villages to other stations.

Commuter's are likely to fill-up all the reduced available spaces leaving no parking available at all for people who use the station during the day and who are not able to return to their vehicles during allocated the one hour slot. These proposals will make this a 'commuter only' station again taking away a valuable service to the local community.

The proposed level of single yellow lines is far to high. They extend well past the residential houses on London Road and I cannot see any reason why people cannot park after Water Croft Road towards Badger Mount or be asked for charges. (after an allowance for double yellow lines). There are no houses and the road is wide. If charges do go through then this area should also have parking bays to maximize space.

There is no mention in the report of residents complaining about the level of traffic, reduced traffic flow or parking affecting them so why are single yellow lines required or the bays?

Local people are being made to suffer because of the 'rail headers'. There is no mention in the report to the numbers/proportion of 'rail headers' nor how many people will not park in the area as result of the proposals. It is highly likely the largest affect will be to the locals, whom proposals should be protecting.

I cannot see how any of the proposals address issues relating to parking in bus stops. They are clearly marked and I have never seen anyone parking in them. If this should happen normal legislative procedures should be applied.

I don't believe this is an appropriate way of dealing with people who do not park at their local stations to avoid charges. This should be reviewed and addressed by looking at the issues in those local areas and increasing available parking or reducing parking charges. Again the majority of locals are being penalised for the actions of others. I would probably even go so far as to say it is good for others to use Knockholt station. It ensures its future is secure and remains available. Reducing demand could put the station's future in jeopardy, which would severely impact the community and just cause a knock on effect to other stations. Since demand has increased at Knockholt, the maintenance and service levels at the station has greatly improved. Levels of security have also been improved and as a single woman using the station at night this is very important.

No Objections:

Introduction of double yellow lines as indicated. This will make the corners safer and give a clear indication to drivers of where they can park.

Removal of cyclist lane. The majority of cyclists using this lane actually cycle outside of the broken white lines. This cyclist lane does not form part of a network of lanes.



Bracey, Andy

From: [REDACTED]
Posted At: 07 March 2010 10:18
Conversation: proposed parking restrictions around knockholt station
Posted To: Microsoft Office Outlook Embedded Message
Subject: proposed parking restrictions around knockholt station

I object to the proposals on the following grounds:

1. You have not consulted with all the local people who may be affected by the parking restrictions. I live within 1 mile of Knockholt station, I have not received any written notification of the proposals and given an opportunity to respond by Sevenoaks district council.
2. Nor have approximately 20 other households received notification, they also are within 1 mile of the proposed plans.
3. The proposals seem to discriminate against rail travellers at a time when rail travel is encouraged by local and central governments. Many households have cars parked on the roads around stations, at least the residents of London Road all have the use of private drives for their own cars whilst they may be able to walk to Knockholt station!
4. The proposals seem to discriminate against properties immediately outside the planned area who will then become affected by the issues. What plans are in place to deal with this? Proposals that just push the issues further up the road are unworkable, discriminatory and blatant misuse of council powers in regard to money raising.
5. On what grounds does Sevenoaks district council want to deter on road parking after making visibility at all junctions safe? I agree sensible use of yellow lines at all road junctions is appropriate. There is no legal need to yellow line double or single away from junctions.
6. The bus stop outside Knockholt station is appropriately marked and is not misused. The bus stops further along the road could be similarly marked. There is already in place road traffic regulations regarding legal parking distances within a bus stop area. This does not need to be added to by local councils.

Please address the issue of visibility around junctions and bus stops and promote rail travel by allowing cars to park near a railway station.

regards

[REDACTED]

4.9.1.10

Bracey, Andy

From: [REDACTED]
Posted At: 06 March 2010 15:50
Conversation: Knockholt Station - proposed parking changes
Posted To: Microsoft Office Outlook Embedded Message
Subject: Knockholt Station - proposed parking changes

Hello,

I'm just writing to object to the proposed parking changes around Knockholt station. As a local resident I agree that there are many cases of bad / dangerous parking around junctions, but putting in paid parking and yellow lines all over the roads does not appear to be a valid solution to this problem. I'm also concerned as this will simply cause people to park further down the road, just moving the problem to a new location.

Thanks,

a

[REDACTED]

Bracey, Andy

From: [REDACTED]
Posted At: 07 March 2010 20:23
Conversation: Parking Proposals at Knockholt Station
Posted To: Microsoft Office Outlook Embedded Message
Subject: Fw: Parking Proposals at Knockholt Station

I write with reference to the proposed changes to parking at Knockholt Station. I totally agree that double yellow lines should be introduced around junctions and in the bus stop to improve visibility and safety but am totally opposed to the introduction of further charges and yellow lines restricting parking in London Road. I too believe these proposals to be "excessive", they are discriminatory to local residents who have for a long time used the station; will in no way act as a deterrent for commuters from outside the local area (travel from Knockholt is a very attractive proposition financially being in Zone 6) and does nothing to free up the existing cycle lane.

The proposed changes provide totally inadequate parking for the number of people commuting from Knockholt and will only push cars further and further down the road, making it impossible for me, a working mother to sort children out for school and then get to the station, park and be on a train early enough to get to work. I currently get to the station just after 9am and at this time have to park right down London Road adjacent to the sheds and conservatory display centre. I have to run to make the 9.14am train which is stressful and not a good way to start a working day. The new parking restrictions would make this situation even worse. At the time I can get to the station there are unlikely to be any paid parking spaces available and I will have to walk from outside the yellow lined area - nearer to Badgers Mount and would therefore be unable to get my children to school and make the 9.14am train, this would make it impossible for me to work sufficient flexi-hours in London to be back to Knockholt in time to collect my children from school.

When proper parking provision is made in an enlarged/dedicated car park near the station not blighted by the filth from the waste transfer station, that is safe and well lit, then I will be happy to pay for parking however this current proposal is just another money making scam that makes local residents lives, and in particular mine as a working mother, more difficult.

[REDACTED]

Bracey, Andy

From: [REDACTED]
Posted At: 07 March 2010 20:20
Conversation: Parking - Knockholt Station
Posted To: Microsoft Office Outlook Embedded Message
Subject: Parking - Knockholt Station

Sir/Madame,

I would like to put my views across on the proposed plans for parking restrictions at Knockholt Station.

I agree that restrictions i.e. double yellow lines should be made around junctions to make it safer however I strongly object to introducing either double yellow lines or a payment scheme for the rest of the area around the station.

By implementing parking restrictions you are actually encouraging people to stop using public transport. As they cannot afford to park they will just drive to work. I already pay £180 for travel into London and having to pay extra on top for parking will not work for me I could not possibly afford it, I may as well drive. The road itself is not residential and therefore there is no impact to home owners, I have to ask myself why are you stopping people wanting to travel on trains?

By proposing these restrictions people will only try and move elsewhere i.e. to the residential area of Chelsfield - although as this is not in your borough I presume you do not care!

You comment about people parking in bus stops - I have to say I have never once seen a car parked in either bus stop outside the station itself and I commute everyday. If this causes you concern you may be able to tell me why the bus stop was moved in the first place? Previously it had the bay which no one parked in and buses pulled in and out. It's only since you moved the bus stop that people started parking in the bay area. Surely if you go back to what it was there would not be a problem.

I can only see that this is purely a money making scheme for Sevenoaks Council and I am ashamed with how we are all being treated. I am sure you see this email as purely emotive and I am sure it will therefore be disregarded which is a shame. I am disappointed that as a hard working citizen I am again being punished.

Regards

Bracey, Andy

From: [REDACTED]
Posted At: 07 March 2010 22:06
Conversation: Knockholt parking restrictions
Posted To: Microsoft Office Outlook Embedded Message
Subject: Knockholt parking restrictions
Importance: High

For the attention of the Parking & Amenities Team at Sevenoaks Council

I would like you to strongly reconsider the proposed parking changes at Knockholt Station for the following reasons:-

1. You allowed a skip company to operate on the car park that used to be in operation at Knockholt. Not only do we now personally get covered in dust and dirt while standing on the station platform, any cars parked in the station approach or near the station are covered in dirt on a daily basis. Additionally rubbish falls from the skip lorries onto the road and is a potential to damage to the cars already there
2. Because of the change of use of the old car park we were forced to park on the road and in the cycle lanes – now we are being vilified!
3. Parking changes at Sevenoaks have forced people to other stations such as Knockholt. There is inadequate parking there, excessive charges and a long waiting list for the car park
4. Parking restrictions at Chelsfield are also ridiculous with high car park charges, yellow lines in the road but another long waiting list to get a space in the car park.
5. New housing is being built at Halstead with clearly no planning for those people needing to commute to their workplace.
6. We suffer damage from vandals and the trees by parking in the road – this is not our choice to park there. A car park would be the preferred option. Why should we pay £3 a day to park in an unsecured area.
7. Putting pay and display machines in the area is only going to increase crime.
8. If the council are serious about discouraging people from Sevenoaks rather than this purely being a money making scheme (!) then why aren't local residents being given some kind of discount. Surely people in say a 3 mile radius should be able to drive and park at their local station and should be given preferential rates to do so.
9. The road and parking is not residential near the station – why put yellow lines and charge so much.
10. There is insufficient public transport to get us to the stations. Is it the council aim to close the smaller stations – if so then please be more honest about your plans.

Please confirm that this email has been accepted as formal objection to the planning proposal.

Regards

[REDACTED]

16.1.10

Bracey, Andy

From: [REDACTED]
Posted At: 07 March 2010 21:18
Conversation: Parking proposals at Knockholt station
Posted To: Microsoft Office Outlook Embedded Message
Subject: Parking proposals at Knockholt station

Dear Sir/Madam,

I would like to raise my objections to the parking proposals at Knockholt station which will prevent commuters from parking in the main road by the station. I have copied in local councillors and Michael Fallon as I hope they will seek to understand and represent the views of a large number of commuters from their constituencies.

I object for the following reasons:

1. There is insufficient parking at Knockholt station car park for everyone to park there and very limited bus services so commuters can only get to the station by driving
2. Even if you plan to extend this parking area, which I don't believe you do, at £3+ a day it is yet another cost to add to the already expensive cost of commuting. I work part-time and have a young family and this would be another cost that would make it harder to go make going back to work worthwhile.
3. There are no houses on the stretch of road where commuters park and it therefore cannot inconvenience residents to have commuters parking there, yet it can inconvenience a large number of commuters who could not get to the station any other way, other than driving.
4. The proposals are likely to force more people to drive up to London rather than getting public transport, as there is very limited parking at both Knockholt and nearby Chelsfield station. At a time that we are trying to reduce the country's carbon footprint, you seem to be taking action to encourage the opposite.

I appreciate that it may be necessary to limit parking near junctions where parking could be a safety concern. However, I do not think it is acceptable to limit the parking on the whole stretch by imposing time limits that would make it impossible for commuters to park there.

Regards,

[REDACTED]

h.t.

Bracey, Andy

From: [REDACTED]
Posted At: 06 March 2010 11:04
Conversation: Knockholt Station Restrictions
Posted To: Microsoft Office Outlook Embedded Message
Subject: Knockholt Station Restrictions

Dear Sir / Madam,

Parking proposals

- Improvement to the safety around junctions is most welcome, especially at the entrance to the station.
- You propose to remove one cycle lane. This is sensible.
- You observe that some commuters use Knockholt "on economic grounds". I think you are correct, though this is a minority.
- May I urge you to consider this economic fact with care? It is a struggle for many to meet the cost of commuting.
- Please make fresh proposals that alleviate current problems, not proposals that add to them.
- The argument: Parking at nearby stations is deficient or unaffordable. Your response: Charge all Knockholt commuters. Please concentrate our resources on making adequate, affordable parking available in those other locations.

Process

- Have these proposals been clearly visible at the station since Feb. 7th?
- As a daily commuter, I was first aware on March 4th, only because a member of the public had put up a small board...which was then removed!
- I can report that the consensus among commuters, rightly or wrongly, is that the council is behaving lamentably.
- I'm afraid I have to agree that your arguments to create a new revenue source don't really stack up; this proposal makes the Council look deliberately cynical, which is most regrettable.

Thanks for considering my comments.

Detailed response to your Statement of ReasonsThe proposals are designed to:

Prevent parking around the junctions: Good, well overdue in fact

To regulate the on-street parking: Proposals to improve safety and amenities are always welcome.

Introducing a charge to act as a deterrent: Council officers should not be in the business of deterring commuters from being able to go to work

To encourage the use of other stations along the rail network: If this is the root cause, kindly concentrate resources here



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Bracey, Andy

From: [REDACTED]
Posted At: 06 March 2010 12:06
Conversation: TRO 2009 Amendment 10 (Knockholt Station Parking)
Posted To: Microsoft Office Outlook Embedded Message
Subject: TRO 2009 Amendment 10 (Knockholt Station Parking)

Dear Sirs,

I have reviewed proposals relating to traffic management and parking restrictions in relation to Knockholt Station and it's environs, and wish to comment as follows:

- The (very real) problems cited relating to parking near junctions and in bus stops are controllable under existing Highways Act provision - it is the failure of the relevant authorities to implement these that is the issue.
- The main use of the road by cyclists is by evening and weekend recreational riders, when commuters cars are absent. At these times it becomes apparent that the cycle lane markings are generally indecipherable and the road dangerous due to being covered in soil, stones and debris deposited by the skip lorries entering and exiting both the area beyond the station car park and the field onto Old London Road.
- Commuters should not be deterred from using the station, the station needs to remain viable or otherwise longer private car journeys will become necessary adding to congestion. It should not matter whether users are there due to 'economic' reasons or not - Sevenoaks Council, together with the London Borough of Bromley should take up train ticket pricing, peak service routes and the insufficient provision of station car parking elsewhere, with the train operating companies.
- To implement capital expenditure on this scheme which presumably has a relatively long pay-back period, from whatever Departmental budget, seems ill-conceived. At a time of local roads being in a poor state of repair and considerable adverse publicity at the level of council tax for the forthcoming financial year, this project can only provide further ammunition for the Council's (Local and County) detractors.
- There will be further pressure on station car parking to the north of Sevenoaks with the completion of existing/proposed housing schemes in Halstead/Badgers Mount and the imminent large scale development at West Kent Cold Store in Dunton Green. The local planning authority should be securing S106 agreements from the developers to finance infrastructure which should go beyond the usual roundabout/road junction type scheme, and address the wider impact on the locality and needs of an increase in population (commuters). This on-street scheme will not assist in managing a mounting car parking problem.
- This is a semi-rural location within the Green Belt. The proposed road linings, ticket machines and inevitable extra signage will contribute to visual suburbanisation.

Yours faithfully

[REDACTED]

The views expressed in this e-mail are those of the Author.
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08/03/2010

10, 12, 14, 16

Bracey, Andy

From: [REDACTED]
Posted At: 05 March 2010 22:50
Conversation: HALSTEAD - KNOCKHOLT STATION AREA
Posted To: Microsoft Office Outlook Embedded Message
Subject: Fw: HALSTEAD - KNOCKHOLT STATION AREA

I'M WRITING REGARDING YOUR PROPOSALS TO PUT TRAFFIC RESTRICTIONS IN THE KNOCKHOLT AREA NEAR THE STATION. I USED TO PARK AT CHELSFIELD STATION, HOWEVER WHEN MY ROLE CHANGED AND I HAD A LATER START TIME I FOUND THAT I WHEN I WENT TO PARK AT THE STATION CAR PARK BETWEEN 9:00 AND 11:00 THERE WOULD BE NO ROOM IN THE CAR PARK. ADDITIONALLY, ON STREET PARKING RESTRICTIONS CAME IN, MAKING IT MORE DIFFICULT TO GET INTO THE CAR PARK EVEN AT AN EARLIER TIME.

PLEASE CONFIRM THAT YOU HAVE VISITED THE CHELSFIELD AREA AROUND 10:00 FOR A WHOLE WEEK AND CAN NOW CONFIRM THAT THERE ARE SUFFICIENT CAR PARKING SPACES FOR THOSE THAT DRIVE AND WANT TO USE THAT STATION PAY AND DISPLAY CAR PARK? I ALSO ASKED AT THE STATION FOR A SEASON TICKET AT THE CAR PARK ADJACENT TO THE STATION AND WAS TOLD THAT THEY WEREN'T EVEN TAKING PEOPLES NAME ONTO THE WAITING LIST. THIS CONFIRMS TO ME THAT THERE AREN'T ENOUGH SPACES.

I NOTE THAT YOUR MAP SHOWS THE AMOUNT OF PARKING AVAILABLE TO USERS OF KNOCKHOLT AND IT APPEARS TO BE A LOT LESS AVAILABLE THAN IS PRESENTLY USED. IF YOU GO TO THE AREA IN QUESTION AFTER 10:00 YOU WILL SEE THAT THERE ARE CARS BEYOND THE ROAD LEADING UP TO THE M25. IF THERE IS INSUFFICIENT PARKING AT CHELSFIELD AND YOU ARE GOING TO RESTRICT PARKING AT KNOCKHOLT, WHERE DO SUGGEST PEOPLE PARK AS IT APPEARS YOU WILL NOT BE PROVIDING SUFFICIENT SPACES.

AGAIN WHEN I TRIED TO PARK IN THE STATION CAR PARK AT ABOUT 10:00 THE SKIP LORRIES WERE TAKING UP 4 PARKING SPACES SO COULDN'T PARK THERE EITHER.

I HAVE ALSO INVESTIGATED PARKING AT SEVENOAKS, HOWEVER HAVE BEEN TOLD BY A FELLOW COMMUTER THAT MORE SEASON TICKETS ARE SOLD THAN THERE IS SPACES SO AGAIN, UNLESS YOU GET THERE EARLY YOU ARE NOT GUARANTEED A SPACE.

I WELCOME YOUR COMMENTS ON THESE FACTS.

Regards

[REDACTED]

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08/03/2010

16.16

Bracey, Andy

From: [REDACTED]
Posted At: 05 March 2010 19:12
Conversation: Knockholt/ Proposed Parking Regulation
Posted To: Microsoft Office Outlook Embedded Message
Subject: Knockholt/ Proposed Parking Regulation

Dear Sirs,

I wish to contest the new parking regulations proposed for the roads surrounding Knockholt station.

I agree with the concerns regarding the immediate junctions on to the main road from the station. This is highly dangerous and needs to be clearly marked as no parking. My understanding is that 100 yards from both sides of the station lane is an acceptable area to restrict,

Hundreds of commuters use this station and have done for many years. It is inaccessible without public transport or car unless living in the proximity of a mile, it seems very unreasonable to enforce an entire restriction of the main road.

I appreciate comments regarding the inability to use the cycle lane of the road, however the road is so wide, this in my opinion, does not cause any unnecessary highway hazard,

I hope the committee decides to restrict only areas of danger, leaving the safe areas to park free. This could be a solution that satisfies all concerns and parties.

I look forward to seeing your published decisions.

Kind Regards

[REDACTED]

Received twice - see attached.

Gary

Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 11:12
Conversation: Objection to parking restrictions at knockholt station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Objection to parking restrictions at knockholt station

Dear Sir/Madame, I'm writing to voice my objections to the proposed new parking restrictions at Knockholt station.

Firstly being a cyclist I strongly object to the removing of cycle lanes at a time when we are being actively encouraged to take to two wheels to ease congestion on our roads.

Secondly the council seems to forget we as commuters have a limited bus service to and from main line stations many which finish long before some of us return home, and the car is vital to and from surrounding villages.

Having experienced the change in parking restrictions around surrounding streets in Sevenoaks it is no wonder that people have been forced to look for an alternate route into central London as parking around there is virtually impossible

Very dissapointed you seem to be adopting an revenue collecting policy when so many people are experiencing difficult times.

Regards [REDACTED]

15/3/11

Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 15:48
Conversation: Objection to parking
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Objection to parking

Dear Sir/Madame, I'm writing to voice my objections to the proposed new parking restrictions at Knockholt station.

Firstly being a cyclist I strongly object to the removing of cycle lanes at a time when we are being actively encouraged to take to two wheels to ease congestion on our roads.

Secondly the council seems to forget we as commuters have a limited bus service to and from main line stations many which finish long before some of us return home, and the car is vital to and from surrounding villages.

Having experienced the change in parking restrictions around surrounding streets in Sevenoaks it is no wonder that people have been forced to look for an alternate route into central London as parking around there is virtually impossible

Very dissappointed you seem to be adopting an revenue collecting policy when so many people are experiencing difficult times.

Please could you send me a reply please

Regards [REDACTED]

Bracey, Andy

From: [REDACTED]
Sent: 08 March 2010 12:20
To: Bracey, Andy
Subject: THE KENT COUNTY (VARIOUS ROADS IN DISTRICT OF SEVENOAKS) PROHIBITION AND RESTRICTION OF WAITING. DISABLED PERSON PARKING PLACES AND ON STREET PARKING PLACES (AMENDMENT NO. 10) ORDER 2009

FOR THE ATTENTION OF ANDY BRACEY.

Dear Sir

Re the above subject and the Councils letter dated 4th February 2010. Opportunity to make comment.

As I have been out of the country for 8 weeks and returned only on 6th March I have not been able to respond until now after the closing date 7th March. I am wondering if you would kindly accept this Email with the comments I wish to make.

1. The proposed scheme will not effectively reduce the number of cars parking along Sevenoaks and London Roads, unless perhaps the introduction of Pay Parking discourages use of Knockholt Station.
2. Although I would have little objection to the proposed parking restriction for Watercroft Road I am uncertain as to its necessity. Why not implement the proposal for Sevenoaks and London Roads and see if it has any effect on Watercroft Road, if so then introduce the parking restriction.
3. Should the parking be introduced in Watercroft Road I feel it would be necessary to resurface the road before the yellow lines could be satisfactorily installed. At present both edges of the road are in a very bad state and getting worse by the day due to heavy lorry traffic serving the Halstead Place Development. It would also be appropriate to introduce proper kerbing to the frontages of the properties in Watercroft Road.

If you would like to discuss any of these points of view with me please call [REDACTED] or [REDACTED]

I hope that you will be able to include my comments even though a day late and via Email.

Yours faithfully

[REDACTED]

Bracey, Andy

From: [REDACTED]
Posted At: 06 March 2010 18:39
Conversation: Parking at Knockholt Station
Posted To: Microsoft Office Outlook Embedded Message
Subject: Parking at Knockholt Station

Dear Mr Bracey

T/Halstead/4

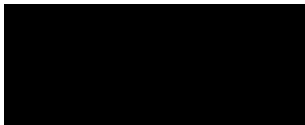
Please find attached a copy of my comments for the parking proposals at Knockholt Station.

Whilst we agree that something has to be done about the parking situation, we still have some reservations on the current proposals (as set out on the attached comments form)..

I look forward to hearing from you.

Yours sincerely

Anne Thompson



No form attached

Bracey, Andy

From: Hawkins, Janet
Sent: 08 March 2010 11:46
To: Bracey, Andy
Subject: FW: Parking proposals at Knockholt station

From: [REDACTED]
Posted At: 08 March 2010 11:43
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Parking proposals at Knockholt station
Subject: Parking proposals at Knockholt station

To whom it may concern

I wish to lodge my objection to the proposed alteration to the current status of parking in the road outside Knockholt Station and the introduction of parking restrictions. I am a commuter who uses the station in preference to driving into London as I believe public transport is a more efficient, environmentally responsible manner of travel. The council's plan to restrict parking in a road that is wide enough to accommodate parking along its full length smacks of nothing more than a revenue generating exercise with no thought to the wider implications.

The Council has not put forward any sort of case or evidence for justifying the parking restrictions and in the absence of a cogent argument as to why it should be done, my underlying feeling is that this is purely to capitalise on a group of commuters that have no options open to them.

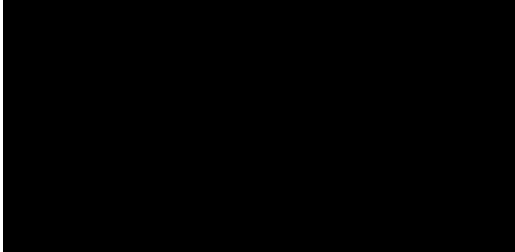
If the station was served with an integrated bus/tram service there would not be the necessity for the amount of parking that there is but this is not the case nor have any plans ever been put forward in this regard.

The commuters who choose to use Knockholt do so in the knowledge that the service from the station is very limited and have to put up with a second rate service from South Eastern in return for being able to park at the station free of charge. To be punished with having to pay for parking without having a fully operational service available to us is unfair.

[REDACTED]

I travel from Knockholt Train Station on a very regular basis, I think that your proposal to remove the cycle lane would not deter the cyclists from using the road this would put the cyclist at risk. Moreover what you are proposing would make it a long walk for the train. Therefore I would like to support Mr R Simmons in his quest to return the car park to his property.

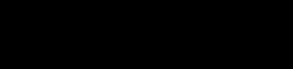
I support this



SEVENOAKS DISTRICT COUNCIL
REC'D 5 MAR 2010
PARKING & AMENITY

b

I travel from Knockholt train station on a regular basis and still that often I would have to park some distance from the train station were there is no c/w. So don't still like my car is safe not just from theft but from traffic such as trucks and lorries that I have seen use this road with a load on them of hardcore with I have seen fall off more than once ~~is~~ still the means to this problem is in giving my full support to Mr R Simmons in his quest to returning to his property

Yr truly


 Sevenoaks

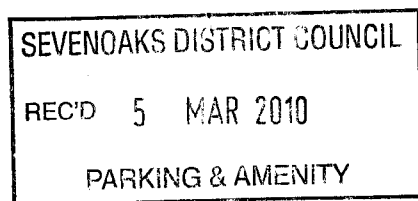
No address supplied

SEVENOAKS DISTRICT COUNCIL
REC'D 5 MAR 2010
PARKING & AMENITY

No address supplied

I travel to Knatchbull station every day and
have find there are more cars parking there
people who use there bikes to go to
the roundabout can't be by the ~~parking~~ faults
AS there is to many cars there which
is danger for them I think that Mr Simmons
is ~~is~~ turning to make a car park is
Such a good thing to do

Yours



If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 4 MAR 2010
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments

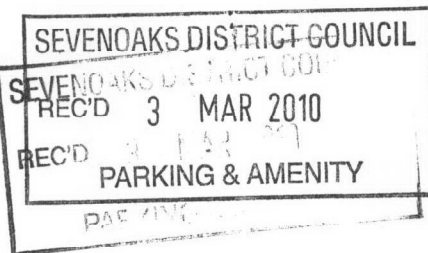
Overall I think these changes are reasonable. I have reservations about the occasional need for ie 'work' vehicles to park in Waterscroft Rd because of the 1hr restriction.

As I could not walk to Knockholt Station, for health reasons I also have concerns that it would be hard to get a parking place.

Signed:	[Redacted]	Dated:	3.3.10.
---------	------------	--------	---------

If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I ~~am~~ am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

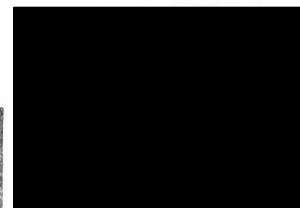
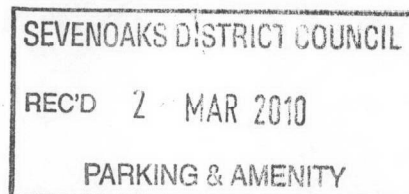
Comments

Signed:		Dated:	
---------	--	--------	--



I feel that the new proposal to remove the cycle lane would put the cyclists, who would still use the road, as illustrated by the photo supplied by you showing a cyclist using the road even when there is no cycle lane available, at great danger. This would force the cyclist into the centre of the road therefore into the traffic.

Sevenoaks District Council
Community & Planning Services
P.O.Box 183
Argyle Road
Sevenoaks
Kent
TN13 1GN



Att.Andy Bracey
Senior Engineer, Traffic & Parking.

26 February 2010

Dear Sir, re: **Knockholt Station Proposed New Parking Arrangements**

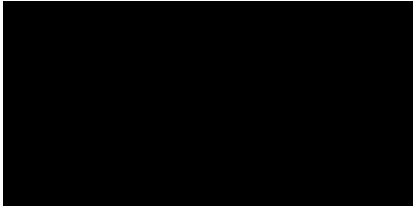
Further to your letter dated 9 February 2010 regarding the above, I do not agree and I am sure that other residents also will not agree with the proposed parking arrangements for Watercroft Road based on the following observations.

1. Road is too narrow for long term parking, only 18ft.wide.
2. Existing speed limit of 40 mph is far too fast and very few cars adhere to the speed limit.
3. Heavy goods lorries taking materials to Halstead Place Building site are forced to drive in the middle of the road due to the overgrown tree line of Watercroft Woods encroaching into the road.
4. Parked cars would make residents exit from driveways more dangerous due to the restricted field of view caused by cars parked close to driveway exits.
5. By restricting parking between 11am-12noon I do not think it will be practical to enforce this restricted window due to the very short period. I am sure that commuters that need to go by train after 12 noon will park from 12.01pm to whenever.
6. Resident parking in the road is virtually non-existent as all driveways are adequate for their parking needs, only the occasional delivery lorry parks in the road.
7. As there are no pavements along this road, pedestrians will be forced to walk along the road on the off-side of any parked cars, which is unacceptable.
8. The road is already very busy and the proposed parking scheme will make it very dangerous also.

2.

It seems that you propose the local residents make the commitments to alleviate the parking problems created by the rail operator, the rail operator should take responsibility to increase their parking capacity by purchasing land adjacent to the station for additional car parking.

Yours sincerely,



cc. Halstead Parish Council.
c.c Michael Fallon, Conservative M.P.

If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 26 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

but not Watercroft Rd, however the problem is likely to move to there.

Comments

It is a real shame that a country road has to have yellow lines and parking restrictions on it, it is becoming more like central London every day. Are these pay and display metres ^{or tickets} going to be monitored, if not it is a waste of time. If tickets had been issued in the past for parking on a cycle lane these cars would have gone elsewhere, then you would have seen where the problem 'moved to' rather than this approach where we get yellow lines

we may not need.

Signed:		Dated:	<i>24/2/10.</i>
---------	--	--------	-----------------

I do not want a parking sign outside my house they say when you buy a house you don't buy the view but you certainly pay for it.

** Please make sure fines are imposed. who will be responsible for monitoring this on a daily basis. failure to do so will make this a total waste of money?*

Bracey, Andy

From: Hawkins, Janet
Sent: 01 March 2010 07:48
To: Bracey, Andy
Subject: FW: Proposed parking restrictions: Halstead - Knockholt Station area

From: [REDACTED]
Posted At: 26 February 2010 21:40
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed parking restrictions: Halstead - Knockholt Station area
Subject: Proposed parking restrictions: Halstead - Knockholt Station area

Dear Sir/Madam,

I would like to complain about the proposed parking restrictions that are being considered for the Knockholt Station area.

The reasons are apparently the following:

- Parking near junctions, causing visibility concerns – understandably this is an issue (only circa five culprits) but why not just paint a red line at the junctions which would stop this practice?
- Parking in bus stops – this has not been an issue for months and was resolved when the bus stop lines were repainted!
- Parking in the advisory cycleways – if this is really a problem why are the proposals then to get rid of the cycle ways under the new proposal?

I am sorry but this appears to be another money making scheme where commuters are being penalised for the fact that they use a railway station which is located in a country lane far away from the local towns, with no frequent or reliable public transport to replace the need for using cars. The reasons driving these proposed parking changes are incredible lousy and provide no clear advantage to the local residents nor the tax payers and the potential income of the proposed solutions will not justify the costs, especially as the character of the area will be lost.

Yours sincerely

[REDACTED]

Bracey, Andy

From: Hawkins, Janet
Sent: 01 March 2010 07:54
To: Bracey, Andy
Subject: FW: Proposed Order 2009

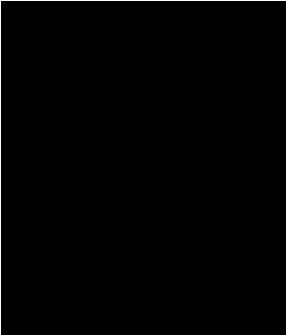
From: [REDACTED]
Posted At: 26 February 2010 08:54
Posted To: Parking & Amenities (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed Order 2009
Subject: Proposed Order 2009


I object to the implementation of this order as it is written. The reasons you give for its introduction are:

- 1. Visibility difficulties causing road accidents.**
I agree that close to junctions, parking should be forbidden. Your proposals go much further. Can you show figures which prove a higher accident rate on this stretch of road compared to others in the area.
- 2. Keep bus stops unimpeded.**
Bus stops are already clearly marked and I have seen no signs of these being disregarded.
- 3. Blocking of cycle lanes.**
There are no cycle lanes indicated within a good distance of Knockholt station. In any case, the road is quite wide with room for a row of parked cars with a cycle lane outside. Have you ever counted how many cycles use this road?
- 4. Other station's car parking not being used.**
My other station is Sevenoaks, where I have often found it impossible to find a place, and I would suggest that this may well be the case for other stations.

In your reasons for implementation, making additional revenue is not mentioned. If this is genuine, can I suggest that, if you really think your other reasons and the suggested markings are valid, why not leave the available parking area indicated on your plans, but impose no charge?

I have not previously objected to any proposal made by the council, but feel that a nanny state mentality is taking over and we will soon find yellow lines everywhere. One day you may even suggest banning the car from all roads; this could cut the accident rate quite considerably.



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make sure you really need to...



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Bracey, Andy

From: Hawkins, Janet
Sent: 01 March 2010 07:48
To: Bracey, Andy
Subject: FW: Proposed Parking Restrictions, Halstead - Knockholt Station Area

-----Original Message-----

From: [REDACTED]
Posted At: 28 February 2010 15:18
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed Parking Restrictions, Halstead - Knockholt Station Area
Subject: Proposed Parking Restrictions, Halstead - Knockholt Station Area

I have viewed the proposed parking restrictions to the Halstead - Knockholt station are with amazement. The proposed changes make no attempt to deal with the parking issue in this location and benefit no-one other than Sevenoaks District Council who will receive an income from the parking charges.

Firstly, there are already bus stop clearways on either side of the road and these are clear throughout the day.

Secondly, the police have warned drivers who park on the junction to the station approach road that they will be fined. Perhaps if police imposed the fines that they threaten then drivers would park their cars clear of the junction.

Thirdly, your proposals do nothing to stop parking along the main road which is the main issue. It seems to me that it would be far better to improve the existing parking facilities next to the station while at the same time imposing a 1 hour parking restriction on the main road. This would enable those who use the station regularly to continue doing so and stop parking in the main road. Regarding the existing station parking facilities, I do not know if you are aware but the skip hire company who use the area park their lorries and skips in the car park during the early morning making it difficult/ impossible to use the far end of the car park. During the summer months the lorries also cover all cars parked in the car park in a dirt/dust. I suggest, therefore, that in conjunction with moving cars of the main road into the existing car park the skip hire company are required to install sprays to damp down dust and dirt and that at the they same time they are banned from using the car park.

I hope that you find the above useful and that if changes are to be made they benefit local residents, commuters, and road users rather than Sevenoaks DC alone.

Regards

[REDACTED]

Bracey, Andy

From: Hawkins, Janet
Sent: 01 March 2010 07:48
To: Bracey, Andy
Subject: FW: Parking proposals at Knockholt Station

From: [REDACTED]
Posted At: 28 February 2010 17:56
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Parking proposals at Knockholt Station
Subject: Parking proposals at Knockholt Station

I write to object to the proposed TRO at Knockholt Station.

In my view, there are two problems around the station at present. First, there is inconsiderate parking around junctions and at bus stops and secondly, the advisory cycle lane is rendered worthless during weekdays. However, the proposed measures go far beyond what is necessary to resolve these issues. The problems could be resolved by simply introducing double yellow lines at appropriate locations and realigning the advisory cycle lane away from the kerbside to the other side of designated bays, as is proposed.

Introducing extensive parking restrictions combined with parking charges will have the effect of displacing car parking beyond the restricted area. This means that commuters will park in roads such as Broke Farm Drive, Stonehouse Road and Turnpike Drive, because the station is still walkable from these locations. These roads are quiet residential roads, with limited width and day long parking will cause considerable inconvenience to residents, as well as hindering delivery and emergency vehicles. No such issues arise in London Road at present and the impact of commuter parking on residential amenity is minimal. Whilst the revenue from car parking charges will no doubt be welcome to the Council, the effect will be to disadvantage far more residents than is currently the case.

In my view, the Council should either -

1 Abandon proposals to charge for car parking and just introduce measures to improve highway safety as suggested above or

2 If charging is to be introduced, then one hour restrictions should be extended to include Broke Farm Drive, Stonehouse Road and Turnpike Drive.

I would be grateful if you could keep me advised of progress with the order.

[REDACTED]

Bracey, Andy

From: Hawkins, Janet
Sent: 01 March 2010 07:47
To: Bracey, Andy
Subject: FW: OBJECTION to Proposed Parking Restrictions - Knockholt Station

From: [REDACTED]
Posted At: 28 February 2010 21:35
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: OBJECTION to Proposed Parking Restrictions - Knockholt Station
Subject: OBJECTION to Proposed Parking Restrictions - Knockholt Station

To whom it may concern,

I am writing to you in relation to the proposed parking restrictions by Knockholt Station that I have recently been informed of. I would like to voice my strong objection to this proposal and as a resident of Badgers Mount I would like to express my deep concern about the effect these changes would have to the surrounding area.

With regards to your argument that parking near the junctions reduces visibility for other road users and parking by bus stops reduces access for passengers, I would agree with this to an extent but feel that these issues are easily over come by placing parking restrictions to these areas only.

With regards to the theory that "a number of the commuters are choosing to travel from Knockholt station on economic grounds (to avoid paying parking charges at other stations up and down the commuter line). An appropriate charge would act as a effective deterrent to those people." this is totally inaccurate and poorly researched. The reason people choose to drive to Knockholt station to commute to London is because it is the last station in zone 6 and travel costs once outside this band increase very steeply. A parking charge would not deter these commuters, as the charges you intend to implement would not exceed those of the cost of travel outside of zone 6.

My main concern as a resident of the local area is that commuters will look to park elsewhere near the station causing an increase in parked cars on the surrounding country lanes. This will not only increase the numbers of vehicle incidents in the area due to poor visibility, it also creates much greater risks for local cyclists and walkers, and also the many children who use these roads, that as it is do not have pavements, to get to local bus stops.

As a resident I do not feel that it is fair that as a result of your proposed changes my street should be used as the local car park for Knockholt station. Part of the reason I was attracted to purchase property in the area was its access to the station and the rural surroundings. I do not want to have to fight for a car parking space every time I leave my house!

Furthermore your intention to remove all cycle facilities down this road is quite frankly ridiculous.

From what I can see, the argument that people should pay to park by the station to make the road safer conflicts entirely with your proposal to remove features such as the above. This will only create further risks for cyclists who will not have use of their own space.

It is my understanding that the section of Old London Road from the Station, past Broke Hill golf club and leading onto the dual carriageway belong to Bromley council. If this is the case you cannot restrict the parking in this area and as a result cars will end up being parked on both sides of this road creating even more hazardous conditions for all.

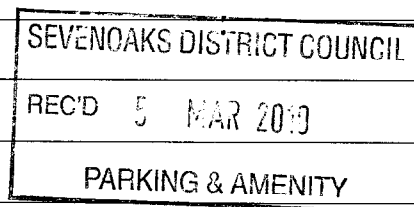
Lastly, this is currently a very sought-after area to purchase property and your proposed changes not only will inconvenience local residents and create higher risks for local walkers, cyclists and vehicles, a factor you are supposedly trying to prevent, but will also I fear impact the desirability of property in the area.

Kind regards,
[REDACTED]

We want to hear all your funny, exciting and crazy Hotmail stories. [Tell us now](#)

191a?

I still there is cycle lane
that is already laid down
on the road to Knockholt
train station. But is not
in use as cars park on
it. So in supporting Mr
R Simmon not only do we
get the cars off the road
but make the land look
more village looking and
this like a city but also
leave the money for road
the need fixing.

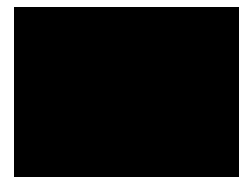
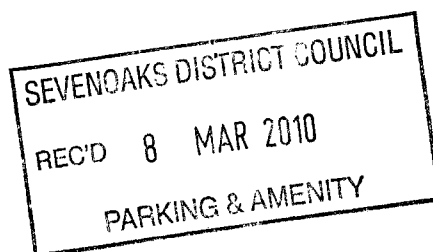


I use the transport from Knockholt train station and on a number of time the 402 has not stop for me because the number of cars parked in the bus stop and on the corner. Not only has this happened but have seen cyclist nearly being hit by cars. So there for in your plans in putting a cycle lane around the parked cars would only increase that risks so would like to support Mr R Simmons in his plans to return the car park to his land.

Sevenoaks

SEVENOAKS DISTRICT COUNCIL
 REC'D 5 MAR 2010
 PARKING & AMENITY

ic la



6th March 2010

TRO 2009 Amendment 10
Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Dear Sir/Madam

Halstead – Knockholt Station Area – Transport & Streets, Proposed Changes to On-Street Parking, Parking Restrictions, Proposed Parking Restrictions.

I refer to Sevenoaks District Council's proposals about parking associated with commuters travelling from Knockholt station.

My wife and I use Knockholt station, I hold a season ticket and have done so since moving to the area from South London in September 1994. We lived in Halstead until April 2002 when we moved to Knockholt. I work in London and commute by train from Knockholt station on a daily basis, while my wife has over the years worked and commuted by train from Knockholt, she has managed to do so while bringing up our two children and has worked flexi-time.

I note the problems that the District Council has identified and the issues and would comment as follows:

- Parking near junctions – the proposal to introduce restrictions around junctions to prevent parking is fair and reasonable and I support this proposal as it should remove visibility concerns.
- Parking in bus stops:
 - the bus stop on the north-side of London Road already has clearly marked parking restrictions in place and commuters ensure that this bus stop remains clear of parked vehicles.
 - the bus stop on the south-side of London Road used to be directly opposite the station entrance and was in the dedicated bus stop "lay-bye". However, for some reason over the last 12 months, the bus stop has been moved from the dedicated "lay bye" by some 20-25 metres to the west. The bus stop is no longer in a dedicated "lay bye" but on London Road. Therefore, when a bus stops, it automatically creates a blockage to the traffic heading west along London Road. The sensible and practical solution would be

10 17 2010

re-instate the bus stop in the dedicated “lay bye” with suitable parking restrictions in place to prevent commuters parking therein.

- Parking in the advisory cycleways, obstructing cyclists – Sevenoaks District Council’s comments state that it “needs to introduce deterrent restrictions and make parking provision for commuters in areas where it is safe to do so.” London Road is a wide road and adjacent to the station area where commuters currently park there are no houses; so there is no obstruction to traffic. It is accepted that parking restrictions could/should be imposed adjacent to junctions to provide suitable visibility. The proposed “pay and display” area is wholly inadequate to meet the current demand. The proposed double and single yellow lines will only push commuters to park further from the station and as this will be adjacent to housing, it will (understandably) cause concern for residents/house owners who presently are not impacted by commuter parking, create friction and result in further for commuters to walk to the station.
- Improving the current parking provision at the station should be one of the first actions undertaken, as the existing car park suffers significantly from the waste transfer station business at the end of the station car park. There are a number of waste transfer station “employees” vehicles (up to 6) on daily basis that utilise the car park without meeting the parking charges. In addition, a number of commercial vehicles and/or skips from the waste transfer station occupy the car park, which significantly reduces the available spaces.

The traffic flow to/from the waste transfer station causes the car park to become exceedingly filthy. It is littered with debris that falls from the commercial vehicles/skips using the waste transfer station. The car park surface has deteriorated markedly.

Having imposed parking charges within the station car park, the level of service has not improved and both the car parking ticket machine and also the train ticket machine have been vandalised (and/or removed) on a number of occasions.

Sevenoaks District Council states that “...commuters are choosing to travel from Knockholt station on economic grounds (to avoid paying parking charges at other stations up and down the commuter line). An appropriate charge would act as effective deterrent to those people.” As local residents of Knockholt, who commute via the station, with children that attend schools in Tonbridge and Tunbridge Wells also using the train, we have no option other than to use the station. Using Knockholt station is our only green (environmental) alternative as driving to another station is both uneconomic and not “environmentally friendly”. The alternatives would be to commute from Sevenoaks, where the car parks are full and it would cost (monetarily and environmentally) significantly more. Chelsfield also has significant parking restrictions, while Orpington car park is not realistically an option from an environmental perspective and due to the existing excess demand.

As the price differential between a standard annual season ticket from Sevenoaks to London Terminals compared to a standard annual season ticket from Knockholt is approximately £1,000, the cost of parking at Knockholt is unlikely (in my opinion) to discourage commuters from continuing to travel from further a field to use the station.

We are encouraged by our employers to work flexibly, which allows us to travel outside "peak time" (and also work from home on occasions). Currently travelling outside peak time is not an issue as we can park on the road if there is no space in the station car park. However, with only one train per hour (off peak), and the proposed parking restrictions, we would be severely handicapped as to where to park as the proposed provision of parking is likely to be wholly inadequate to meet demand. If we had to park outside of the proposed parking restricted areas, we would cause friction with the local residents and require to walk a significant distance, which for women and children is a significant safety concern.

While it is proposed that a combined "pay by 'phone" and "pay & display" system be used to control this parking, at present even if you have acquired a parking season ticket at the station, it does not guarantee a space in the car park, which is unreasonable. With the additional demand created by the proposed on-street parking restrictions, this position will be exacerbated.

There are regular occasions when the station car park is "taken over" by engineering equipment, while works are undertaken by Network Rail, which significantly reduces the spaces available in the car park. In addition, recently the car park has had loads of aggregate deposited in it while other pavement resurfacing and cabling work has been undertaken; this has reduced the available spaces.

Therefore, in summary, I support the introduction of restrictions around junctions and also re-instatement of the bus stop restrictions to the south side of London Road (immediately opposite the station entrance); however, I strongly oppose the introduction of the deterrent restrictions on the remainder of London Road due to the inadequate provision of alternative car parking and comments outlined above. Additionally, the proposed on-street parking restrictions discriminate against local residents (i.e. people who live in the villages of Halstead and Knockholt). Once suitable investment in appropriate parking provision has been made in a dedicated car park adjacent to the station, which is safe and well lit, then I will be willing to pay for this parking.

We look forward to receiving an acknowledgement of our comments and being kept informed on the proposals.

Yours faithfully



Bracey, Andy

From: Hawkins, Janet
Sent: 02 March 2010 07:08
To: Bracey, Andy
Subject: FW: Knockholt Station Parking Changes

From: [REDACTED]
Posted At: 01 March 2010 18:04
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt Station Parking Changes
Subject: Knockholt Station Parking Changes

Dear Sirs,

I write to object to the proposed changes to parking restrictions at Knockholt station.

In my opinion, the Council is proposing to use the proverbial sledgehammer to crack a nut. Although there is some inconsiderate and potentially dangerous parking at junctions and bus stops, this could easily be solved by the introduction of double yellow lines at these places.

The cycle lane could then be moved to the outside of the parked vehicles. To completely remove the cycle lane because cyclists would "feel constrained to a narrow lane" close to parked cars ignores the extra safety which the cycle lane provides to cyclists.

The combination of new restrictions and the introduction of charging will almost certainly result in the problem being displaced to other local roads such as A224 Orpington by Pass, Broke Farm Drive, Stonehouse Road and Turnpike Drive. These last three are very narrow roads where all day parking would seriously inconvenience residents and be a hazard to emergency vehicles.

Yours faithfully,

[REDACTED]

12.9.10

Bracey, Andy

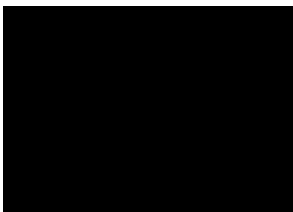
From: Hawkins, Janet
Sent: 02 March 2010 07:09
To: Bracey, Andy
Subject: FW: Proposed changes to on street parking Halstead - Knockholt station area

From: [REDACTED]
Posted At: 01 March 2010 16:24
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed changes to on street parking Halstead - Knockholt station area
Subject: Proposed changes to on street parking Halstead - Knockholt station area

Dear sirs,

I am emailing you in regards to the proposed change to on street parking in the Halstead - Knockholt station area. Your reasons for introducing your proposals you have stated are 1) parking near junctions, causing visibility concerns 2) parking in bus stops, creating difficulties for buses. Both of these I understand but since a clear bus stop marking was put in place for the bus stop on the north side of the road near the station entrance I have never seen cars encroach on this so surely having the same policy in clearly marking other bus stops along the road would have the same effect. Also clearly marking the corners of junctions with double yellow lines solves the visibility concerns. 3) parking in the advisory cycleways, obstructing cyclists. Since your proposals are to remove this lane on the north side of the road you are not really solving this issue. Is there really an issue ? as the road is currently wide enough for people to comfortably park on one side of the road with traffic moving easily in both directions as well as cyclists and thus cannot see any major issue with movement of vehicles along the road due to the current parking. I find it rather insulting that you are introducing parking charges for the area marked in green because you state commuters are using Knockholt station instead of other stations along the line to avoid paying parking charges at other stations along the line. I happen to use Knockholt because it is the closest station accessible to me. Perhaps you should consider speaking to Southeastern railways in an attempt to get them to provide adequate off street parking. The current car park is poorly marked and often has vehicles from the adjacent rubbish company (name unknown) using some of the available parking space. More vehicles could use this car park if the rail company spent some money on it, and it was clearly marked and lit, they make enough money from our train fairs. This change seems to be purely aimed at making money for the council off of commuters who really won't have any other option and I totally object to having to pay to park along the road in the area marked in green.

Yours faithfully,



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Bracey, Andy

From: Hawkins, Janet
Sent: 02 March 2010 08:55
To: Bracey, Andy
Subject: FW: Knockholt parking Proposals

-----Original Message-----

From: [REDACTED] **Posted At:** 02 March 2010 08:19
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt parking Proposals
Subject: Knockholt parking Proposals

Dear Sir/Madam,

I have recently been advised of proposed parking restrictions at Knockholt Station. As someone who uses this station every weekday I find it very unfair that Sevenoaks Council would enforce these restrictions for a number of reasons.

Firstly, after paying over the odds for council tax (in comparison with many other counties/boroughs) it seems another cost in which the people who use this station regularly will not receive a benefit.

The road in which commuters park is not directly outside residential housing, so is therefore not affecting the residents.

I have noticed you have used the excuse of the cyclist lane, however the number of cyclists compared to motor drivers is very minimal. For the sake of annoying many motorists who use this station daily I feel the restrictions will have a negative effect on Knockholt.

With the cost of commuting ever increasing, myself and many other commuters will not continue using this station (making it somewhat redundant). The station itself runs a poor and slow service and with other local stations such as Chelsfield and Sevenoaks running fast trains into London people will not continue to use this station, as usually the only benefit of using this station is the free parking.

I hope that Sevenoaks council will reconsider putting these restrictions in place. As you probably already know the recession is still very much prominent in the economy and being in my early 20's and having to pay many bills this is another excessive cost I and many others could do without.

Many thanks

[REDACTED]

Bracey, Andy

From: Hawkins, Janet
Sent: 03 March 2010 07:53
To: Bracey, Andy
Subject: FW: Parking Restrictions - Knockholt Station
Importance: High

From: [REDACTED]
Posted At: 02 March 2010 19:16
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Parking Restrictions - Knockholt Station
Subject: Parking Restrictions - Knockholt Station
Importance: High

Dear Parking and Amenity Services,

Re: TRO 2009 Amendment 10

I would like to register a formal objection to the proposed parking restrictions for Knockholt station.

As a regular commuter to London where I work for the Department of Health, I need to travel by train to get to my office. In order to get to a station I have to drive by car to a station and park a reasonable distance to get to the trains. The only options for me are Sevenoaks, Dunton Green, Knockholt or Chelsfield. All of these apart from Knockholt have long waiting lists to get into the respective station car parks. The car park at Knockholt is shared with the BSP Knockholt Waste Services, this means large skips with lots of very dusty rubbish are driven up and down between the cars, through the car park all day, The car park is tiny and the arrangement poor.

The only alternative is to park in the road and from there walk to Knockholt station. I agree cars should not park near the junction or by the bus stop. Yellow lines would stop this. But why cars should not continue to park sensibly in the road adjacent to the station remains unclear. There are no houses along the stretch and the road here is wide so there is no obstruction to on-coming traffic.

If this is just an excuse to tax commuters even further through metered parking, at least be honest enough to say so and at least make sure proper parking provisions are put in place for those who need to use the facilities through the day. As an annual season ticket holder and a constituent of Sevenoaks I have a right to use Knockholt station, and as a council you have a duty to ensure appropriate commuter services are provided and commuters are not simply penalised through punitive and unnecessary parking charges, to fill the council coffers.

Regards

[REDACTED]

Bracey, Andy

From: Hawkins, Janet
Sent: 04 March 2010 07:50
To: Bracey, Andy
Subject: FW: Proposed Changes to Onstreet Parking: Halstead - Knockholt Station

From: [REDACTED]
Posted At: 03 March 2010 14:11
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed Changes to Onstreet Parking: Halstead - Knockholt Station
Subject: Proposed Changes to Onstreet Parking: Halstead - Knockholt Station

To whom it may concern,

I'm astonished to read the proposed changes to onstreet parking at Knockholt Station for a number of reasons. If I may I shall address particular issues you have raised, your solutions and then my objections:

- You state that one of the issues is parking in the advisory cycleways, obstructing cyclists. Yet you aim to remove the advisory cycleway to enable you to charge for parking - something of a contradiction you might agree.
- You intend to introduce charging for parking and therefore limit the number of spaces to park. This will mean a number of commuters will be unable to park at the station at all forcing them to use other stations where parking is limited or the cost of a ticket is greater.
- You state "*as a number of the commuters are choosing to travel from Knockholt station on economic grounds (to avoid paying parking charges at other stations up and down the commuter line). An appropriate charge would act as a effective deterrent to those people*" I live in Shoreham, and Knockholt station is the nearest train station on the line to London Bridge & Charing Cross. I do not use Knockholt station to avoid paying charges at other stations. I use Knockholt Station because it is the nearest station to me. Would you prefer me to drive to Sevenoaks, to pay more for my ticket, to use more petrol and damage the environment further? You will not be only penalising commuters to take advantage of the 'free parking' but also those who's natural station of choice is Knockholt.

Might I also add that because there is a reclamation yard in Knockholt station many cars are regularly covered in dust and debris from the trucks that use the yard. Those of currently who pay for parking pay for this pleasure (and the damage to there paint work) and so will those using the road it seems.

Due to the contradictions in your proposal as well as the lack of consideration to those who live in the catchment area of Knockholt station I am only to assume this is nothing but another than a revenue generating scheme hatched by the accountants at Sevenoaks District Council.

I can only hope you do decide not to continue with these proposals and reinstate my faith in local

government, and listen to those who have elected you to this position of privelage which, in so many other countries is regularly abused.

kind regards



Bracey, Andy

From: [REDACTED]
Sent: 04 March 2010 10:30
To: Bracey, Andy
Subject: Amendment No 10
Importance: High

Mr Bracey,

I have just been advised by a neighbour of your intentions to put metres, and double yellow lines in Old London Road, you could have at least let local residents known before now with letters or leaflets of your proposal. I am very much against this idea, as I live in Badgers Rise. Which would mean having commuters cars parked in my road from the early hours to late evening. I live in a very small quiet road with lots of children playing, and do not want any further cars parked in my road. It would also mean early morning noise for residents, not was is wanted.

I and my family are against this proposal.

Yours Fithfully

[REDACTED]

4.0

Bracey, Andy

From: Hawkins, Janet
Sent: 04 March 2010 12:28
To: Bracey, Andy
Subject: FW:
Importance: High

From: [REDACTED]
Posted At: 04 March 2010 08:54
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation:
Subject:
Importance: High

Dear Sirs,

I am writing to you in reference to the proposed parking restrictions around Knockholt Station, Halstead. As a resident in Badgers Rise it gives me great cause of concern to see the current restrictions being suggested by yourselves. Whilst I can fully understand the rationale behind the restrictions, and on the whole I am in favour of the restrictions from a safety aspect, I am deeply concerned of the potential impact this would have on our road.

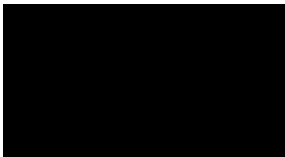
I would strongly urge you to consider incorporating Badgers Rise in the parking restrictions zone to minimise the potential disruption to the residents, subject to the issue of parking permits to residents. I myself use Knockholt station each day, and whilst I walk to the station, I fear that these restrictions would just push the 'problem' further down London Road and into Badgers Rise and therefore result in it having a major impact in our the road.

I have been commuting into London for a number of years and I think you would be surprised at what lengths commuters will go to reduce the cost of travel. Where the proposed parking restrictions currently end is only an 8 minute walk from the station, and in my view a large majority of commuters would be willing to walk this distance to save the cost of parking each day. When you consider people who live near Sevenoaks Station actually drive to Knockholt each day as the train is cheaper and the parking near the station is currently free, I think this just highlights what lengths people will go to reduce the cost of travelling.

If the proposed restrictions are approved, and the problem is just pushed further down the road, then I believe the safety of the nearby residents (Badgers Rise / London Road) will be put at risk as we will not be able to access our road / drives with a clear sight of the road. With my Wife currently being on maternity leave this gives me great cause of concern for her and my 7 month old baby's safety.

I therefore strongly urge you to consider incorporating up to and including Badgers Rise in the proposed safety restrictions.

Kind regards



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Bracey, Andy

From: [REDACTED]
Sent: 04 March 2010 23:36
To: Bracey, Andy
Subject: REGARDING AMENDMENT No 10

To Mr Andy Bracey

We are writing regarding Amendment No. 10

We are resident of No. 5 & No. 4 of Badgers Rise, Baggers Mount, Sevenoaks, Kent, TN14 7AW

We oppose of the plan of pay & display car parking at Knockholt Train Station

The reason - This will create problems with the commuters, soon will be seeking free parking areas. Eventually they will be using our road and the rest of the village for parking.

We hope you will consider our worries.

Thank you

[REDACTED]

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CA

Bracey, Andy

From: [REDACTED]
Sent: 05 March 2010 08:23
To: Bracey, Andy
Subject: SDC Spam Prevention (Scanmail): Amendment No10 Knockholt Station Parking
Importance: High

Dear Mr Bracey

It is our understanding that the council are looking to install pay and display parking or paid parking along the road either side of the station entrance road at Knockholt passed Wheatsheaf Hill.

As local residents (7 Badgers Rise) we strongly oppose this recommendation by the council. We strongly believe that the installing of paid parking will only move the problem further up the road and then infringe on residents parking as commuters using Knockholt station will then park nearer to the houses and even up our road.

Our suggestion would be to paint parking restriction lines; double yellows, from the corners of the roads for the station entrance, Wheatsheaf Hill and Cadlocks Hill for say a distance of 50metres. This would help eliminate the danger caused by the current parking when exiting these turnings and wouldn't force all the parking to affect the local residents of Knockholt/Badgers Mount.

Yours sincerely

[REDACTED]

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Bracey, Andy

From:
Sent:
To:
Subject:



Dear Mr Bracey

I wish to object to the current application to make London Road from Knockholt Station to Wheatsheaf Hill a pay and display area.

This will merely force the drivers to park further away in London Road and Old London Road.

What would be better would be to put double yellow lines at the junctions of London Road and Cadlocks Hill, Wheatsheaf Hill and Watercroft Road and Badgers Rise - 50 Meters either way. This would make all of these areas safe which at the moment they are not because they create blind spots.

Yours sincerely




Bracey, Andy

From: Connor, Gary
Sent: 05 March 2010 15:49
To: Bracey, Andy
Subject: FW: Proposals for Changes to Car Parking Restrictions at Knockholt Station

Gary Connor
Parking and Amenity Manager
Sevenoaks District Council

 **Direct:** 01732 227310
 **Fax:** 01732 227228
 **Email:** gary.connor@sevenoaks.gov.uk

 please don't print this e-mail unless you really need to

From: [REDACTED]
Posted At: 04 March 2010 17:41
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposals for Changes to Car Parking Restrictions at Knockholt Station
Subject: Proposals for Changes to Car Parking Restrictions at Knockholt Station

Dear Andy,

I would like to record some comments on the proposed car parking changes at Knockholt station. I am a local resident and daily user of the station at knockholt.

My comment are :

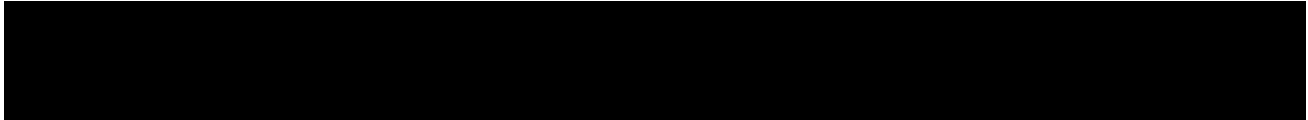
1. The only issue with regard to parking is to ensure that parking is respectful of junctions, bus stops and entrances to residents' offroad parking. There is no need to prevent station users or anyone else parking on the Northside of the road beyond these junction and bus stop clearways as there is no residential housing affected in the immediate area. In fact it could be argued that the presence of parked cars actually helps with traffic calming, as the parked cars restrict the width of the road and the presence of people causes drivers on the road to take extra care with their speed.
2. The proposals for double and single yellow lines appear to extend a fair distance along London Road. This will simply push commuter parking further up London road towards residential housing around the Badgers Rise area. This will be much more problematic and a potential nuisance for residents than the current level of restrictions. the proposed
3. Planning permission is being granted, I understand, by Sevenoaks District Council for the development of a cemetery on London Road in the area of Watercrofts Wood, with an entrance to the cemetery on London Road. The proposed yellow line restrictions are likely to cause future traffic problems in this area as parked cars, beyond the proposed yellow lines will potentially obstruct the cemetery entrance and also cause blindspots on a fast part of the road (despite the 40MPH speed limit).

Suplmentary points

4. There is a land adjacent to the station on the northside of London Road, which is currently as horse grazing and stable area. Could this not be purchased for the creation of a proper off road car park?
5. There is also land adjacent to the Station House on London Road, which is currently used by travelers I believe for a limited period. Could not this land be purchased for the creation of a station car park.?

6. Is there any prospect of regaining the land used by the Skip Hire business, alongside Platform 1 of Knockholt station, for the development of a station car park ?

I look forward to your acknowledgement of these comments.




Bracey, Andy

From: Connor, Gary
Sent: 05 March 2010 15:48
To: Bracey, Andy
Subject: FW: Parking at Knockholt Station

Gary Connor
Parking and Amenity Manager
Sevenoaks District Council

 **Direct:** 01732 227310
 **Fax:** 01732 227228
 **Email:** gary.connor@sevenoaks.gov.uk

 please don't print this e-mail unless you really need to

From: [REDACTED]
Posted At: 05 March 2010 09:15
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Parking at Knockholt Station
Subject: Parking at Knockholt Station

Comments on planned introduction of parking restrictions at Knockholt station:

1. Parking close to junction of station approach road: Exiting the station is a problem as vision restricted by cars parked right up to the junction. This is already covered by parking regulations however, and as far as I am aware no penalty notices have been issued to cars parked on the junction – would enforcement of existing parking rules be more cost-effective than introducing new restrictions?
2. The volume of cars parking on the road increased significantly when parking charges were introduced in the car park. If pay and display parking is introduced for on road parking, it is likely people will prefer to park in the car park again as at least this benefits from CCTV and less likely to suffer damage/removal of number plates than on road parking. Since the car park became less full due to the charging, lorries from the waste transfer site have been using the lower larger portion of the car park in the mornings for loading. As the waste site has expanded and stores large numbers of skips on site, they have started to use the car park as an extension of its site. (When the site first opened there was space within the site for parking and loading of lorries, this is no longer the case). If cars return to the car park as a result of the changes they will be competing with skip lorries for space. As it is, it is not uncommon for people to return to their cars mid-afternoon to find themselves blocked in by lorries. I would recommend that at the same time as putting in new parking restrictions for on-road parking, the whole issue of the use of the car parking and whether the waste transfer site is operating safely and within the terms of the planning conditions is also dealt with.

Regards

[REDACTED]

[REDACTED]

08/03/2010

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Bracey, Andy

From: Connor, Gary
Sent: 05 March 2010 15:48
To: Bracey, Andy
Subject: FW: Parking Proposal for Knockholt Station

Gary Connor
Parking and Amenity Manager
Sevenoaks District Council

☎ **Direct:** 01732 227310
☎ **Fax:** 01732 227228
✉ **Email:** gary.connor@sevenoaks.gov.uk

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From: [REDACTED]
Posted At: 04 March 2010 23:13
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Parking Proposal for Knockholt Station
Subject: Parking Proposal for Knockholt Station

Good evening

With regard to the proposals for parking restrictions at Knockholt Station I would like to offer you my thoughts.

I have been parking at Knockholt for approximately eighteen months and whilst for much of that time the car crime along London Road outside of the station appears to have been slight it seems that the past 4-6 months have seen a large increase with a regular supply of broken glass and pieces of vehicle trim along the pavement.

My own car has been vandalised and, more recently, broken into with items stolen. The break in caused so much damage to the interior that I have now had to purchase a new car.

My partner, who parks at the station on one day a week has had her number plates removed. She has told me that she has seen, on occasion, other cars with missing number plates when she returns from London, slightly earlier than the usual commuter traffic.

In my opinion (and it is just that) the volume of parked cars does not appear to interfere with the flow of traffic along London Road (which is frequently moving along that road well in excess of the 40mph limit - a much more important problem to deal with, I think and one which is possibly more relevant to the cycle traffic) nor does it seem to interfere with the comings and goings of local residents or businesses.

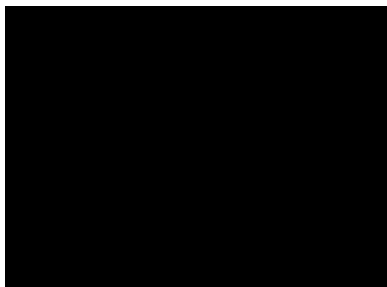
Whilst I do not seek to pay for parking my car, if a charge must be levied then it should be accompanied by increased security for the cars parked there perhaps with the installation of better lighting or cameras. If you want to police the parking along London Road then you should also be

policing other, more dubious activities that are taking place.

To prevent, or severely restrict parking at Knockholt will kill the station as there is not nearly enough bus coverage in that area to feed the railway with commuters. Closing the station will merely serve to redirect the cars that park along London Road towards already heavily congested areas such as Orpington and Sevenoaks.

I hope these views will be of some use to you. If it is possible for you to reply to any or all of my points I would be very interested to receive a reply.

Yours faithfully,




Bracey, Andy

From: Connor, Gary
Sent: 05 March 2010 15:49
To: Bracey, Andy
Subject: FW: Knockholt Station area parking

Gary Connor
Parking and Amenity Manager
Sevenoaks District Council

Direct: 01732 227310
Fax: 01732 227228
Email: gary.connor@sevenoaks.gov.uk

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From: [REDACTED]
Posted At: 04 March 2010 22:10
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt Station area parking
Subject: Knockholt Station area parking

Dear Mr Bracey

I am writing to object strongly to the quite unreasonable actions you have taken in FORMALLY notifying users of the area around the station for parking of your proposed changes on Tuesday/Wednesday this week (and NOT from the period you post on your website, ie from 10/2) expiring this Sunday.

I speak for many users who are outraged by your proposals and this ridiculously short deadline.

I live in Knockholt and this is my LOCAL station and your methods are to say the least draconian and out of proportion to the so-called problems. This affects the immediate parishes and their councils have only just had notice to debate the matter too.

It is not unreasonable that we request an open public debate where all interested parties and those who are less able to speak for themselves can have a proper Q&A session.

Other parishioners are joining me to lobby councillors and the MP.

I trust that you and your colleagues will reconsider their actions and the deadline.

Sincerely

[REDACTED]


lx

Bracey, Andy

From: Connor, Gary
Sent: 05 March 2010 15:50
To: Bracey, Andy
Subject: FW: Proposed Parking Changes to Halstead - Knockholt Station Area

Gary Connor
Parking and Amenity Manager
Sevenoaks District Council

 **Direct:** 01732 227310
 **Fax:** 01732 227228
 **Email:** gary.connor@sevenoaks.gov.uk

 please don't print this e-mail unless you really need to

From: [REDACTED]
Posted At: 04 March 2010 16:06
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed Parking Changes to Halstead - Knockholt Station Area
Subject: Proposed Parking Changes to Halstead - Knockholt Station Area

Hello

Having used Knockholt station for many years, I am certainly not against introducing restrictions to manage commuter parking more effectively. However, in relation to the reasoning, the points I would like to raise are as follows....

- 1) Parking near junctions, causing visibility concerns - easily resolved with double yellow lines (displacing at most a handful of current spaces used)
- 2) Parking in bus stops, creating difficulties for buses - I have never seen a car parked in a bus stop other than for picking up/dropping off, by introducing pay and display and single yellow lines, this issue will actually get worse not be resolved.
- 3) Parking in the advisory cycleways obstructing cyclists - seems irrelevant based on the proposal to remove anyway.

Hence, the proposed remedies do not match the reasons given. On the north side of the road there is a single house along over one mile of road so I am confused as to what the real reason for introducing pay and display and single yellow line is. Why not just have allocated parking bays?

Knockholt station is on a very busy commuter line and not in a residential area so people cannot walk to the station, therefore parking facilities need to be provided. I agree with not encouraging people who do not live in the area to use the station but why should the people that do suffer as a consequence?

Please add my concerns to the (presumably very long!) list.

Thanks

[REDACTED]

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Bracey, Andy

From: 
Sent: 05 March 2010 16:27
To: Bracey, Andy
Subject: Amendment No 10 - Knockholt Station

Dear Mr Bracey,

I am writing to you as I am very concerned about the proposed plan to introduce charges or restrictions to the parking on the road outside Knockholt Station and how it will effect my road that I live in. I definitely feel that by introducing these plans it will only cause drivers to move further up the road away from the new restrictions or pay and displays thus avoiding paying the charge. This will then only cause the same problems but higher up the road, nearer the residential parts of Badgers Mount and in my road.

I live in Badgers Rise which is the first residential road on the left-hand side after Knockholt station and I am sure that the new proposed parking plans will just cause commuters to park in my cul-de-sac clogging up this already small road where many young children live and play. The commuters will no doubt use this road to park in thus avoiding any parking charges, it is only a 12 min walk to the station. Knockholt is in Zone 6 and has fast train services so commuters will not change train lines to avoid this just for the sake of a small walk.

I see no problems with commuters parking in the road by the station as there are no houses there, thus no children or elderly people. The road is wide enough for traffic both ways. The only parking restrictions that I feel are needed are double yellow lines by the road junctions, thus allowing a good gap for cars and people to see clearly when joining Old London Rd.

If the plan to introduce charges or yellow lines has to come in, then I feel that there must be parking restrictions also introduced in Badgers Rise as well to prevent all day parking in this small residential road by commuters. e.g. no parking between 12pm and 1pm, or permit holders only.

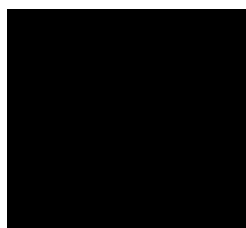
I really strongly feel that the residents of Badgers Rise and Old London Road many of which are either elderly or young children, especially in Badgers Rise, should not have to suffer the consequences of commuters parking in our road for free because of the expensive car parks of surrounding stations and the increasing fares of South Eastern Rail which is causing people to drive by car to Knockholt from as far as Gillingham and Maidstone, because rail fares become cheaper from here. It will not be fair for people to park outside other people's houses all day when they do not live around here just because they are avoiding parking costs, it will cause dangerous congestion in built up areas, accidents as there are many children around and definite animosity between commuters and residents.

I have spoken to all the residents in Badgers Rise and the nearby Old London Rd and they all have the same concerns and also feel aggrieved that we could be surrounded by parked cars, causing danger and unnecessary congestion.

I would greatly appreciate your comments on this matter.

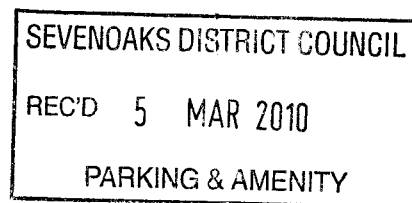
Many thanks indeed.

Yours sincerely,





Sevenoaks District Council
TRO 2009 Amendment 10
Parking & Amenity Team
Argyle Road
Sevenoaks
Kent TN13 1HG



2 March 2010

Dear Sirs

Halstead - Knockholt Station - Proposed Parking Restrictions

We have lived in Halstead since 1976 and have used, and still use, Knockholt station to travel to work. For many years there was no difficulty in parking at the station but, having said this, the station's future was in doubt because it was not well used. This has changed dramatically in the last 10 years, mainly because it the first station going towards London where it is possible to by a Travelcard enabling passengers to also use the underground & buses. This has led to many people driving to Knockholt from well outside the local area. Over the years it has also become more difficult to park in the station car park because users of the waste-transfer yard use it to park their own vehicles.

Rail passengers therefore park on north side of London Road, which does not really cause any problem, except near the station entrance and at the junction with Wheatsheaf Hill. No-one parks in Watercroft Road to use the station.

Our comments on the proposed parking restrictions are therefore as follows:-

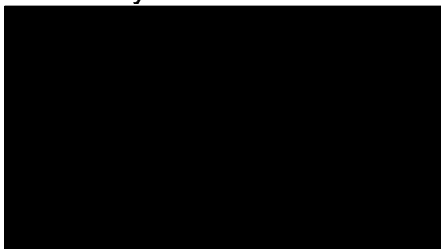
1. The only significant problem is caused by vehicles parking near the junctions, which restricts vision and is therefore dangerous. This can be solved with double yellow lines near the junctions.
2. The proposals will still allow Pay & Display parking on the north side of London Road. This will change very little & therefore appears to be just a way of raising money for the Council.
3. There is little point in restricting parking on the north side of London Road east of Wheatsheaf Hill. The road is wide and straight and parking does not cause any traffic hazard.
4. There is little point in restricting parking in Watercroft Road as it is not used by rail passengers.
5. The proposals should be considered in conjunction with measures to improve parking facilities at the station. For example the use of the land, formerly the station goods yard & now occupied by the waste transfer station, or the use of the land between London Road and the railway currently occupied (presumably illegally?) by mobile homes.

2.

6. We would happily stop driving to the station if there was a suitable bus service linking it to Badgers Mount, Halstead and Knockholt. This would not need to be a large bus but it would need to connect with trains arriving from London.

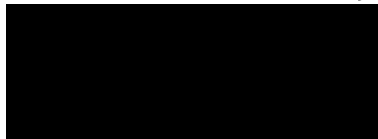
To summarise, I consider the proposals are excessive. What is needed is to put double yellow lines within a sensible distance of the London Road junctions with the station approach, Wheatsheaf Hill and possibly Watercroft Road. Also single yellow lines on the south side of London Road.

Sincerely



I travel past Knockholt train station on a number of times and have had many of near misses with ~~car~~ coming car going round parked cars and sometime cyclist. Therefore I support Mr R Simmons in plans to return the car park to his property.

Mr John Emery



SEVENOAKS DISTRICT COUNCIL
REC'D 5 MAR 2010
PARKING & AMENITY

Connor, Gary

From: [REDACTED]
Posted At: 24 February 2010 22:53
Conversation: changes to parking around knockholt station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: changes to parking around knockholt station

I agree that there needs to be more control around the junction with the station which should be double yellow lines

Re the proposal for charges on London Road , any charge for parking on the London Road should be purely enough to cover any administration of such i.e. minimal

If charges are imposed which are prohibitive , the use of knockholt station will be decreased substantially, This currently serves a valuable purpose of smoothing commuter traffic on the railways up and downstream on this line. Imposing charges will simply increase road traffic and general emissions. Sevenoaks Council should be looking to encourage switching traffic from car onto rails, as much as is possible, given the exceptional lack of provision and frequency of bus transport meeting rail transport in its area

1

If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 17 FEB 2010
PARKING & AMENITY

Formal consultation response

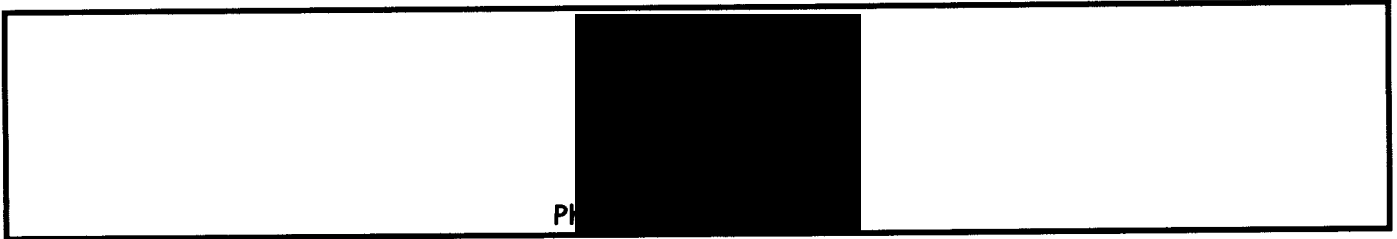
Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I am / -am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments

Separate letters attached with photos

Signed: [Redacted] Dated: *16/02/2010*



16 February 2010

Mr.A Bracey
Senior Engineer, Traffic & Parking
Sevenoaks District Council
PO Box 183
Argyle Road
Sevenoaks
Kent TN13 1GN

Dear Mr.Bracey

CAR PARKING IN LONDON ROAD, HALSTEAD

Thank you for your letter T/Halstead/4 dated 9 February 2010. My comments are set out below together with three recent photographs which are enclosed.

Whilst approving the general plan to restrict car parking, mainly by commuters, in London Road, Halstead, I am still very concerned that insufficient notice is being taken of the dangerous situation which currently obtains and which may fail to be corrected in your plan.

Your Overview of Proposals map bears no distance scale on it so it is impossible to determine exactly where the single yellow line on the north side of London Road, close to Wheatsheaf Hill, will start.

The existing problem concerns vehicles leaving Hewitts Roundabout and descending Wheatsheaf Hill to the point where it joins London Road. I drive a Renault Modus in which the seated driver's eyes are 1.2m from the front of the vehicle. Photograph "L+0" is a driver's eye view looking left when stopped at the white stripes at the bottom of Wheatsheaf Hill before emerging into London Road. The poor sight line is very obvious from this photograph. Photograph "L+1" is the driver's eye view having crept forward one metre into London Road in order to try to ascertain whether or not any traffic is approaching the crossroad from his left. You will see that this has provided a reasonable sightline to the left. However, on the day the photograph was taken the first car on the left was parked some way from the crossroad whereas on most days there would be one or two cars parked in the vacant space shown between the curved kerbstone and the first parked car. You will appreciate that, if there were one or two more cars parked by the kerbstone on the left then the sightline would be seriously reduced and vehicles emerging from Wheatsheaf Hill would have to creep much further forward before obtaining a safe view of traffic approaching from the left. This situation would therefore be worse for those vehicles where the driver's eye is more than 1.2m from the front of the vehicle and I suggest that the 1.2m for my Modus is very short compared to most other vehicles. You will understand that the lack of any scale on the sketch map you provided makes it difficult to

assess exactly where the single yellow line would start thus making it impossible to assess the true sightline that would obtain.

Photograph "R+0" is the driver's eye view looking right when paused at the bottom of Wheatsheaf Hill and before moving forward. You will see that, on this particular day, the sightline to the right was adequate for a driver to assess traffic approaching the crossroads from the right. This is not always the case as on some days drivers park their cars closer to the crossroads.

I have informed our PCSO, on more than one occasion, that I consider the lack of a decent sightline to the left for traffic emerging from Wheatsheaf Hill into London Road to be dangerous and a potential accident spot but the PCSO's view is that the sightline is adequate, a view on which I disagree.

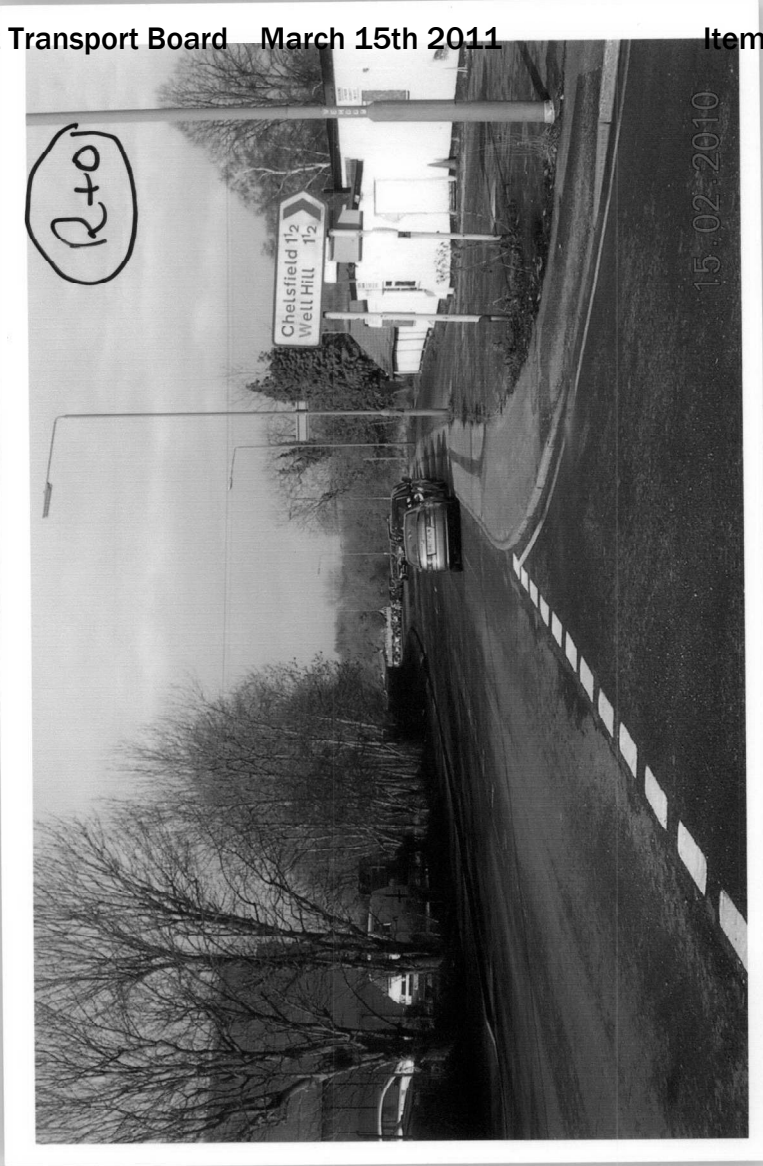
I would ask that the lack of a decent sightline as described above be taken into account when determining exactly the start point for the single yellow line on the north side of London Road, the area shown in photographs "L+0" & "L+1".

Yours sincerely



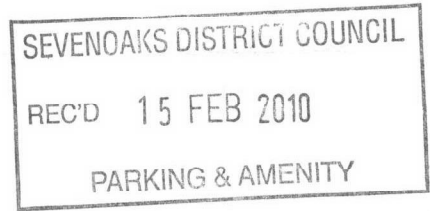






If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
As a local resident I am fully in favour of your proposals to deter all day parking by commuters to London. I have on many occasions seen situations which could have resulted in serious accidents. I hope the proposals will be put in place before a serious Accident occurs.

Signed:	[Redacted]	Dated:	12/2/10
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

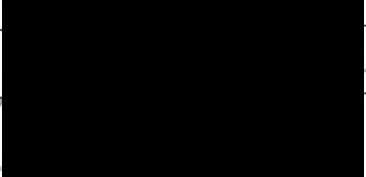
SEVENOAKS DISTRICT COUNCIL
REC'D 15 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / ~~am~~ not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
<i>It's a pity that you cannot purchase one of the unused fields by the station and turn it into a car park for the commuters.</i>

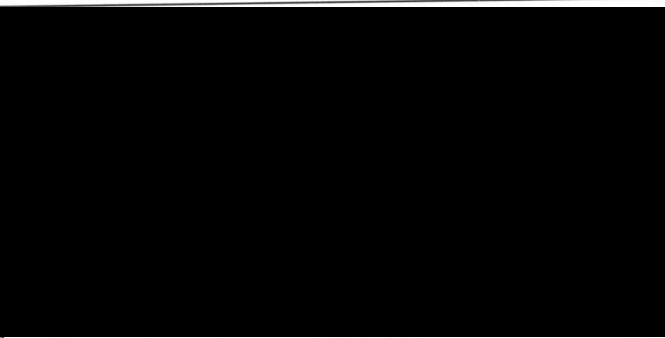
Signed:		Dated:	<i>12/2/10</i>
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

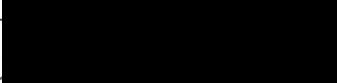
SEVENOAKS DISTRICT COUNCIL
REC'D 16 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
In THE INTEREST OF SAFETY THE PROPOSALS SHOULD BE IMPLEMENTED A.S.A.P.

Signed:		Dated:	15/02/10
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 16 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
I think this is the obvious solution

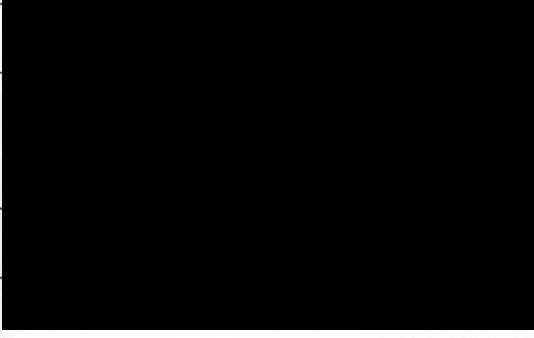
Signed:	[Redacted Signature]	Dated:	11 th Feb. 2010.
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

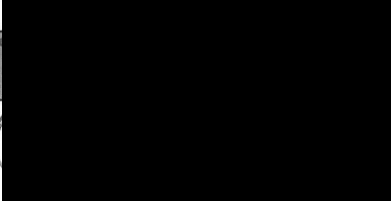
SEVENOAKS DISTRICT COUNCIL
REC'D 16 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

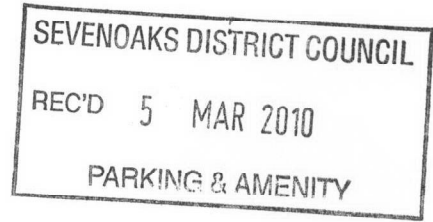
We are
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
<p>1) We are concerned that a single yellow line outside our house may not deter parking opposite our entrance. Would it be possible to have a short section of double yellow lines. Commuters may choose to avoid the main road and choose Watercroft Road, as the parking may not be policed.</p> <p>2) Seems a pity to lose the cycle route on the north side</p>

Signed: 	Dated: 14 February 2010
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
 TRO 2009 Amendment 10 - Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments
<p>More needs to be done at the station, with regards to Health & Safety. At one side of the station entrance we have large piles of earth sliding onto the road and many large lorries using the entrance to the station using the waste station. In the summer the station is a nightmare with the dust and heavy lorries using the station entrance.</p> <p>The wasteland to the right of the entrance could be used as a carpark.</p> <p>The speed limit needs reducing on Watercroft road to 30 MPH as residents have problems exiting their properties.</p>

Signed:	[Redacted]	Dated:	3/3/2010
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Bracey, Andy

From: Hawkins, Janet
Sent: 08 March 2010 12:31
To: Bracey, Andy
Subject: FW: Knockholt Train station

From: [REDACTED]
Posted At: 08 March 2010 12:12
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt Train station
Subject: Knockholt Train station

With regards to the Parking plans for Knockholt train station.

Provisions for the community living in Knockholt and Halstead should be put in place before Parking restriction are considered.

Safety

Safety for the people living in Knockholt and Halsted: there is no footpath for people to walk down to the train station from either village, this is particularly dangerous at night given there is also no street lighting. This leaves us commuters extremely vulnerable and with no police station in either village it is of grave concern for those having to risk their wellbeing to ensure we can commute to work.

Bus service

There is NOT an adequate bus service running between the villages to the train station – there are 3 trains an hour at peak time. The Bus service is nonexistent in the evening, again leaving villages commuting extremely vulnerable.

These plans only penalize those of us living in Knockholt and Halsted, they do nothing to deter the commuters who are travelling in from surrounding areas to take advantage of this station. I would urge you to come up with a scheme that allows those of us living in the villages, access to park at the train station and provide us with some type of service.

This new system is being considered due to safety concerns, I fail to see how implementing PAY and Display parking achieves this. It just seems to be another way for the council to make money from the villagers already struggling in this economic climate.

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Parking at Knockholt Station

If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 5 MAR 2010
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I am / am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments

We note that the bus stops situated between Cadlocks Hill & Watercroft Road on both sides are not shown as having 24 hour clearway - we feel that this should apply. We have also received a letter asking for support from the occupiers of Station Approach for a car park.

Signed:	[Redacted]	Dated:	1/3/2010.
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 17 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments

① I am dismayed that in an area with few cycle lanes, one side is to be removed and still feel a double yellow line ^{or 2 on sides} would be the most effective method. Will not the problem simply transfer to the "other" side leading to that cycle lane also being removed in the future. More motorists are coming than last year and now the parking is almost up to the next bus stop (which is not protected) I am not convinced the proposals will work and just go worse ^{the} protect to other parts of the road. ~~At bus stops road bus cages to protect them.~~

② A road which was good for cyclists will eventually have no cycle lanes on either side at a time when everyone is trying to encourage cycling!

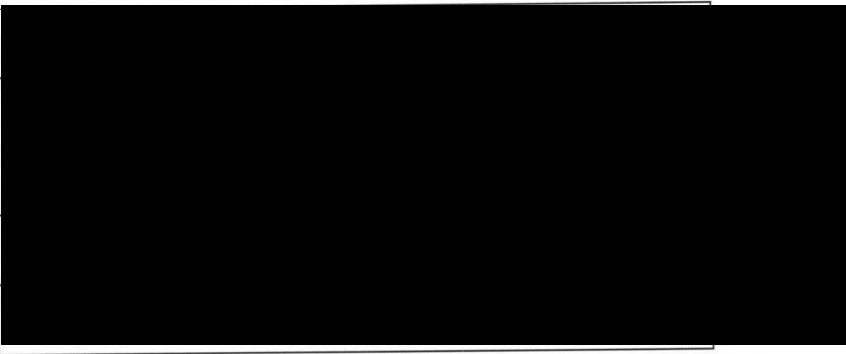
Signed:	[Redacted]	Dated:	15 2 10
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

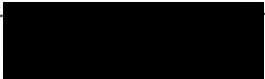
To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 15 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments	
<p>I think it's a real shame that the ultimate result of your proposals will mean the removal of the cycle lane on the north side of the road. This is simply a poke in the eye for the already shabbily treated cyclist who, at the end of the day, causes none of the problems that have led to this whole issue arising and indeed at a time when councils should be doing everything in their power to encourage cycling as a better means of transport (for a whole host of reasons, fitness, health, environment, congestion, etc. etc.). I'm very disappointed in Sevenoaks Council!!</p>	
Signed:	
Dated:	12.2.10

If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 17 FEB 2010
PARKING & AMENITY

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Knockholt station. ✓

Comments

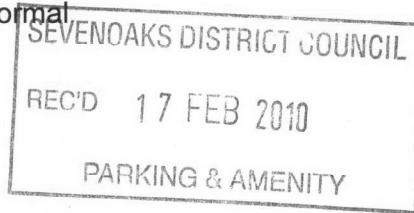
OVERALL I BELIEVE THEY ARE TOO DRASTIC, USING LINES ON JUNCTIONS - YES & THEY NEED TO BE POLICED, CYCLE LANES: ARE THEY JUSTIFIED, I CYCLE BUT DO NOT USE THEM DUE TO THE CONTOURS OF THE ROAD & DRAIN COVERS NEAR THE ROAD SIDINGS,

RE WATERCROFT RD YELLOW LINE: IF A CAR PARKS ALONG THIS ROAD AFTER 12pm How will BUSES BE ABLE TO USE THIS ROAD AS THERE WILL NOT BE ANY ROOM TO DRIVE PAST?

Signed:		Dated:	17/2/10
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If you wish to comment on the proposals, please return this completed form by 7th March 2010.

To:
TRO 2009 Amendment 10 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[REDACTED]
Address	[REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / am not (delete where applicable) in favour of the proposed changes for the Knockholt station.

Comments

WHY ARE YOU SO OBSESSED WITH YELLOW LINES:
 WHY CAN YOU NOT TAKE AWAY THE MASSIVE AMOUNT OF GRASS VERGE IN WONDON ROAD AND MAKE PROPER PARKING BAYS WITH PAY + DISPLAY WE ARE TOTALLY AGAINST YELLOW LINES IN WATERCROFT ROAD. PEOPLE WHO TRAVEL BY TRAIN EXPECT BRITISH RAIL TO PROVIDE PROPER PARKING FACILITIES FOR THEM THIS SHOULD BE DONE BY BRITISH RAIL.

+ NOT BY THE COUNCIL USING TAXPAYERS MONEY.

Signed:	[REDACTED]	Dated:	15.02.10.
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Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 14:51
Conversation: Proposed parking tax on commuters.
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Proposed parking tax on commuters.

Dear Parking & Amenity team,

It is with great anger that I write this email.

It is astonishing to hear the lies to justify ripping off commuters. The bus stop at Knockholt Station is never blocked by parking and the road is wide and straight enough to enable a very safe passage for through traffic, which is why there has never been any accidents caused by commuters roadside parking.

As for the utter nonsense that commuters only use Knockholt station to avoid paying for parking, I would like to bring to your attention that commuters already pay a very high premium for a poor train service.

Peter Fleming and Sevenoaks council always bleat on at every opportunity about how efficient and well run they are, so why if they are so efficient with our council tax money do they feel the need to impose a parking Tax on already hard hit commuters, surely their energies would be better spent trying to recover our money they invested and ultimately lost in Iceland.

This is not a road safety issue, but an easy target to raise money.

Yours Sincerely,

[REDACTED]

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Repeated

Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 08:27
Conversation: Proposed parking tax on commuters.
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Proposed parking tax on commuters.

Dear Parking & Amenity team,

It is with great anger that I write this email.

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Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 15:31
Conversation: Parking at Knockholt Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Parking at Knockholt Station

Dear Sirs

I have been a commuter for the last 26 years and travel every day from Badgers Mount to London.

Just over 2 years ago Knockholt Station was going to shut down, all of a sudden we have had the influx of people travelling from all over the place, i.e. Kemsing, Sevenoaks, Reigate etc.

I have been told that the zone 6 was moved from Dunton Green to Knockholt.

As a commuter for several years i am reluctant for the future proposal.

Have you conducted a survey to see how many cyclists use the cycle lanes.

Parking in bus stops. The bus stops now have their own parking bay and thus know one parks in that – so this is not a valid reason.

There are no residential homes where commuters park, therefore i cannot see what the problem is. People are not blocking any exists, entrances etc. I have proof of this as i have taken photographs.

The car park has now been assigned to a pay and display within the 6 months that this has been changed to a park and display it has gone up from £2.00 to £3.00 – 50% increase.

From my point of view if you put yellow lines, you will drive people away and thus the station will lose revenue and will close, i for one will go to Chelsfield and pay the amount of money for the car park as the service is much better and guarantee a train home if you need to work late.

I think someone needs to approach this with some respect and actually come and ask the question why is the station so popular now.

Also what harm is it doing?

The car park that was been provided i.e. pay and display this is taken up by the lorries who park there on a regular basis and if we wanted to park in the car park after 8.00am we are not able to do so because of the lorries, again i have evidence of this.

My proposal is to leave things as they are.

We pay enough for our train fares and this is just another way of getting money out of people.

1a.1c

[REDACTED]
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Canary Wharf
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25/02/2010



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Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 11:46
Conversation: Parking Plans for Knockholt
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Parking Plans for Knockholt

Dear Sevenoaks Council

Regarding your plans to charge for parking on the road outside Knockholt station.

May I suggest that the first action for the council should be to provide adequate policing of the area to stop criminal damage and theft of our vehicles? This should be the priority for the council to protect and provide a service for its high paying residents. Not to charge them more for this non service.

Will the council be accountable for the damage to vehicles that park in the now proposed safe and secure parking spaces that we will be charged for?

Is it not a simple possibility that the area you have outline as designated parking will mean that it's first come first serve in terms of parking? (Hard working people will be left without a means of getting to work) Will this not mean that the residents of the area will simply travel to another station down the line?

How much are you planning to charge for us to park on the road? Will this money be used to provide grit when it snows? Prevent crime or provide more adequate public services?

I would very much like to speak with the person who is proposing these new changes so that I can hear first hand the extent of the changes proposed.

Please get back to me as soon as possible,

Have a great day

[REDACTED]

Bracey, Andy

From: [REDACTED]
Posted At: 25 February 2010 20:49
Conversation: Objection to TRO 2009 Amendment 10
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Objection to TRO 2009 Amendment 10
Importance: High

I regularly park in London Road to us Knockholt station as there is no room in the Station car park .

There are no properties fronting the road where I park so I would be interested to know what comments you have received and what is the safety concern.

I agree yellow lines at junctions should be applied to improve safety and at bus stops but creating parking bays where cars already park is going to make no difference to the cyclists who you claim are at risk at the moment.

As a Sevenoaks council tax payer I object to this proposal for the following reasons:

1. the cost to Sevenoaks council tax payers will give no safety benefit 2. the cost will be ongoing - enforcing the controls , collecting the money, repairing vandalised machines (this is a lonely spot) 3. surely my cash-strapped council has better things to spend my money on - like repairing the roads!.

Yours faithfully,

[REDACTED]
nebfir. beof setting up parking bays and pay stations, sending collectors to empty/service them (assuming they haven't been vandalised in this lonely location) is a waste of my and other council tax payers moneytsd si lobely location ds meters s

Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 08:02
Conversation: Parking at Knockholt Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Parking at Knockholt Station

Dear Sirs

Although I understand that parking along London Road and Sevenoaks Road adjacent to junctions is a concern, I do not believe that all parking should be banned/ restricted.

I believe that areas that are deemed safe for on street parking should be marked out and made available free of charge.

In summary I strongly disagree with a full ban/ restriction of on street parking along the Sevenoaks and London Road.

Regards

[REDACTED]

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SE1 2ES
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Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 08:35
Conversation: Halstead - Knockholt Station Area
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Halstead - Knockholt Station Area

Dear Sirs

I am writing to object about the proposed parking restrictions around the Knockholt station area. Specifically the commuter parking management and commuter parking deterrent aspects of the proposals.

Whilst agreeing that parking at the road junctions and bus stops is not acceptable I feel that until extra parking spaces within, and in addition to, the Southeastern Car park (the current car park is unsafe due to the multiple heavy lorries using the station car park to access their site) is found then restricting the parking on the wide main road, which has limited if no residential housing on it until the Caldocs Hill area is not suitable.

Once cars are prevented from parking on the road junction as and bus stops this should resolve the main issues raised and additional restrictions seem unnecessary as they are not directly affecting residential access.

I would like to formally raise the issue that the consultation process has not been publicised widely enough to allow a fair consultation as no signs or notices can be seen around the proposed area (the station) and that it took a member of the public to highlight this issue to me personally.

Is it possible to be told the number of comments received which has initiated the process to propose such changes? What is the set threshold for received comments?

Please can you confirm receipt of this email.

Regards

[REDACTED]

Connor, Gary

From: [REDACTED]
Posted At: 25 February 2010 10:17
Conversation: KNOCKHOLT STATION - PROTEST
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: KNOCKHOLT STATION - PROTEST

Hi

I have recently been informed of your decision to install parking restrictions near Knockholt station

I am firmly against the idea, this is currently a convenient commute for me from Badgers Mount, and a major reason why people look to buy houses in the area

I appreciate something could be done about parking around the junctions, so limit the restrictions to these areas

Since the road past Knockholt station belongs to Bromley Council surely all your restrictions will create is a melee of cars on both sides of London Road near the golf club

Or worse, people will park on the road leading into Halstead or other smaller country roads, including the cul-de-sacs down London Road

A few months back the owner of the field next to Knockholt station tried to sell his space as a car park for £1 a day, he will surely attempt this again when the alternative is to pay the £3 daily charge that is no doubt being mooted by yourselves.

Your argument that people travel in to Knockholt to avoid parking charges is wrong, people commute from Knockholt as it is the last station in Zone 6, and economically people will still drive in from Sevenoaks etc because of the large jump in train fare otherwise. And because people are driving from such a distance, people will be willing to park a fair distance from Knockholt to benefit economically. Its not out of the question that Badgers Mount becomes Knockholts new free car park!!

The implications far outweigh the small benefit of introducing this scheme.

[REDACTED]

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