



SEVENOAKS JOINT TRANSPORTATION BOARD

15 June 2011 at 7.00 pm
CONFERENCE ROOM - COUNCIL OFFICE

AGENDA

Membership:

District Council Members:

Cllrs. Mrs. Davison, Edwards-Winsor, (James) London, Searles, Towell, Underwood and Williamson.

The County Councillors for the 7 County Electoral Divisions representing the Sevenoaks District:

Cllrs. Brazier, Brookbank, Chard, Gough, Lake, (John) London and Parry.

The representative from the Kent Association of Local Councils:

Cllr. Robson

Apologies for absence

1. **Minutes of the meeting of the Board held on 15 March 2011** (Pages 1 - 6)
2. **Declarations of interest**
3. **Matters Arising/Update (Including Actions from Previous Meetings)**
 - a. Actions from previous meetings
4. **Waiting Restriction Consultation Response** (Pages 7 - 16)
Laura Squires
5. **Pedestrian Guard Railing** (Pages 17 - 46)
*Hayley Baldock,
Rachel Best*
6. **Find & Fix 3 (verbal report)**

Carol Valentine
7. **Proposed Traffic Regulation Order 2009 Amendment 10a - Parking restrictions near Knockholt Station, Halstead - Results of Public Consultation** (Pages 47 - 184)
Andy Bracey

EXEMPT ITEMS

(At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.)

Please note the following reports may be of interest for information and can be found on the Sevenoaks District Council website:

1. Kent County Council's Environment, Highways and Waste Policy Overview and Scrutiny Committee meeting on 8 April 2011: C6 (Management of Obstructions on the Highway)
2. Results from the Highway Tracker Survey 2010
3. *Highway Improvement Schemes* *Andy Corcoran*
4. Sevenoaks Cycling Strategy: Update Rachel Thomas

To assist in the speedy and efficient despatch of business, Members wishing to obtain factual information on items included on the Agenda are asked to enquire of the appropriate Director or Contact Officer named on a report prior to the day of the meeting.

Should you require a copy of this agenda or any of the reports listed on it in another format please do not hesitate to contact the Democratic Services Team as set out below.

For any other queries concerning this agenda or the meeting please contact:

The Democratic Services Team (01732 227241)

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the Sevenoaks Joint Transportation Board held on
15 March 2011 commencing at 7 pm

Present: Chairman: Cllr. Brazier
Vice-Chairman: Cllr. London (James)
District Councillors: Mrs Davison, Dibsdall, Underwood, Waller and Williamson.
County Councillors: Brookbank, Gough, Lake, London (John) and Parry.
The representative from the Kent Association of Parish Councils: Cllr Robson
Apologies for absence were received from Cllr Chard.
Officers: Mr. Aspinall (KCC), Mr. Bracey (SDC), Mr. Connor (SDC), Mr. Dines (KCC), Ms. Squires (KCC) and Mrs. Beaumont (SDC).
District Cllrs. Davison, Fleming, Piper and Walshe were also in attendance.

36. MINUTES OF THE MEETING OF THE BOARD HELD ON 14 DECEMBER 2010 (Item No. 1)

Resolved: That the minutes of the meeting of the Sevenoaks Joint Transportation Board held on 14 December 2010 be approved and signed by the Chairman as a correct record.

37. DECLARATIONS OF INTEREST (Item No. 2)

Cllr Williamson declared a personal interest in Minute No. 42 as a resident of Watercroft Road.

38. MATTERS ARISING/UPDATES (INCLUDING ACTIONS FROM PREVIOUS MEETINGS) (Report No. 3)

a) Actions from Previous Meetings

Petition relating to Cold Arbor Road, Bessels Green

The local County Councillor informed the Board that he had met with residents to discuss a trial scheme of improvements for the area.

Alternative sighting of the SID in Seal Hollow Road

The Board was informed that a speed indicator device had recently been installed in the Road.

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Road Safety A25 Greatness

It was noted that the speed limit signs had been moved and an interactive sign was expected in March 2011.

Pedestrian Crossing in Main Road, Crockham Hill

It was noted that the speed indicator device had been installed and Kent Police Traffic Management Unit had arranged for additional enforcement in the area.

39. BAYHAM ROAD AND SERPENTINE ROAD PETITION UPDATE (Report No. 4)

Officers explained that the issue of speeding and road safety on Bayham Road and Serpentine Road had been surveyed and considered in consultation with the Police. Although Officers recognised the concern of residents, the area did not meet the criteria for installation of a speed indicator or a speed camera and measures would not be pursued at present.

A representative of local residents was concerned that the view of the Primary School had not been given sufficient weight with regard to safety issues on the roads. He felt that some of the tests carried out to ascertain the speed and safety of traffic on the roads were not relevant to the area and that Appendix H of the report, which highlighted indicative costs of traffic calming, was not detailed enough for Members to consider properly. He hoped that the local Kent County Council Member Highway Fund could be used to implement a solution and suggested further surveys be undertaken with regard to the cost of traffic calming.

The District Council's local Member felt that pinch points would offer a satisfactory resolution to the problems. He also emphasised the concerns of the Primary School.

A Member suggested the situation should be revisited at the next meeting of the Board. However, the Chairman was keen to make a recommendation.

Officers sympathised with residents' concerns, but explained that cuts in the capital programme meant that schemes would only be funded in areas where a proven track record could be improved upon.

Resolved: That a) results of the speed survey be forwarded to the Police for appropriate enforcement action;

b) Members note that neither Bayham Road nor Serpentine Road met the countywide criteria for installation of a speed indicator device or a speed camera;

c) the highway authority be recommended not to pursue measures specific to addressing speeding in Bayham Road and Serpentine Road at this time; and

d) the lead petitioner be informed of the decision of the Sevenoaks Joint Transportation Board.

40. SPEED LIMIT REVIEW B2042 UPDATE (A25 WESTERHAM ROAD, BESSELS GREEN TO FOUR ELMS) (Report No. 5)

The report followed previous recommendations of the Sevenoaks Joint Transportation Board to reduce speed limits on the B2042 and the receipt of a petition requesting the same.

Following consultation with the Police, Officers felt that the speed limit should be reduced to 40mph in Goathurst Common centre. Funding was being sought from the Members' Highway Fund.

It was suggested that speed detection equipment be temporarily installed in order to detect the volume and speed of traffic. The local County Councillor noted that there were other areas with similar problems which would need to be considered before funding could be allocated.

Resolved: That a) Members endorse the speed limits illustrated in Appendices C and E of the report, subject to funding and Police approval; and
b) the lead petitioner be informed of the decision of the Sevenoaks Joint Transportation Board.

41. HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT (Report No. 6)

It was noted that the majority of works on the improvements scheme had been completed or approved. The two items in Swanley were awaiting the finalisation of consultation before the work was programmed.

The Chairman thanked Members and Officers for the very satisfactory progression of the scheme.

42. PARKING, SAFETY AND CONGESTION ISSUES NEAR KNOCKHOLT STATION, HALSTEAD (Report No. 7)

The Parking Manager explained that the report requested Members to reconsider the introduction of parking restrictions and measures as a solution to manage commuter parking near Knockholt station. Officers had taken legal advice that further formal consultation was required before measures could be implemented. It was noted that the District Chief Inspector of police was in support of the proposals.

The Senior Engineer noted that the traffic situation had become significantly worse during the last year. Photographs in Appendix B of the report indicated the current situation. Parking now occurred on both sides of the road which resulted in restricted road width and unsafe traffic movements. The proposals were shown in Appendix A-E of the report and were unchanged from the previous report presented to the Board in March 2010. Members were asked to approve the scheme and further consultation.

A Member noted that Halstead Parish Council had made alternative suggestions for improving the situation which included single-yellow lines on one side of the road,

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free parking for limited periods and protection of the bus stop. Another Member suggested double-yellow lines on one side of the road.

The Senior Engineer advised that the scheme attempted to manage parking effectively rather than displace it elsewhere. He felt that the proposals had the capacity to address the problems being experienced. He also commented that there was an element of road safety and vehicle crime and that a pay and display scheme would provide the added benefit of the presence of enforcement officers whilst patrolling the area.

The Chairman noted that should the recommendation be refused, the County Council would be responsible for investigating and proposing any mitigating measures.

Resolved: That the remaining elements of the Traffic Regulation Order 2009 Amendment 10 (as per the Sevenoaks Joint Transportation Board Item No. 9 of 16 March 2010) be implemented, subject to further formal consultation of the proposals.

43. TRAFFIC REGULATION ORDERS – TRO 2009 AMENDMENT 19A – HITCHEN HATCH LANE, SEVENOAKS (Report No. 8)

The report requested reducing the length of a parking bay in Hitchen Hatch Lane by 32 metres following concerns raised by residents regarding visibility and safe egress from properties. Formal consultation had been undertaken.

In response to a query, the Senior Engineer stated that the reduction would lose six parking spaces. However, the area was not over-subscribed.

Resolved: That the comments and objections to the changes in the on-street parking Traffic Regulation Order 2009 Amendment 19a be noted and the proposals be implemented.

44. TRAFFIC REGULATION ORDERS – TRO 2009 AMENDMENT 20A – TUDOR DRIVE & WELL ROAD AREAS, OTFORD (Report No. 9)

The Senior Parking and Traffic Engineer explained that the report requested the introduction of parking restrictions in the Tudor Drive and Well Road areas of Otford to combat issues of on-street parking by non-residents associated with Otford station.

Formal consultation had been undertaken which had received a very high level of response and these were highlighted in the report. Appendix A of the report also illustrated the proposals. Some objections had been received and suggested amendments to take account of these were outlined in Appendix C of the report.

The local Member noted that residents were in favour of the introduction of yellow lines. She noted that funding existed and asked that the proposals be approved.

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In response to a request from a resident of Tudor Drive, the Senior Engineer confirmed that the proposed yellow lines outside No.s 68-74 Tudor Drive could be deleted from the proposal to accommodate parking.

In response to a query, the Senior Engineer explained that parking bays had initially been considered for the area. However, following discussions with the local Members, yellow lines were agreed to be a less intrusive solution.

Resolved: That the comments and objections to the changes to the on-street parking Traffic Regulation Order 2009 Amendment 20 be noted and the amended proposals be implemented, subject to including the omission of yellow lines outside No.s 68-74 Tudor Drive.

45. DRAINAGE UPDATE FOR SEVENOAKS (Item No. 10)

There were no updates.

THE MEETING WAS CONCLUDED AT 8:07 P.M.

Chairman

SEVENOAKS JOINT TRANSPORTATION BOARD – 15 JUNE 2011

WAITING RESTRICTION CONSULTATION RESPONSE

Report of the: Director of Kent Highway Services

Status: For Consideration

Executive Summary: This report describes the comments and objections to waiting restrictions recently advertised by Public Notice. Members are asked to consider and resolve how to proceed.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Cllr. James London

Head of Service KHS – Head of Countywide Improvements – Tim Read

Recommendations:

That Members accept the recommendations outlined in column 4 of Appendix A.

Background and Discussion

1 A public notice confirming waiting restrictions were proposed at the following locations was open for comment between 6 March and 28 March 2011.

Homedean Road, Chevening	Alban Crescent, Farningham
Berwick Way, Sevenoaks	Crampton’s Road, Sevenoaks
Oak Lane, Sevenoaks	Main Road (B258), Hextable
Emersons Avenue, Hextable	Victoria Hill Road, Hextable
Northview, Swanley	Sycamore Drive, Swanley
Towercroft, Eynsford	High Street (A225), Eynsford
Priory Lane, Eynsford	

2 No objections were received for:

Homedean Road, Chevening	Alban Crescent, Farningham
Berwick Way, Sevenoaks	Crampton’s Road, Sevenoaks
Oak Lane, Sevenoaks	

- 3 Objections were received in respect of the proposals for:
- | | |
|------------------------------|---------------------------|
| Main Road (B258), Hextable | Emersons Avenue, Hextable |
| Victoria Hill Road, Hextable | Northview, Swanley |
| Sycamore Drive, Swanley | Towercroft, Eynsford |
| High Street (A225), Eynsford | Priory Lane, Eynsford |
- 4 Appendix A to this report confirms the number of comments and objections received for each proposal and summarises the detail of these for each road.
- 5 The original proposed restrictions for all locations are attached as Appendix B.

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 6 None for Sevenoaks District Council or Kent County Council as a result of this report.

Risk Assessment Statement

- 7 None.

Conclusion

- 8 Each objection is summarised in the third column of Appendix A.
- 9 Comments in respect of the objection and officer recommendations on how to proceed are sent out in the fourth column of Appendix A.

Appendices

- A Summary of Comments Received about Proposed Waiting Restrictions.
- B Original proposed restrictions for all locations.

Sources of Information: Background papers pertaining to this report are held on KHS file.

Contact Officer: Laura Squires, Kent Highway Services
 08458 247 800

Director: **John Burr – Kent Highway Services**
08458 247 800

		<p>to park</p> <ul style="list-style-type: none"> • Many children live too far away from the school to make walking a feasible option. • Many parents drop their children off at school and continue on to work and therefore are unable to walk. • Inclement weather will lead to more people driving to school and needing to park. • People who have no alternative but to drive should be allocated permits. <p>3) The proposed restrictions do not adequately solve the problem.</p> <ul style="list-style-type: none"> • It would be more sensible to implement the waiting restrictions on the western side of the A225 to allow people to walk to school from Farningham unhindered by parked cars. • Extend the school zig-zags along the front of Ashprington as the pavement is particularly narrow at this point. <p>4) Time should be given to see if the new zebra crossing alleviates the parking problems before implementing any waiting restrictions.</p> <ul style="list-style-type: none"> • The new zebra crossing will be redundant as the proposed restrictions allow parents to park on the same side of 	
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Item No. 4 – Appendix A

		<p>the road as the school.</p> <p>5) The restrictions proposed will have little effect in alleviating the problem.</p> <ul style="list-style-type: none"> • The problem is the parents, who will continue to abuse parking restrictions. • Cars need to be prevented from driving on and blocking the pavement on both sides of the Road. <p>6) The school should implement measures to ease the school run traffic.</p> <ul style="list-style-type: none"> • Stagger school start and finish times to reduce congestion. • The school should open the car park to provide a drop-off zone. • Arrange a school bus for children living to far away to walk. 	
Priory Lane	<p>2 comments in support.</p> <p>1 comment requesting the restrictions are extended.</p>	<p>Waiting restrictions on this junction will improve visibility.</p> <p>The double yellow lines on the northern side of Priory Lane should be extended past the entrances to The Priory. The resident suggests that vehicles often obstruct the highway and visibility from the driveways.</p>	<p>The restrictions will serve to keep the junction clear and allow safe manoeuvring for vehicles entering and exiting Priory Lane. It would not be possible to extend the proposed restrictions without re-advertising.</p> <p>Recommendation: That restrictions be implemented without change.</p>
Towercroft	<p>1 objection requesting an alteration to the no waiting times.</p>	<p>The resident requested that the no waiting times in Towercroft mirrored those proposed on the High Street and only restricted parking between 8:30am-9:30am</p>	<p>Recommendation: Reduce the time restriction for no waiting to Monday – Friday 8:30am- 9:30 and 3pm-4pm.</p>

		and 3pm-4pm. The resident also requested that signs were positioned next to lamp posts and not in front of properties.	
Main Road, Emersons Avenue & Victoria Hill Road, Hextable	<p><u>General Comments:</u></p> <p>1 comment in support of all restrictions.</p> <p>1 objection to all restrictions.</p>	<p><u>General Comments</u></p> <p>Resident feels waiting restrictions will improve safety at the junction.</p> <p>Resident believes these restrictions will be ignored along with the existing restrictions.</p>	<p><u>General Response to all restrictions</u></p> <p>These proposals are Member Highway Fund requests by Mr Robert Brookbank. The restrictions will serve to keep the junctions clear and allow safe manoeuvring for vehicles entering and exiting the junctions of Victoria Hill Road and Emersons Avenue with Main Road. Vehicles should not be parked on the junction, as stated in the Highway Code, in order to allow safe passage for vehicles.</p> <p>Recommendation: The restrictions are introduced without change.</p>
Main Road	8 objections	<p>The main comments made in objection to the proposed restrictions were as follows:</p> <ol style="list-style-type: none"> 1) The parking will be displaced into the side roads hindering residents. 2) Introducing waiting restrictions will increase the speeds of vehicles travelling along Main Road. 3) The Methodist Church in Main Road has no off-road parking. Waiting restrictions would have a detrimental effect on the activities held in the church throughout the week. 4) Concerns for disabled patients and those with small children visiting Hextable Surgery. 	<p>Recommendation: Please see general response above.</p>

	1 comment requesting the restrictions are extended.	<p>5) The waiting restrictions would detrimentally affect the prosperity of businesses along Main Road.</p> <p>The resident requested that the proposed waiting restrictions on Main Road currently finish at the start of his property boundary, however he has requested that they should be extended further along Main Road as far as the far side of Hextable Surgery with a disabled bay as continuation of the waiting restrictions.</p>	
Victoria Hill Road	1 comment requesting the restrictions are extended to include Stuart Close.	The resident requested that consideration needed to be given to Stuart Close, which is accessed via Victoria Hill Road. Resident feels that more parked vehicles will be displaced to this junction and will detrimentally affect the visibility when negotiating this junction.	Recommendation: Please see general response above.
Emersons Avenue	<p>1 comment in support</p> <p>3 objections unless waiting restrictions are extended.</p>	<p>Waiting restrictions would improve the safety of this junction.</p> <p>The residents feel that only introducing waiting restrictions at the junction would reduce the safety as those that currently park there would be displaced further down Emersons Avenue. The residents both request that the waiting restrictions are extended along the entire length of Emersons Avenue on either both or one side of the road.</p>	Recommendation: Please see general response above

<p>Sycamore Drive/ Northview, Swanley</p>			
<p>Sycamore Drive/ Northview</p>	<p>1 objection</p>	<p>Many Residents do not have access to off-road parking.</p>	<p>This proposal is a Member Highway Fund request by Mr Robert Brookbank. The restrictions would improve safety at the junctions and over the brow of the hill. Recommendation: The restrictions are introduced without change.</p>

Appendix B – Plans Showing Original Proposals

Contents

1. Homedean Road, Chevening
2. Alban Crescent, Farningham
3. Main Road junction with Emersons Avenue, Hextable
4. Main Road junction with Victoria Hill Road, Hextable
5. Cramptons Road junction with Berwick Way, Sevenoaks
6. Oak Lane, Sevenoaks
7. Sycamore Drive junction with Northview, Swanley
8. High Street/Priory Lane/Towercroft, Eynsford

Subject:	Sevenoaks Pedestrian Guardrailing Assessment
Director/Head of Service:	Director of Kent Highway Services
Decision Issues:	These matters are within the authority of the Kent County Council
Decision:	Non-key
CCC Ward/KCC Division:	Sevenoaks Kippington and Sevenoaks Town & St Johns
Summary:	<i>The Board is asked to consider and comment on the proposals to manage sections of guard railing in Sevenoaks</i>
To Note	The proposals as identified in the attached report and suggest changes or amendments
Classification:	THIS REPORT IS OPEN TO THE PUBLIC

Introduction

1. On behalf of Kent Highway Services, Jacobs have carried out a survey of pedestrian guardrailing in Sevenoaks and are seeking comments on proposals to remove sections of guardrailing from some sites. The proposals are outlined in Appendix B.

Background

2. There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst still maintaining road safety. Government is encouraging communities to assess street clutter and determine what improvements can be made.
3. It is recognised that where pedestrian guardrailing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints. Indeed poor guard railing can lead to an increase in pedestrian crashes.
4. The main purpose of guardrailing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guardrailing can also be used to offer some protection to pedestrians at locations where the swept path of large vehicles, such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.
5. Appendix A is a report with the recommendations along with illustrated diagrams detailing retention and removals. Ringway would be carrying out the removals with the panels being recycled. If decorative or ornate railings and

panels are highlighted for removal the Borough Council will be able to retain these for repairs or future use.

Options available

6. Members of the Board can:
 1. support the proposals to remove guardrailing at the sites identified in Appendix A
 2. recommend amendments to the proposals for re-assessment
 3. reject some/all of the proposals

Implications

Financial

7. Funding will be provided by Kent Highway Services. A budget allocation has not been secured next financial year specifically for this commission.

Programming

8. It is proposed to undertake the works on a site by site basis where damage has occurred to existing barrier to achieve value for money and efficiency.

Conclusion

9. The removal of guardrailing which is not required for pedestrian safety or for other reasons is in line with national guidance to de-clutter streets. It will also reduce on-going maintenance costs and help improve the appearance of the public realm.

Contact Officer

Rachel Best 08458 247 800

Appendices

Appendix A – Full report

Appendix B – Drawing showing locations of guardrailing and summary of recommendations

Kent Pedestrian Guard Railing Assessment

Sevenoaks – Report for Consultation




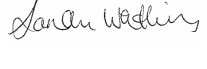
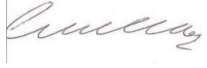
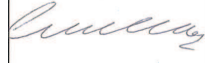
October 2010

Project Number B1555300

Agenda Item 5

Document control sheet **BPP 04 F8**

Client: Kent Highway Services
 Project: Kent Guard Railing Assessment Job No: B1555300
 Document Title: Sevenoaks Guard Railing Assessment

	Originator	Checked by	Reviewed by	Approved by
ORIGINAL	NAME R. Fletcher	NAME S. Watkins	NAME G. Williams	NAME G. Williams
DATE 20 October 2010	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
Document Status				

REVISION	NAME	NAME	NAME	NAME
DATE	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE
Document Status				

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Document Status				

Contents

1. **Foreword**
2. **Methodology**
3. **Site Conclusions / Recommendations**

1

Foreword

There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst still maintaining road safety. It is recognised that where pedestrian guard railing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints.

Guard railing can be the right solution when the objectives of installing it (and in the right amount) are fully considered. The main purpose of guard railing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guard railing can also be used to offer some protection to pedestrians at locations where the path of large vehicles, such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.

Focusing on Sevenoaks town centre a Safety Auditor from Jacobs Engineering UK Ltd assessed the existing pedestrian guard railing. This report contains recommendations to retain, partially remove or wholly remove pedestrian guard railing from 8 sites across Sevenoaks.

2

Methodology

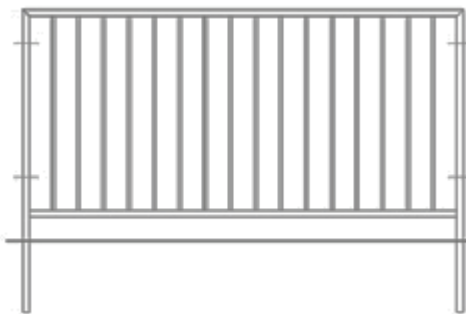
The assessments were conducted within an approximate 750metre (820yard) radius (1 mile diameter) of the High Street to incorporate the main pedestrian thoroughfares in the town centre (see figure 1). Following a request from T & D the assessment was extended to cover the pedestrian guard railing in the vicinity of the Sevenoaks railway station.

Each site has been assessed by a fully qualified road safety auditor and a road safety engineer. Records of each site will be maintained by the KHS Signs, Lines and Barriers Asset Manager.

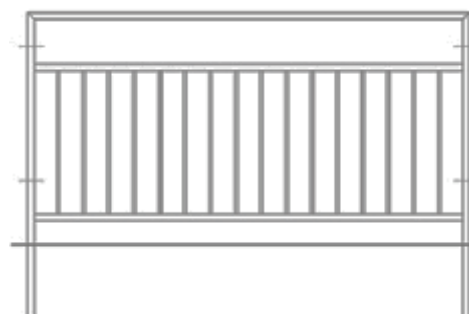
The surveys have allowed sufficient adjacent road space to be included; the exact length of road surveyed to make up a site has been dictated by the existence of side roads, major entrances / exits and the current extent of the existing guard railing.

The type of pedestrian guard railing assessed has been categorised into one of three types as shown below:

Standard type



'See through' type



Decorative type



The decorative type of railing has a number of variations.

The site assessment was conducted by assessing the effectiveness of individual guardrails within the site and effectiveness as a whole. Photographs were taken and all technical data pertaining to the site was recorded including guard rail measurements, carriageway and footway width, proximity of junctions, type of pedestrian crossing and proximity to other crossings etc. Local trip attractors and generators have also been identified to assess pedestrian desire lines.

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Where appropriate the width of the carriageway and its arrangement into lanes has been recorded as this relates to the degree of difficulty that people have in crossing.

The width of the available footway has also been taken and consideration given to the effect the guard railing has on reducing the effective footway width.

Illustrated diagrams indicating pedestrian guardrail locations, any proposals to install additional guardrail panels, the replacement of any damaged panels and to remove or retain the guardrails have been included.



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3

Site 1 Location:

Site 1 is located on the A225 Tonbridge Road outside the Sevenoaks School and the junction with Oak Lane.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
			Yes

Conclusions / Recommendations

The guard railings are located outside the Sevenoaks School and the junction with Oak Lane. During peak times there is a high volume of vehicular traffic and the Pelican Crossing at the site has a high volume of pedestrian movement, in particular school children.

The post and railing type of panel installed offers little benefit as a guide or protective device for either pedestrians or vehicles.

The general condition of the post and railings are fair.

- **It is recommended to remove the post and railing at site 1.**

Illustrated Diagram of site 1



A225 Tonbridge Road

15 posts and 15 rails

3 posts and 2 rails

11 posts and 10 rails

5 posts and 4 rails

13 posts and 12 rails

18 posts and 9 rails

Site 1 Location:
At the junction with A255
Tonbridge Road and Oak Lane

Pedestrian Guard Railing
Remove -

5 m

© 2010 Microsoft Corporation © 2010 Earth

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Site 2 Location:

Site 2 is located at the junction with the A224 London Road/Tubs Hill and Hitchen Hatch Lane.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
	Yes		

Conclusions / Recommendations

The pedestrian guard railings are located outside the railway station where there is a high volume of vehicular traffic and the Pelican Crossing at the site has a high volume of pedestrian movement.

The majority of the pedestrian guard railing at the site offers little benefit as a guide or protective device and is mainly utilised by cyclists for securing their bicycles to the railing. Site observations revealed a high number of pedestrians not using the controlled crossing but instead are crossing diagonally across the road to and from the railway station entrance.

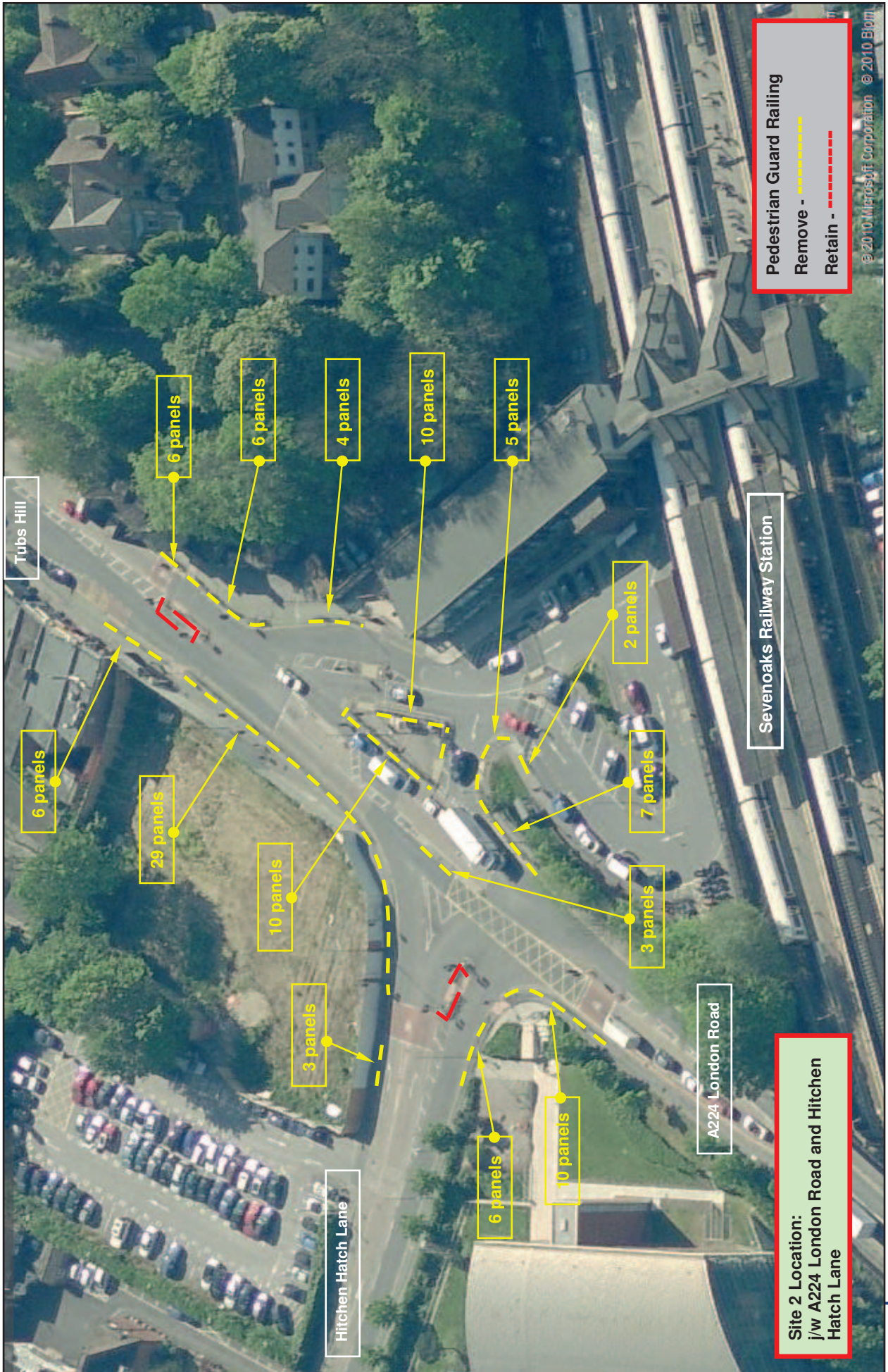
These movements' results in the pedestrians walking for a significant distance on the carriageway as the existing pedestrian guard rails prevent access onto the nearest footway.

The footway at the site varies between 1.5 - 4.5metres

There needs to be prior notification of the proposed guard rail removal date issued to cyclists.

- **It is recommended to partially remove the pedestrian guard railing at site 2.**
- **Issue prior notification to cyclists of the proposed guard railing date of removal.**

Illustrated Diagram of site 2



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Site 3 Location:

Site 3 is located at the junction with the A225 Dartford Road and the B2019 Seal Hollow Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

The pedestrian guard railing is located at a complex junction and links two Zebra Crossings, one located at the junction with A225 Dartford Road and the other approximately 15metres away on the B2019 Seal Hollow Road.

The guard railings guide pedestrians from the A225 Dartford Road footway away from the northern and southern exit and entry points of Seal Hollow Road to a safe point at the Zebra Crossing on Seal Hollow Road and visa versa.

The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

- It is recommended to retain the pedestrian guard railing at site 3.

Illustrated Diagram of site 3



Site 3 Location:
i/w A225 Dartford Road and the B2019
Seal Hollow Road

Pedestrian Guard Railing
Retain - - - - -

A225 Dartford Road

B2019 Seal Hollow Road

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Agenda Item 5

Site 4 Location:

Site 4 is located at the junction with the A225 Dartford Road and Suffolk Way/Pembroke Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

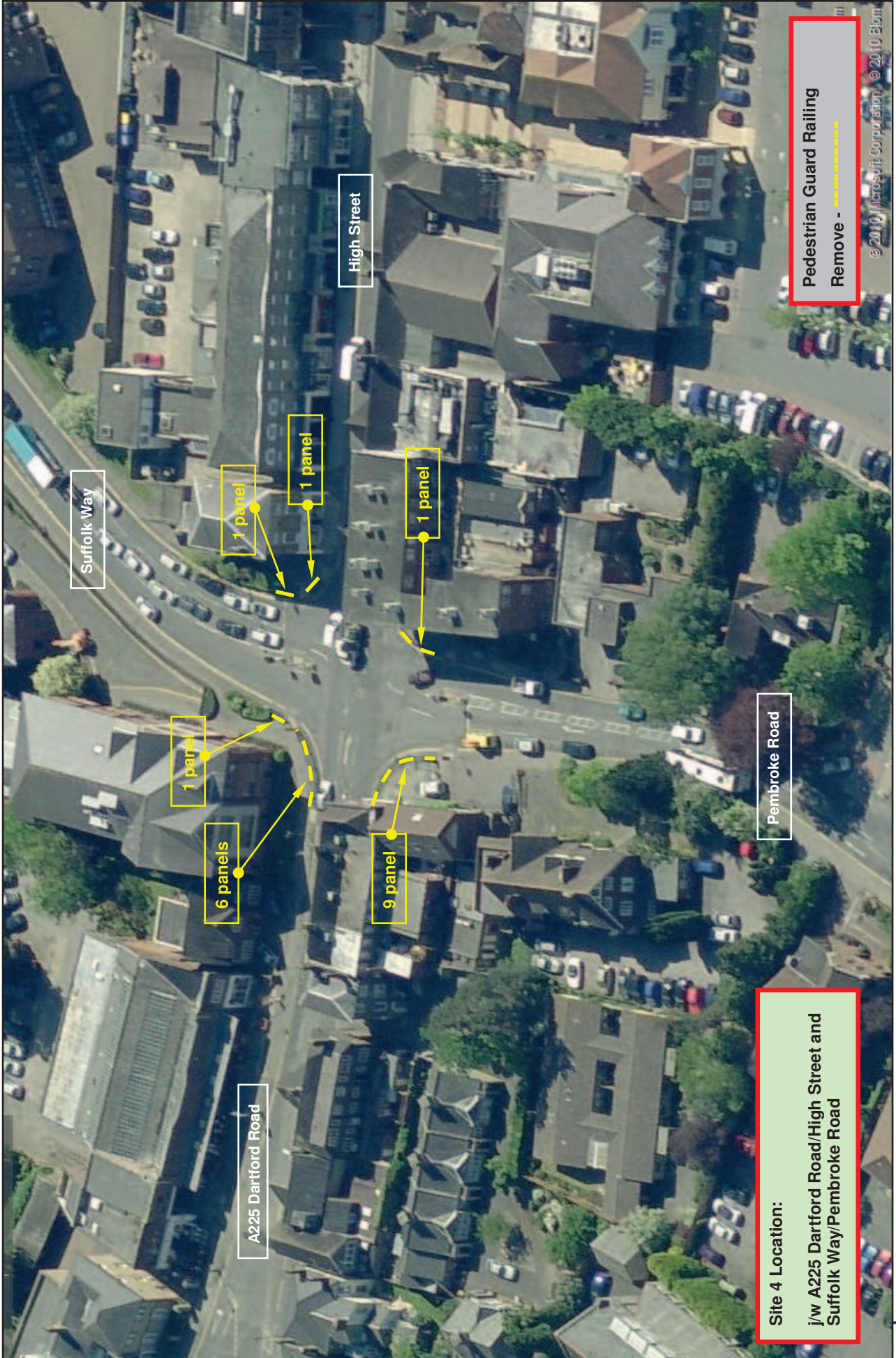
The junction is controlled by an automatic traffic light system with uncontrolled pedestrian crossings.

The pedestrian guard railings at this site offer little benefit as a guide or protective device.

The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

- **It is recommended to remove the pedestrian guard railing at site 4.**

Illustrated Diagram of site 4



Agenda Item 5

Site 5 Location:

Site 5 is located on the A225 High Street out side the Tesco Metro.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

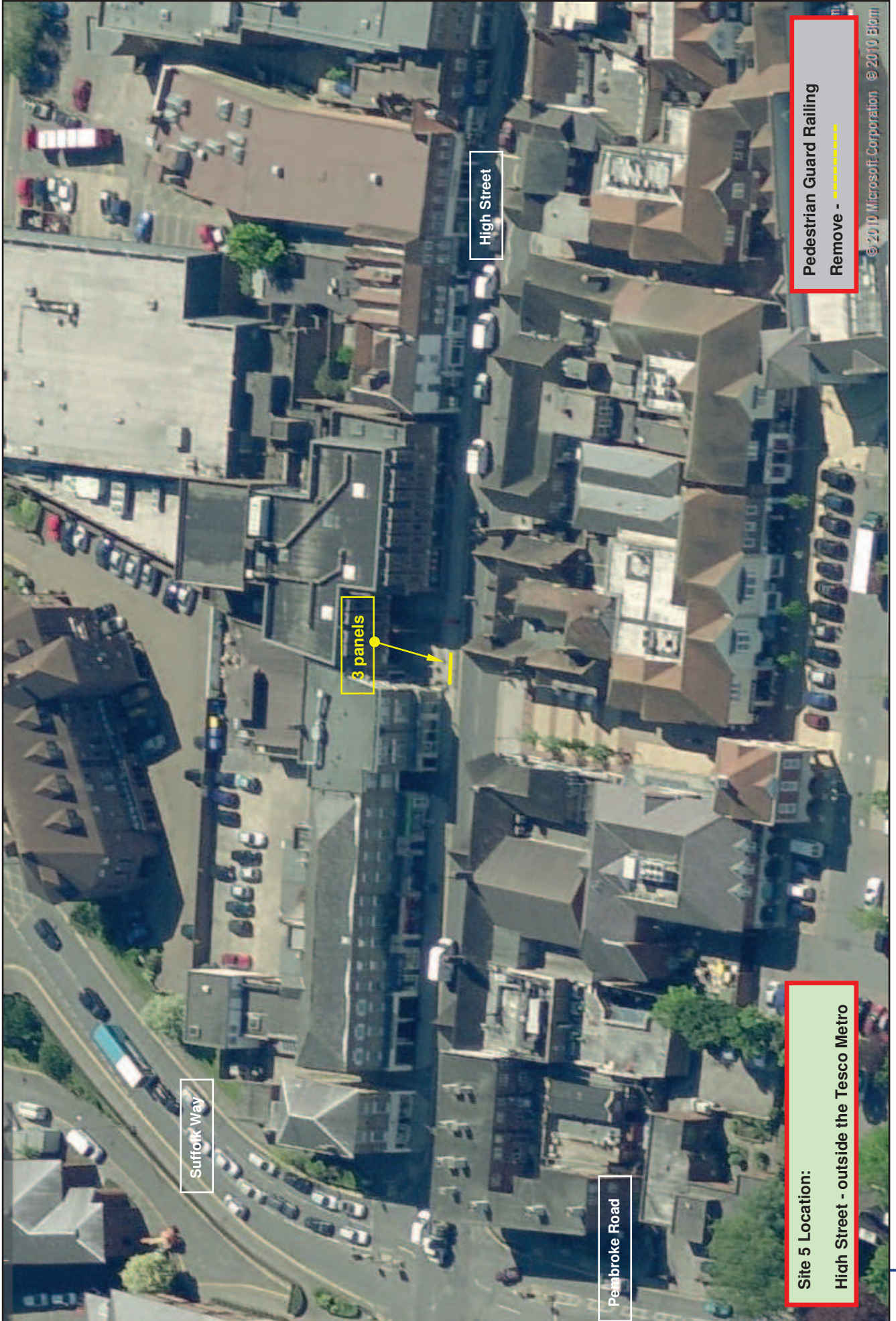
Conclusions / Recommendations

There are only 3 pedestrian guard railing panels at this site which offer no benefit as a guide or protective device

The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

- **It is recommended to remove the pedestrian guard railing at site 5.**

Illustrated Diagram of site 5



Pedestrian Guard Railing
Remove -

Site 5 Location:
High Street - outside the Tesco Metro

High Street

3 panels

Suffolk Way

Pembroke Road

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Agenda Item 5

Site 6 Location:

Site 6 is located on the A225 High Street out side the Tesco Metro.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

There are 9 pedestrian guard railing panels located on the western side footway at the Pelican Crossing and no guard railings on the eastern side, the 9 railings offer no benefit as a guide or protective device, as pedestrians were observed crossing the road all along the High Street.

The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

- It is recommended to remove the pedestrian guard railing at site 6.

Illustrated Diagram of site 6



Agenda Item 5

Site 7 Location:

Site 7 is located on the A224 London Road opposite the shop, Hospice of the Weald.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
Yes	Yes		

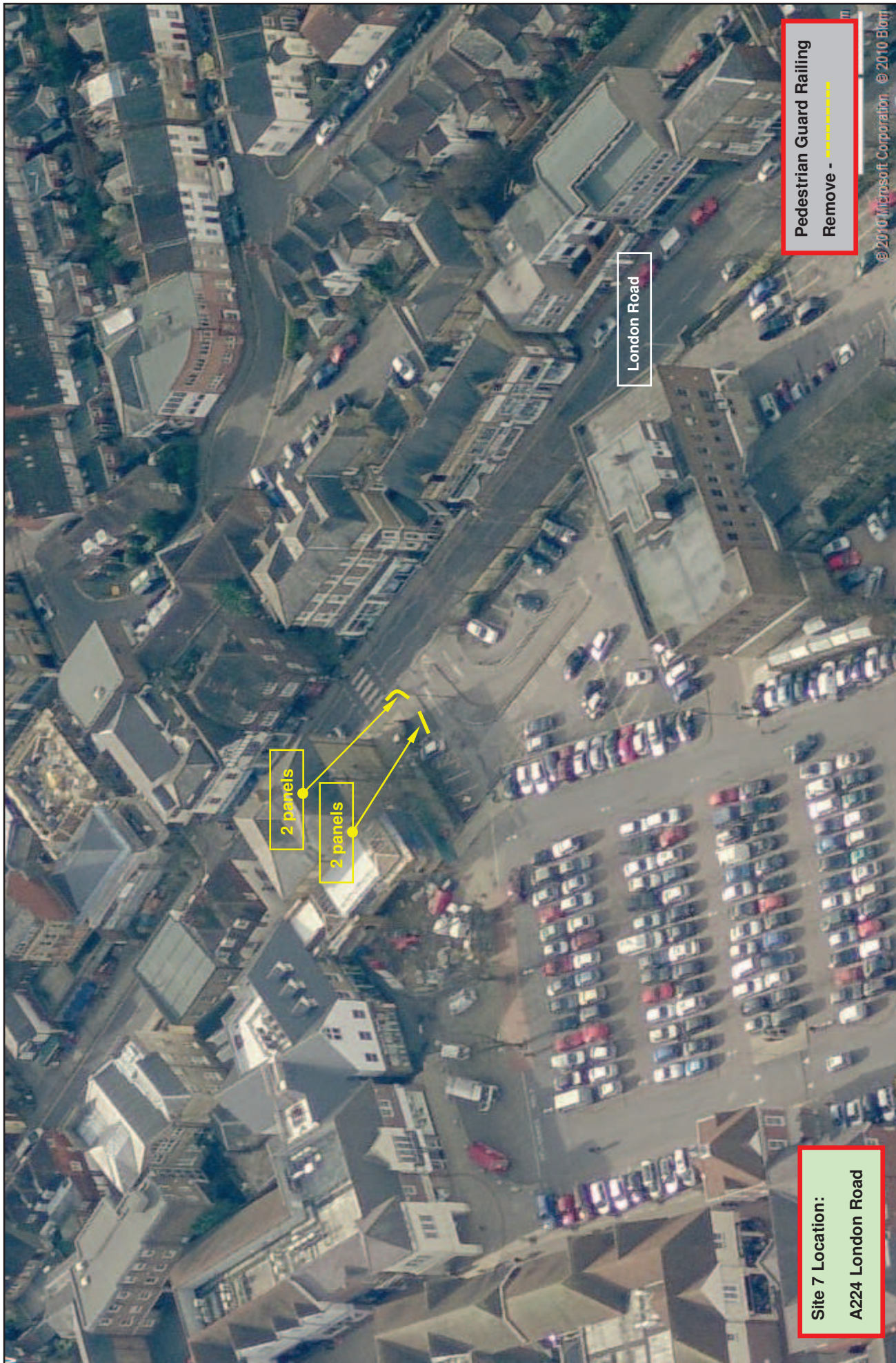
Conclusions / Recommendations

There are 2 pedestrian guard railing panels located on the eastern side footway at the Zebra Crossing and no guard railings on the western side. There are also 2 panels located immediately inside the entrance to the car park which offer no benefit as a guide or protective device.

The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

- **It is recommended to remove the pedestrian guard railing at site 7.**

Illustrated Diagram of site 7



Agenda Item 5

Site 8 Location:

Site 8 is located at the junction with A224 London Road and Pembroke Road/Argyle Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

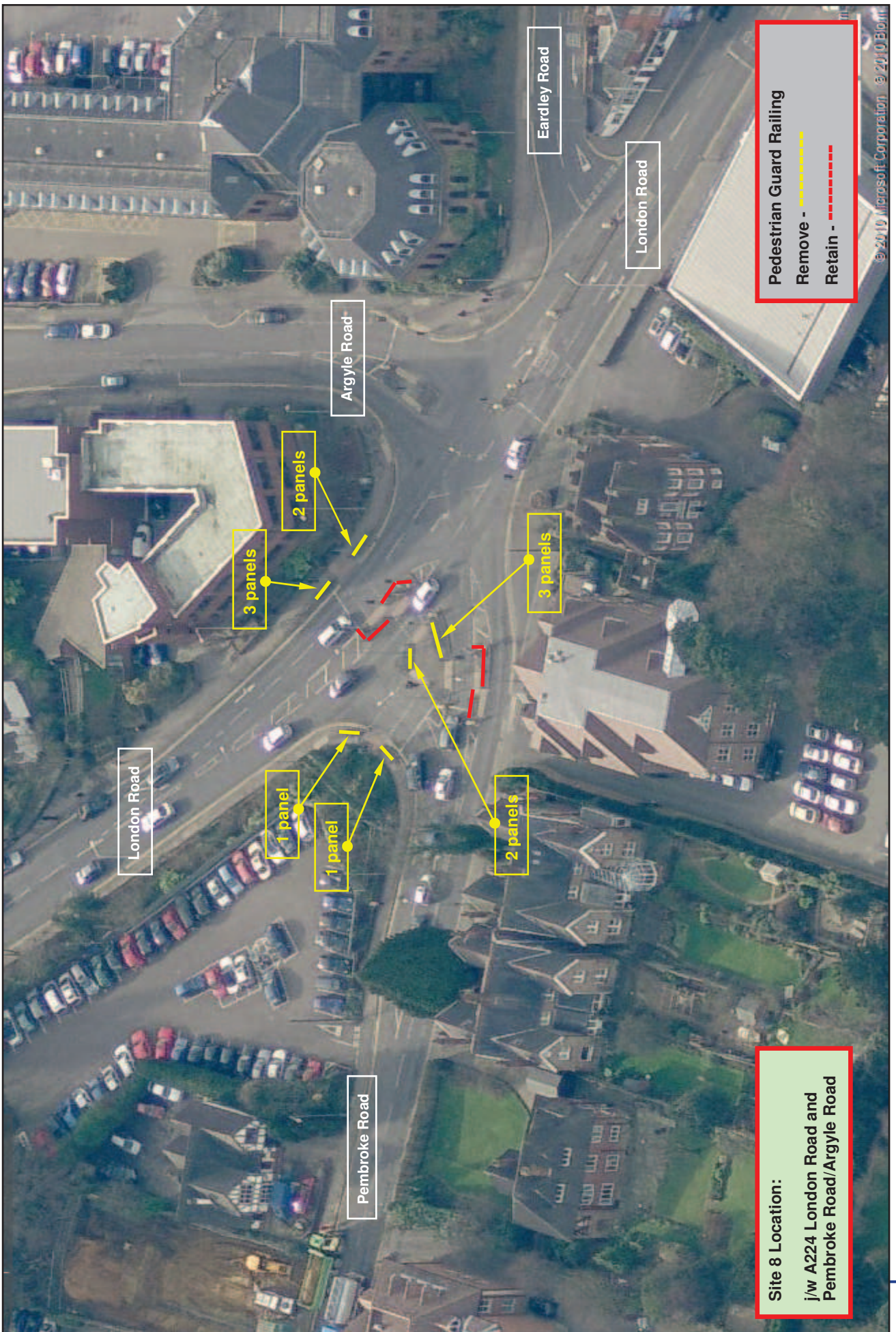
Conclusions / Recommendations

The site is located at a large busy crossroad junction with moderate pedestrian movements. The junction has three refuge island crossing points of which two are controlled, with the centre island guard railings and the footway railings offering little benefit as a guide or protective device.

The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

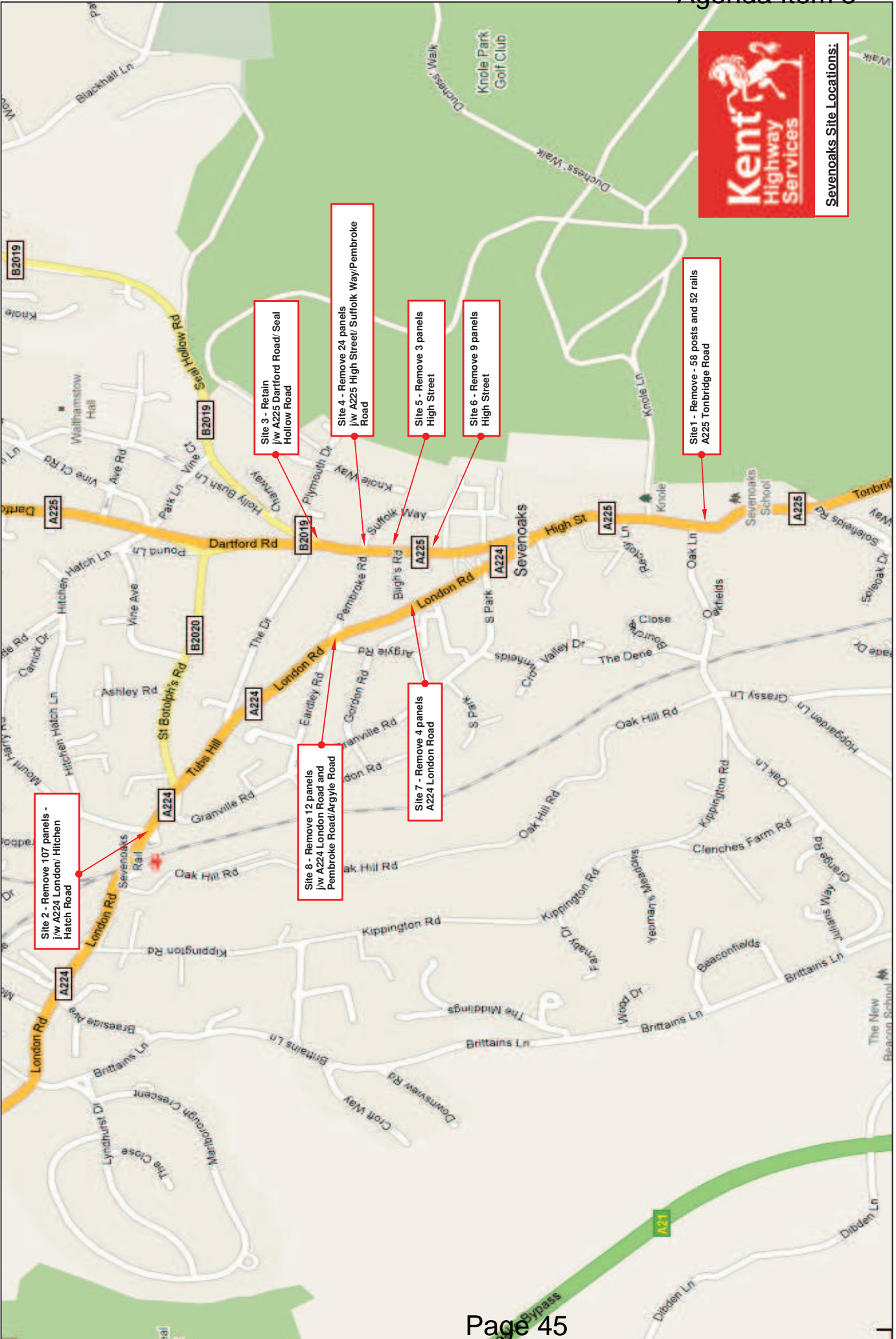
- **It is recommended to remove the pedestrian guard railing at site 8.**

Illustrated Diagram of site 8





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Site 2 - Remove 107 panels -
j/w A224 London/ Hitchen
Hatch Road

Site 3 - Retain
j/w A225 Dartford Road/ Seal
Hollow Road

Site 4 - Remove 24 panels
j/w A225 High Street/ Suffolk Way/Pembroke
Road

Site 5 - Remove 3 panels
High Street

Site 6 - Remove 9 panels
High Street

Site 1 - Remove - 58 posts and 52 rails
A225 Tonbridge Road

Site 8 - Remove 12 panels
j/w A224 London Road and
Pembroke Road/Argyle Road

Site 7 - Remove 4 panels
A224 London Road

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SEVENOAKS JOINT TRANSPORTATION BOARD – 15 JUNE 2011**Proposed Traffic Regulation Order 2009 Amendment 10a - Parking restrictions near Knockholt Station, Halstead – Results of Public Consultation**

Report of the: Community and Planning Services Director

Status: For decision

Executive Summary: This report brings to Members' attention the outcome of formal public consultation undertaken in respect to proposals to deal with parking along London Road, Halstead, in the vicinity of Knockholt station and requests that Members consider approving of the proposals for implementation.

This report supports the Key Aim of safer communities and the effective and efficient use of resources.

Portfolio Holder Cllr. Hunter

Head of Service Head of Environmental and Operational Services – Mr. Richard Wilson

Recommendation: It be RESOLVED that;

the comments and objections to the changes in the on-street parking Traffic Regulation Order 2009 Amendment 10a be noted and that the proposals be approved for implementation.

Introduction

- 1 Following formal consultation, In March 2010, Members of this Board considered a package of proposals to address commuter parking issues in London Road, Halstead, in connection with Knockholt Station and to improve road safety at junctions along London Road, and other associated improvements.
- 2 The safety-related measures only were approved for implementation by Kent Highways Services. These were installed in March 2011.
- 3 Since March 2010, the parking situation had worsened along London Road near the station and in areas where proposals were not to be implemented. In view of this, at the meeting on 15th March 2011 Members approved, for formal public consultation, proposals to deal with the deteriorating parking situation.
- 4 The proposals were subsequently advertised from 7th to 30th April 2011.

- 5 This report brings the results of the consultation to Members for consideration.
- 6 Plans detailing the proposals (Appendix A), as approved at the meeting on 15th March, will be displayed at the meeting along with the draft Traffic Regulation Order 2009 Amendment 10a.

Results of 2nd Formal Consultation

- 7 The responses from the 2nd formal consultation on the proposed parking changes show a mixed response – with stronger support for parking restrictions and management from local residents than from commuters.
- 8 The full text of the responses received are attached as Appendix C.
- 9 The proposals were broken down in to four areas, with responses as follows;

London Road & Sevenoaks Road

In support	Against	No view
38	17	3

Old London Road

In support	Against	No view
41	16	4

Watercroft Road

In support	Against	No view
42	14	4

Cadlocks Hill (at the junction with Watercroft Road)

In support	Against	No view
47	12	2

- 10 We also received 40 “other” responses that could not be directly classified as in favour or against proposals, often suggesting alternative solutions to the parking issues, or raising unconnected Highway or Planning issues.
- 11 Amongst the “other” responses there were a number of comments suggesting that the south side of Sevenoaks Road, London Road and Old London Road should have the restrictions as proposed, but that the parking bays on the north side should be omitted (as free unregulated parking) or be marked as parking places with no time restriction or charges, as this would maintain patronage of the station and maintain the viability and frequency of rail services stopping at Knockholt station.
- 12 There were comments that the proposal to introduce pay and display parking should be dropped as it seemed to be a revenue raising exercise on behalf of the District Council.

- 13 However, there were calls from residents of Knockholt and Halstead for permits to be issued to residents of those parishes to enable them to have discounted parking or parking areas reserved for permit holders only.
- 14 A number of comments suggested that off-street parking near the station could be increased, either by allowing full usage of the station car park (by removing the waste-transfer company), by developing land to the north side of the road or railway or by developing land (under compulsory purchase) within the curtilage of the Broke Hill Golf Club
- 15 There are several issues that make these additional comments impractical for the District Council;
- the station car park is privately owned and managed and the tenancy of that car park is a private issue. Also it falls outside the District Council's boundary and is part of the London Borough of Bromley;
 - all of the land to the north of the road is privately owned and some of that land also falls within the London Borough of Bromley. The land to the north of the road that is within the Sevenoaks District would not be suitable to be developed as a formal car parking area;
 - the development of land to a parking area within the bounds of Broke Hill golf course would entail the development of an area understood to be 'green belt' and also would entail the acquisition of the land by the District Council – something that the District Council has neither the funds or the requirement to do.
- 16 The District Council is only in a position to introduce restrictions and controls if there is no cost to the authority for the implementation or enforcement. The District Council's proposals included pay and display parking as a method of recovering the initial costs and the ongoing enforcement overheads.
- 17 Bromley Council commented on the proposals, objecting on the grounds that the proposals could cause displacement back to areas near to stations within their Borough where parking controls have already been introduced.
- 18 Two representatives from Kent Police commented in support of the proposals;
- PC Cave of the Traffic Management section commented that proposals to reduce the congestion and increase vehicle flow could have the effect of raising vehicle speeds from those currently observed;
 - PS O'Toole from the local policing team commented in support of the proposals and the assistance that patrols of parking bays in the area would have in reducing vehicle crime.
- 19 Arriva, the main bus company in the area welcomed the proposals.

- 20 There were other points raised during the consultation;
- there were calls from groups representing cyclists for the existing advisory cycle lanes to be converted to mandatory cycle lanes. It should be noted that mandatory cycle lanes would require parking to be excluded along their lengths. (The provision of cycle facilities is an issue for the Highway Authority to consider);
 - there were calls for better footway provision (and associated street lighting) from Knockholt and from Pratts Bottom as this would encourage pedestrian movements to and from the station (at present there is no continuous footway route from either location);
 - that speed of traffic along the road was still a concern when parking did not occur;
 - that the large number of waste lorry movements meant that there were high levels of dust and mud near the station and that road sweeping was hindered by the parking;
 - that the road surface was generally in poor condition and required maintenance;
 - that house prices in London made it impossible for low paid staff to live near to their workplaces and that they had no option but to commute.

Recommendations

- 21 At the meeting of this Board on 15th March 2011 it was resolved: “that the remaining elements of the Traffic Regulation Order 2009 Amendment 10 (as per the Sevenoaks Joint Transportation Board Item No. 9 of 16 March 2010) be implemented, subject to further formal consultation of the proposals.”
- 22 It should be noted that this is the second time that the District Council has brought proposals relating to parking issues in the area of Knockholt station to this Board for consideration. Significant costs in terms of officer time have been incurred in preparing the proposals, undertaking public consultation and reporting to this Board both on this occasion and previously in March 2010.
- 23 The current proposals were brought to the Board for approval in March 2011 at the request of the Chairman in response to requests for action to resolve the parking issues affecting the highway. The District Council has progressed these proposals on behalf of Kent Highways Services on the basis that costs incurred would be recovered through the pay and display element of the proposals. If the scheme as advertised is approved without the inclusion of the pay and display element, the District Council will have undertaken further work on behalf of the County Council for which it may seek recovery of costs already incurred. Responsibility for implementation and, if necessary, any

further investigation and consideration, would then pass to Kent Highways Services as the main issues relate to the safe use of the highway.

- 24 It should be noted that income from sources such as pay and display helps offset expenditure for on-going line and sign maintenance for all parking and waiting restrictions throughout the district. Under the terms of the Agency Agreement, responsibility for maintenance falls to the District Council irrespective of whether the restrictions result from District or County proposals.

Key Implications - Financial

- 25 The cost of implementing the whole scheme will be met from the on-street parking account, provided that the pay & display element of the scheme is approved.
- 26 The estimated cost of introducing all of the proposals is £25,000, which reflects the extensive changes to road markings over approximately 2.2km of road, the required signing, the purchase and installation of four Pay & Display machines and some necessary kerbing works.
- 27 If any of the elements of the scheme were to be introduced without the means of cost recovery, the costs would need to be met by the Highway Authority.
- 28 The pay and display charges will be set at the same tariff level as for Swanley, tariff A4 which is 60p for up to 4 hours and £3.00 for all day parking,

Community impact and outcomes

- 29 The proposals will improve the parking situation in the area to the benefit of local residents and all users of the main road by the station.

Legal, Human Rights, etc.

- 30 The procedures appropriate to the promotion, advertisement and introduction of a traffic regulation order (as set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been followed and exceeded.
- 31 There are no human rights issues or implications.

Risk Assessment Statement

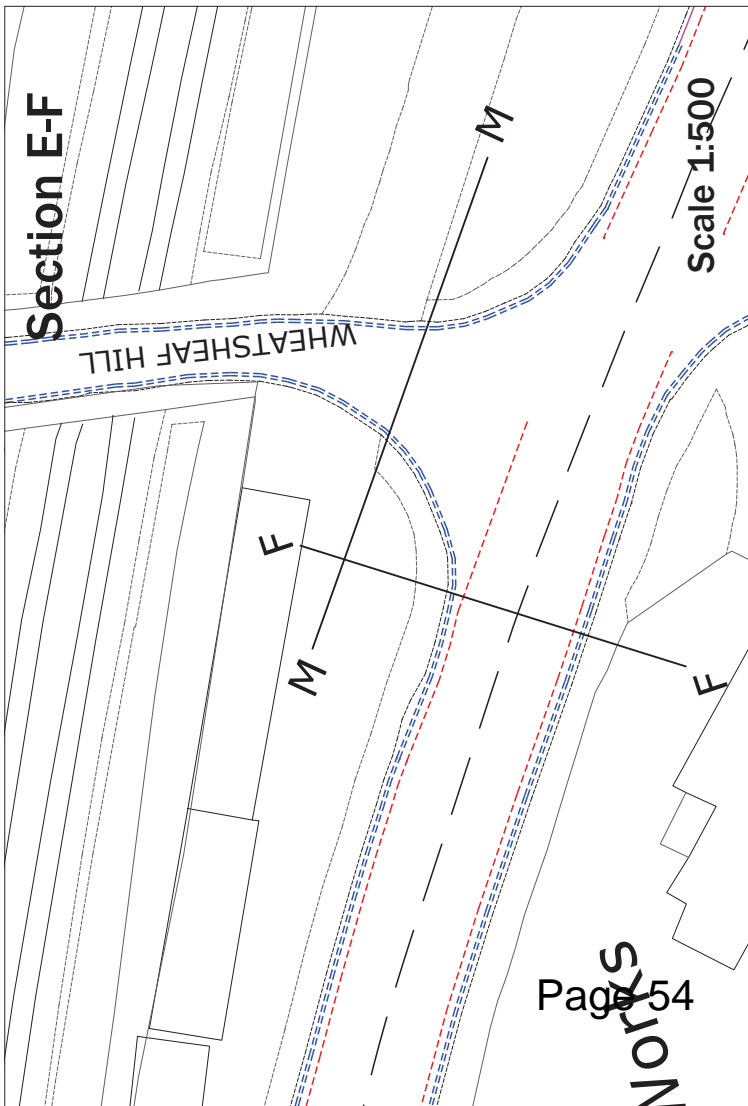
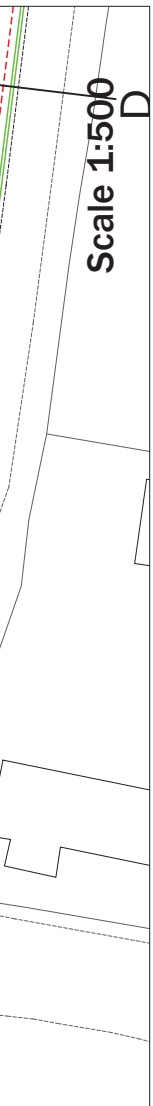
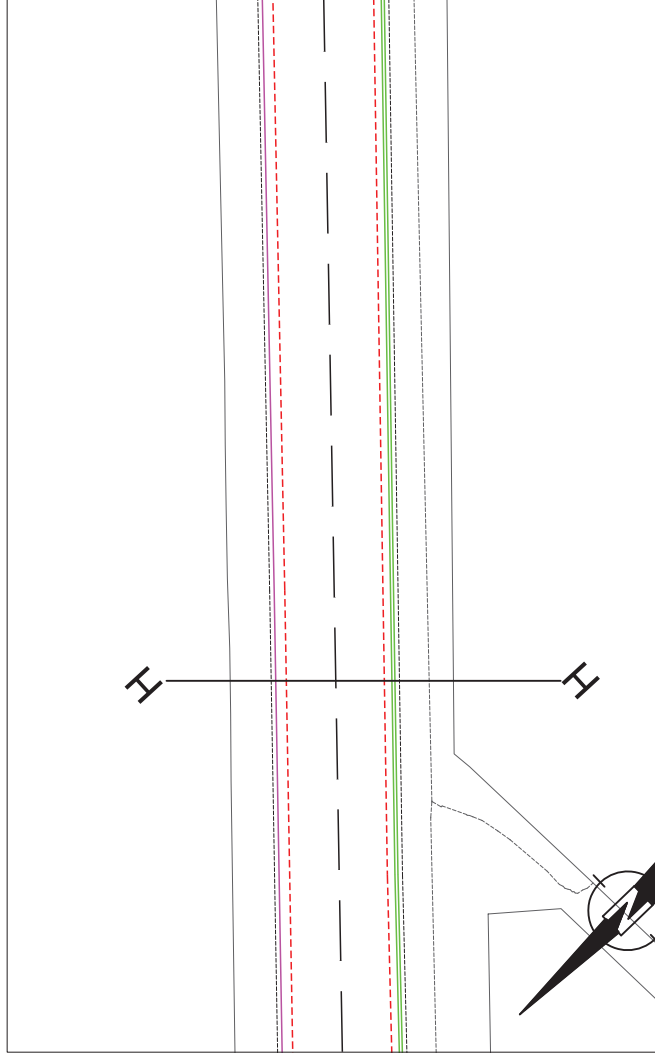
- 32 By not introducing the measures proposed in the area of Knockholt station the parking problems and issues relating to road safety and obstruction currently being experienced will continue.

Sources of Information: Existing on and off-street parking traffic regulation orders held by the Parking and Amenity team

Contact Officer(s): Andy Bracey Ext.7323

**KRISTEN PATERSON
COMMUNITY AND PLANNING SERVICES DIRECTOR**

Agenda Item 7



**THE KENT COUNTY COUNCIL
(VARIOUS ROADS IN THE DISTRICT OF SEVENOAKS)
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING &
UNLOADING AND ON-STREET PARKING PLACES) (AMENDMENT 10a)
ORDER 2009**

THE KENT COUNTY COUNCIL, (hereinafter referred to as “the Council”) acting as the local traffic authority and in exercise of its powers under Sections 1, 2, 32, 35, 36, 45, 46, 47, 49, 53, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (hereinafter referred to as the “RTR Act of 1984”), the Traffic Management Act 2004 (hereinafter referred to as the “TMA 2004”), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (hereinafter referred to as “CEoPC Regulations 2007”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order.

The attached Appendix 14 (Halstead) is to be substituted in to “The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Consolidation) Order 2009” and in to all subsequent amendment Orders

Citation

The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

This Order may be cited as “The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 10a) Order 2009.

and shall come into operation on the ?? ?????? 2011.

Given under the Seal of the Kent County Council

This ?? day of ?????? 2011

THE COMMON SEAL OF THE
KENT COUNTY COUNCIL was
hereunto affixed in the
presence of:-

Authorised Signatory

Agenda Item 7

APPENDIX 14 – HALSTEAD

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref
14	Halstead	1	Cadlocks Hill	Both	From the southwestern kerbline of London Road, southwards, following the edge of carriageway for 10m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	SDC 2009-100
14	Halstead	1	Clarks Lane	North	From its junction with Station Road, south-eastwards for a distance of 20m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-002
14	Halstead	1	Knockholt Road	Northwest	From its junction with the southern arm of Parkside, south-westwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-003
14	Halstead	1	Knockholt Road	Northwest	From its junction with the northern arm of Parkside, north-eastwards for a distance of 20 metres.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-004
14	Halstead	1	Knockholt Road	Northwest	From the southern arm of Parkside to the northern arm of Parkside (alongside the central island of Parkside) for a distance of 10 metres.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-005
14	Halstead	1	Knockholt Road	Southeast	From its junction with Meadway, south-westwards for a distance of 40 metres.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-006
14	Halstead	1	Knockholt Road	Southeast	From its junction with Meadway, north-eastwards for a distance of 15 metres.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-007
14	Halstead	1	London Road	North	From a point 300m east of the eastern flank wall of Broke Lodge, eastwards to the western kerbline of Wheatsheaf Hill	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-008
14	Halstead	1	London Road	North	From the eastern kerbline of Wheatsheaf Hill, eastwards, following the edge of carriageway for	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-009

Agenda Item 7

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref
					20m								SDC 2009-10a
14	Halstead	1	London Road & Old London Road	North	From a point 20m east of the eastern kerbline of Wheatsheaf Hill, eastwards, following the edge of carriageway for 452m	No waiting	11-Noon	Mon-Fri	N/A	N/A	N/A	N/A	App 14-010
14	Halstead	3	London Road	North	From a point opposite the eastern flank wall of Broke Lodge, eastwards, following the kerbline for 300m	Limited waiting	8.30am-6.30pm	Monday to Friday (excluding Bank Holidays)	Daily	Tariffs A4, B5 & C1	HA1	N/A	App 14-011
14	Halstead	1	London Road	South	From a point 3m west of the western flank wall of Broke Lodge, eastwards to the western edge of carriageway of Cadlocks Hill	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-012
14	Halstead	1	London Road	South	From the eastern edge of carriageway of Cadlocks Hill, eastwards, following the edge of carriageway for 25m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-013
14	Halstead	1	London Road	Southeast	From a point 25m east of the eastern edge of carriageway of Cadlocks Hill, southeastwards, following the edge of carriageway to a point 15m northwest of the northwestern kerbline of Watercroft Road.	No waiting	11-Noon	Mon-Fri	N/A	N/A	N/A	N/A	App 14-014
14	Halstead	1	London Road & Old London Road	Southeast	From a point 15m northwest of the northwestern kerbline of Watercroft Road, southeastwards, following the edge of carriageway for 222m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-015
14	Halstead	1	Meadway	Both	From its junction with Knockholt Road, south-eastwards for a distance of 15 metres.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-016

Agenda Item 7

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref
14	Halstead	6	Meadway	Outside 22 Meadway	Outside 22 Meadway	Parking for specified classes of vehicles	All times	All days	N/A	N/A	N/A	Disabled persons vehicles	SDC 2009-100
14	Halstead	1	Parkside	Central island	All sides of the island.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-017
14	Halstead	1	Parkside	Northwest	From its junction with Knockholt Road, south-westwards for a distance of 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-019
14	Halstead	1	Parkside	Southwest	From its junction with Knockholt Road, north-eastwards for a distance of 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-020
14	Halstead	1	Sevenoaks Road	North	From the District boundary, eastwards, following the edge of carriageway for 125m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-021
14	Halstead	1	Sevenoaks Road	North	From a point 294m east of the District boundary, eastwards, following the edge of carriageway for 16m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-022
14	Halstead	1	Sevenoaks Road	North	From a point 310m east of the District boundary, eastwards, following the edge of carriageway for 10m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-023
14	Halstead	1	Sevenoaks Road	North	From a point 310m east of the District boundary, eastwards, following the edge of carriageway to western edge of the junction with the Station Access road.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-024
14	Halstead	1	Sevenoaks Road	North	From the eastern edge of the Station Access road, eastwards to a point 15m west of a point opposite the western flank wall of Broke Lodge	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-025

Agenda Item 7

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref
14	Halstead	3	Sevenoaks Road	North	From a point 125m east of the District boundary, eastwards, following the edge of carriageway for 169m	Limited waiting	8.30am-6.30pm	Monday to Friday (excluding Bank Holidays)	Daily	Tariffs A4, B5 & C1	HA1	N/A	SDC 2009-10a App 14-026
14	Halstead	3	Sevenoaks Road	North	From a point 310m east of the District boundary, eastwards, following the edge of carriageway for 70m	Limited waiting	8.30am-6.30pm	Monday to Friday (excluding Bank Holidays)	Daily	Tariffs A4, B5 & C1	HA1	N/A	App 14-027
14	Halstead	3	Sevenoaks Road	North	From a point 320m east of the District boundary, eastwards, following the edge of carriageway for 34m	Limited waiting	8.30am-6.30pm	Monday to Friday (excluding Bank Holidays)	Daily	Tariffs A4, B5 & C1	HA1	N/A	App 14-028
14	Halstead	1	Sevenoaks Road	South	From the District boundary, eastwards, following the edge of carriageway to a point 30m west of the western flank wall of Broke Lodge	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-029
14	Halstead	1	Sevenoaks Road (cul-de-sac)	East	From the southern boundary of Sevenoaks Road, southwestwards, following the edge of carriageway for 34m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-030
14	Halstead	1	Sevenoaks Road (cul-de-sac)	West	From the southern boundary of Sevenoaks Road, southwestwards, following the edge of carriageway for 27m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-031
14	Halstead	1	Station Access Road	Both	From the northern edge of carriageway of Sevenoaks Road to the end of the publicly maintained highway.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-032
14	Halstead	1	Watercroft Road	Both	From the southwestern kerblime of London Road, southwestwards,	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-033

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref
					following the edge of carriageway for 15m								SDC 2009-100
14	Halstead	1	Watercroft Road	Both	From a point 15m southwest of the southwestern kerbline of London Road, southwards, following the edge of carriageway to a point 36m southwest of the boundary of 56 & 58 Watercroft Road	No waiting	11am- Noon	Mon-Fri	N/A	N/A	N/A	N/A	App 14-034
14	Halstead	1	Watercroft Road	Both	From a point 36m southwest of the boundary of 56 & 58 Watercroft Road, southwards, following the edge of carriageway for 45m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-035
14	Halstead	1	Wheatstheaf Hill	Both	From the northeastern kerbline of London Road, northwards, following the edge of carriageway to the District boundary.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 14-036

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 3 MAY 2011
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	London Road Halstead Kent [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Road	Issue	Please tick (as appropriate)		
		In support	Against	No view
London Road & Sevenoaks Road <i>from A21 to Wheatsheaf Hill</i>	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Part of Old London Road (W) Street Hill to Watercroft</i>	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
The above does not make for safe cycling on north side of Sevenoaks Road and London Road between A21 and Wheatsheaf Hill.

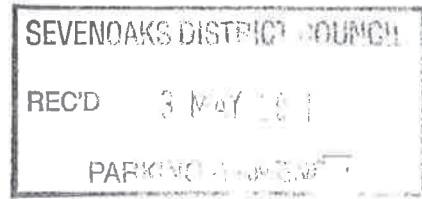
Signed: [Redacted] Dated: 27/4/2011

Replied 3/5/11

Agenda Item 7

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG



Formal consultation response

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

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		<input checked="" type="checkbox"/>	
Old London Road	Double and single yellow lines to deter displacement commuter parking		<input checked="" type="checkbox"/>	
Watercroft Road	Single yellow lines to prevent displacement commuter parking		<input checked="" type="checkbox"/>	
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction		<input checked="" type="checkbox"/>	

Comments	
<p>WHAT EXACTLY ARE THE OBJECTIONS FROM "THE RESIDENTS" AS MOST HAVE OFF STREET PARKING, HOW AND WHERE DOES THIS CAUSE THEM A PROBLEM? THE ISSUE OF CRIME - HOW HAS THIS BEEN MEASURED? AGAINST WHICH METRIC, HAS THERE BEEN AN ANNUAL INCREASE? "REPORTS OF ACCIDENTS" IS THIS ANECDOTAL, WHERE IS THE PROOF TO BACK THIS UP? DOES THE DISTRICT COUNCIL HAVE THE RIGHT TO REDUCE USE OF A STATION ON "ECONOMIC GROUNDS" GIVEN THE CURRENT ECONOMIC CLIMATE AND LACK OF ALTERNATIVES IN TERMS OF AN INTEGRATED PUBLIC TRANSPORT SYSTEM SERVING SEVENOAKS (BRISTOL) SUNDRIDGE & SEVENOAKS?</p>	
Signed: [Redacted]	Dated: 27/04/2011

Replied 3/5/11

My suggestion is that parking is reduced through single yellow lines on the north side to prevent parking on both sides of London Road (Page 62 danger). This will cause the number of parking cars to Page 2 increase by increasing the distance and creating a deterrent, for casual users.

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL	
REC'D	3 MAY 2011
PARKING & AMENITY	

Formal consultation response

Name:	[Redacted]
Address	London Road Halstead Kent [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
<p><i>Sevenoaks Joint Transportation Board should now be positive regarding this parking & road safety problem before members of the public get seriously injured or killed.</i></p>

Signed:	[Redacted]	Dated:	13 th April 2011
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Replied 3/5/11

Agenda Item 7

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Formal consultation response

Name:	[Redacted]
Address	Watercroft Road Halstead Kent [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	*✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments

* It is not enough to have no waiting between 11am and noon on Watercroft Rd. There needs to be a second restriction eg. 3pm - 5pm to prevent cars being parked for a whole afternoon into early evening. There is no pavement on Watercroft Rd and pedestrians are already forced to walk along the road - a line of parked cars would force pedestrians to walk in the middle of the road ^{in a 40mph speed zone.} In addition to this,

Signed:	[Redacted]	Dated:	8.4.11
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there would only be space for a single line of traffic flow should cars be parked. This would be more dangerous than the current situation you are trying to prevent in Old London Road by the junction. Parked cars will inhibit the vision when exiting our driveways, which will be hazardous.

Replied 3/5/11

Janet Hawkins

From: [REDACTED]
Posted At: 30 April 2011 23:49
Conversation: Proposed parking restrictions around Knockholt Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Proposed parking restrictions around Knockholt Station

To whom it may concern,

As a resident of Knockholt Village I would like to take this opportunity to reject the plan. Fundamentally the proposals mean I will not be able to use my local station on a regular and flexible basis.

I support the objectives as stated. The parking situation is out of hand as commuters have taken to parking on both sides of the road over the last 6 months.

But commuters will continue to use the station as it is the last station in zone 6. Therefore the proposed bays will be full by the time the 7.23 leaves the station in the morning.

If the plan included a footpath to link the station to Halstead and Knockholt I would be less concerned. I would be happy to walk or cycle the 2 miles but the road is dark and dangerous.

As no footpath is likely to be put in place due to funds (there is always a "green" argument) then I believe the only fair approach for local residents is to yellow line one side of London Road to stop commuters using both sides.

Picking up the reduction in vehicle crime problems objective - as someone who has been impacted by vehicle crime at Knockholt Station I do not believe your measures will help. The station currently has a relatively high police presence and numerous people driving past.

Regards,
[REDACTED]

Replied 3/5/11

Janet Hawkins

From: [REDACTED]
Posted At: 30 April 2011 16:46
Conversation: TRO 2009 Amend 10a Formal
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: REF: TRO 2009 Amend 10a Formal

Dear Sirs

We are writing in response to your proposed parking changes in the vicinity of Knockholt station. Whilst you provided us with options to comment on, we do not agree with the way they have been grouped together, and so we are making a more formal response.

First of all, you should be aware that we are both daily commuters from Knockholt station, and live in Knockholt village. Whilst we agree that some measures are necessary, we believe that the introduction of Pay and Display will not discourage use of the station from people living further down the line. The reason for this is that Knockholt is the last station within Zone 6 along this line, and that the cost of commuting from outside this zone escalates dramatically. Therefore a daily parking charge will still represent a considerable saving over the long distance fare. These people will still continue to come, and fill up the limited Pay and Display parking to be provided, as the majority arrive around 7am. It will not solve the issue of the overall number of cars attempting to park at Knockholt station, and appears to serve simply as a generator of revenue. It is also likely that the parking charges at Knockholt will still be less than those at Sevenoaks, and so Knockholt will remain an attractive option.

When the changes were last proposed, cars did not park along the golf course side of the road. This has only happened since the recent considerable fare increases. The publicity in the local papers served to draw attention to the cheap option of parking at Knockholt, and made matters considerably worse.

The actual impact of the proposed parking restrictions will be most acutely felt by local people like us, since it will restrict the available parking near the station. Anyone arriving slightly later, or attempting to use off-peak travel, will be completely unable to park, as parking elsewhere will be prohibited by yellow lines.

You should be aware that, for local people using the station, the car is the most practical means of getting there. The bus services are extremely limited in terms of scope, times and reliability. There is only very limited link up between bus and train services, one only has to be delayed, and the commuter is stranded.

However, we do support the view that safety measures are needed, as the present practice of parking on both sides of the road has made it extremely dangerous. We are also aware that there are crime issues in both the road and car park, as we have been victims in the past. Parking restrictions will not prevent crime, which is most effectively achieved by more regular police presence.

We have spoken to members of both Knockholt and Halstead Parish Councils, and we are aware that they have both made representations opposing Pay and Display, but introducing parking limitations. We agree with the introduction of double yellow lines along the golf course side of the road from the A21 to Cadlock's Hill. Single yellow lines along the same side of the road from Cadlock's Hill to Watercroft Road would prevent the dangerous double parking currently seen. We see no benefit to any restriction on the station side of London Road, or in Watercroft Road, as this will restrict parking too much. The restricted parking times on the single yellow lines would also be better set to prevent parking before 9:30am, as this would still enable off-peak use.

At this point we feel we should draw your attention to the fact that Knockholt station car park has major

problems with large lorries from the waste transfer business located at the far end of the old station yard. Cars are covered with a thick layer of dirt and dust. The narrow road and the constant stream of large lorries going in and out makes parking hazardous, and most people choose the road as a safer option for their cars.

Finally, we note that there is a reference to permit holder parking on the map showing the overall proposals, but there is no explanation as to how this would work. In our view you would need to allow for parking of at least 60 cars from the local area. We also estimate that your proposals for Pay and Display parking would accommodate approximately 100 cars, when at present there are in excess of 150 cars regularly parked near the station. Once again there seems to be inadequate explanation of how the proposals could be made to work, yet still serve the local community.

We trust that you will take our views into account, and if there is an open public hearing, please advise so that we have the option to attend.

Yours faithfully



Janet Hawkins

From: [REDACTED]
Posted At: 30 April 2011 12:47
Conversation: Consultation on new on-street parking restrictions near Knockholt Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Consultation on new on-street parking restrictions near Knockholt Station

I write to comment on the proposed TRO at Knockholt Station.

I support the introduction of double yellow lines as proposed. However, introducing extensive parking restrictions combined with parking charges will have the effect of displacing car parking beyond the restricted area as commuters continue to seek free parking. 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. 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 proposed or

2 If charging is to be introduced, then introduce much wider restrictions to deter displacement parking. One hour restrictions should be extended to include Broke Farm Drive, Stonehouse Road and Turnpike Drive. Such a strategy should be worked up in conjunction with London Borough of Bromley.

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

[REDACTED]
BR6 [REDACTED]

Janet Hawkins

From: [Redacted]
Posted At: 30 April 2011 11:07
Conversation: Re Formal Consultation Response Knockholt station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Re Formal Consultation Response Knockholt station

Ref: TRO 2009 Amendment 10a – 2nd Formal

To the Parking and Amenity Team,

I write with regard to your letter dated 5 April 2011 inviting comments on the proposed parking restrictions near to Knockholt station. Our address is Daisy Cottage, 1 Heverswood, London Road, TN14 7DR, to where we have only recently moved (Feb 2011). A major factor in purchasing this property was its proximity to the station, to which I walk every day for my commute into London. My primary concern, therefore, is to ensure that the train service from Knockholt is not reduced should the number of commuters fall significantly as a result of whichever new parking measures you introduce.

As residents on London Road we have not been inconvenienced in any way by parked vehicles and, personally speaking, have not found them a hindrance or a safety concern when either driving or walking. My wife is based at home and frequently uses the road during the day while vehicles are parked there. However, I do appreciate that parking on one side of the road only would alleviate any problem arising from larger vehicles using this stretch of road. I would therefore support a measure prohibiting parking on one side of the road (i.e. double yellow lines), but do not feel it is necessary to introduce pay and display meters on the other side. To avoid parking problems being displaced to Old London Road and Watercroft Road, I would also advocate double yellow lines on one side of the road only. Given that currently some vehicles tend to exceed the 40 mph speed limit, I would fully expect that should you introduce all your measures proposed (particularly the pay and display) the reduction in parked cars would be such that excessive speed could be an increasing problem.

In summary, if you are only considering the four proposals outlined in your letter, we would only be able to support No.4 (Cadlocks Hill). We would disagree with the other three unless they were modified along the lines outlined above.

Please do contact us if you would like us to comment further.

Yours sincerely,

[Redacted Signature]

Janet Hawkins

From: [REDACTED]
Posted At: 30 April 2011 10:44
Conversation: Parking at Knockholt Station - TRO 2009 Amend 10a Formal
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Parking at Knockholt Station - TRO 2009 Amend 10a Formal

Dear Mr Bracey

Please see my letter attached with my comments for the proposed parking proposals at Knockholt station.

Regards

[REDACTED]

[REDACTED] Watercroft Road
Halstead
Kent [REDACTED]

██████████ **WATERCROFT ROAD**
HALSTEAD
KENT ██████████

Attention: Andy Bracey
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG

30 April 2011

Your Ref: TRO 2009 Amend 10a Formal

Dear Sir

**The Kent Council County (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting, Disabled Person Parking Places, and On Street
Parking Places (Amendment 10a) Order 2009**

Thank you for your letter of 5 April 2011.

Since the last proposals, there has been no effort by Southeastern to improve the car parking facilities at Knockholt station. The lower part of the car park (by the skip yard) is filthy and has bad drainage, so is often waterlogged. The skip yard always has large trailers or lorries permanently parked in that part of the car park (I assume they are paying for the spaces!) In the last week a portacabin has been put up in the car park, which is taking up approximately 10 space.

The skip lorries speed through the car park and the cars that are parked there are always filthy and risk being damaged, so it is not surprising that commuters do not want to pay to park their car in the car park.

The National Rail website for parking at Knockholt station states that 'there is no charge for railway users', which is clearly wrong - <http://www.nationalrail.co.uk/stations/kck/details.html>

With regard to the current proposals:

London Road and Sevenoaks Road

We agree that parking should be restricted to one side of the road. This parking should be free to commuters as it will prevent displacement parking to other residential areas.

Old London Road

We agree with the proposed single yellow lines on the south side of the road, but feel free parking should be allowed on the north side.

Watercroft Road

We feel that yellow lines and related signage will destroy the rural feel to Watercroft Road and should only be considered as a last resort. We will not permit any signage to be erected on our property

Agenda Item 7

There should be a proper 'drop-off/pick-up' zone for commuters who get a lift to the station. At the moment there is nowhere safe or legal for drivers to wait for commuters.

It appears that no pressure is being put onto Southeastern to improve their parking facilities and resolve the parking problem in the community.

The reason why some commuters drive to Knockholt is not necessarily because the parking is free, but because the train tickets are cheaper than from Sevenoaks and the train service is better than from Swanley.

I look forward to receiving any comments.

Yours faithfully



Janet Hawkins

From: [Redacted]
Posted At: 29 April 2011 15:37
Conversation: TRO 2009 Amendment 10a - 2nd formal: Formal Consultation Response
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: TRO 2009 Amendment 10a - 2nd formal: Formal Consultation Response

Ref. TRO 2009 Amendment 10a – 2nd formal

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

My objections are two-fold:

- 1) that your new, specific proposals are unfair – see below;
- 2) that the key objections which were given to you in March 2010 still stand, nothing has really changed.

So:

- 1) Your new proposals: Let me preface this by saying that I completely agree with your proposal to add double-yellow lines on the south side of London Road and Sevenoaks Road. That makes complete sense. But I do object to the Pay & Display parking bays and the other proposed restrictions for the reasons I detail in (2) below, and which are why we objected in 2010.

I also understand that the only reason you are proposing Pay & Display is because otherwise you cannot afford to paint the double yellow-lines. This seems to be to be completely the wrong approach. If it is right to paint double yellow-lines then it is right to do so, but that does not mean it is right to put in Pay & Display. The two need to be separated.

And I understand that the reason you need to pay for it is because Kent County Council (KCC) are being too slow to paint them. Again, this seems to be the wrong approach for you to be taking. If there is a dangerous road then KCC should be made aware of that and they should put down the yellow lines and be lobbied to do so.

- 2) My other objections to the Pay & Display and the other road restrictions are as per March 2010 and they have not changed.
 - 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) 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 - 5 years and I don’t believe that is a priority or a valid reason to prevent people from using the station.
 - 3) 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 and when the “rail-headers” find they have to walk from there, most won’t and will instead go back to using their local stations.
 - 4) 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.
 - 5) How do your proposals work in conjunction with Knockholt Car Park? Are you encouraging SouthEastern Railway to add more spaces?

Thank you for taking this into consideration.

Your sincerely,

[Redacted signature]

[Redacted]
[Redacted] Shoreham, Kent, TN14 [Redacted]
[Redacted]

Replied 3/5/11

Janet Hawkins

From: [Redacted]
Posted At: 29 April 2011 11:13
Conversation: Knockholt station parking
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Knockholt station parking


Formal consultation response

Name:	[Redacted]
Address	Church Road Halstead [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Road	Issue	Please tick (as appropriate)		
		In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		✓	
Old London Road	Double and single yellow lines to deter displacement commuter parking		✓	
Watercroft Road	Single yellow lines to prevent displacement commuter parking		✓	
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction		✓	

<p>Comments</p> <p>I think there should be double yellow lines on one side of the road only and free parking for everyone on the other side. This parking at this station only deteriorated when parking started on both sides of the road.</p> <p>Locals like myself should not have to pay for parking and the car park at Knockholt has the following reasons for it being unusable.</p> <ul style="list-style-type: none"> a) The skip yard at the end of the car park makes the car park unusable – it's dangerously muddy in the winter and very dusty in the summer. My car engine had to be cleaned after parking there for only one year at great expense. b) The car park is constantly being used by the skip yard's own employees and their vehicles. At the moment half of it is covered in large blue temporary buildings. Therefore parking is seriously limited c) The charges for the car park are too high. If charging was made along the road as well as the car park it will have the effect of moving all the customers to Chelsfield where the parking is cheaper and the train service is faster and trains run later at night. <p>The proposals seem to me taking a sledge hammer to crack a nut. The solution is</p>
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simply double yellow lines on one side of the road.

Signed:		Dated:	29/4/11
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Janet Hawkins

From: [Redacted]
Posted At: 28 April 2011 17:00
Conversation: TRO 2009 Amend 10a Formal - Parking Knockholt Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: TRO 2009 Amend 10a Formal - Parking Knockholt Station

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

Formal consultation response

Name:	[Redacted]
Address	[Redacted] Old London Road, Knockholt
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		X	
Old London Road	Double and single yellow lines to deter displacement commuter parking	X Broke Hill Golf Club side only		
Watercroft Road	Single yellow lines to prevent displacement commuter parking		X	
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction		Already in place	

Comments

Parking can easily be managed by yellow lining the Broke Hill Golf Club side of London Road only. There was never a problem until cars started to park on both sides of the road. A simple, cost effective solution to the parking problems!

Road is sufficiently wide enough to safely accommodate two way traffic and parking on the one side. Always was, always will be. Most certainly wide enough to avoid vehicle conflict.

Looking to reduce the number of people using Knockholt station will only lead to cuts in peak time and off peak rail services. Most certainly not good for the community, particularly those who travel to London to work and the retired who travel outside of rush hour. Frequent and regular use of the station retains services and maintains a

vital link to the community and can only be encouraged - surely!!

Totally excluding local parking to the station will inevitably lead to displacement parking, impacting on Knockholt, Halstead, Pratts Bottom and Badgers Mount where the roads are much narrower (there are also local schools). Greatly increases likelihood of accidents and traffic flow problems in these villages. Far better and much safer to contain and manage parking on one wide, main road, than clog up narrow village lanes.

Parking Meters will serve only to encourage vandalism for takings. A further, burden on the police.

Parking bays and meters are an unacceptable eyesore. They remain long after the cars have gone!

Totally unacceptable that local commuters and residents should be disadvantaged by excluding all station parking.

Excluding all parking will inevitably lead to increased vehicle speed and speed related accidents on this wide, fast road.

Meter parking does not impact on vehicle crime. Vehicles parked on a meter are left unattended for the same amount of time that they would be if they parked on the road. Station users bring passing trade to our local businesses, bolstering their income and ensuring their continued (vital) existence in our communities in these difficult times. They must not be discouraged.

Vehicles are no longer able to park in bus stops or close to junctions. Bus movements are no longer obstructed and junction visibility is greatly improved, making for safer through transit.

The costs associated with installing parking meters, their ongoing maintenance, emptying and repair if vandalised, are completely disproportionate to the cost of simply installing yellow lines along the golf club side of London Road only. Yellow lines are totally maintenance free and most importantly, a far cheaper option to the local populous.

Signed:		Dated:	28 April 2011
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Janet Hawkins

From: [REDACTED]
Posted At: 28 April 2011 15:54
Conversation: Parking Problems at Knockholt Railway Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Parking Problems at Knockholt Railway Station

Dear Sirs,

I just wanted to drop you a short line to say that as a local resident and a daily commuter, I would reject to double yellow lines AND pay and display meters on the main road outside Knockholt Station.

I totally agree that there is a problem by the station, **but all that needs to be enforced is double yellow lines on one side of the road.** This area was fine until some idiot started "double" parking on the other side of the street and then everyone followed, causing the problems. The road is fine with just one line of parking - it's used partly as a short cut road and people parking by the station do not interfere with any residents. The road is also wide enough to let traffic pass freely if there is parking on one side only. The station car park is so small, you have to go to work at 6am to get a space - and even then BSP Skip Hire take up all the room.

I think the council would be totally wasting their budget if they install pay and display meters and it would make the area look ugly which is not the reason why I moved there.

Your sincerely

[REDACTED]

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Tel +44 (0)207 413 9000

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 27 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	Conifer Close Farnborough Kent BR6 [Redacted]
Phone number:	[Redacted]
Email:	

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		<input checked="" type="checkbox"/>	
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>		

Comments

We are disgusted how long this parking situation has taken to be addressed. I started phoning S.D.C. and K.E.C. in 2007 finding vehicles parking in a "cycle lane". Mr Harris Operations Manager Kent Highways Mr Aziz Tivajoh also Mr Andy Braeay. Now 200 vehicles parking both sides of the road causing ourselves to break the "Highway Code". With on coming traffic you have no space to manoeuvre. We now avoid using this area so Spokes Train Centre is losing out. Poor management of this situation is totally unacceptable.

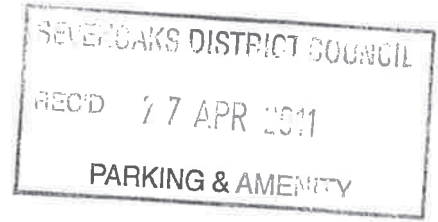
This road also needs a good clean at week-ends when it is free from Station Parking.

Signed:	[Redacted]	Dated:	25/4/2011.
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P.S! Let's hope you are "Investor's in People"

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	Badgers Mount Sevenoaks Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

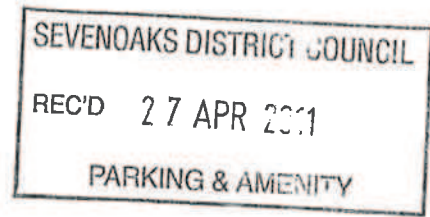
Comments
Assurance from the District Council that should displacement cause commuters to park as far as Badgers Rise they will address the situation swiftly. Our parking is complex already.

Signed:	[Redacted]	Dated:	20/4/11
---------	------------	--------	---------

Replied 28/4

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	London Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

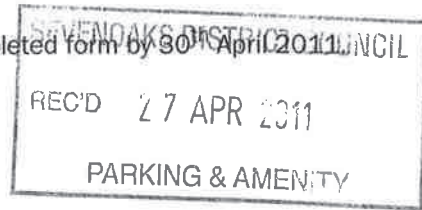
Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
<p>We agree with all the above very strongly and as we are aware of the danger of the parking for the station. Also we definitely need a new bike lane!</p>

Signed: [Redacted]	Dated: 26/4/11
--------------------	----------------

Replied 28/4

If you wish to comment on the proposals, please return this completed form by 30th April 2011



To:
 TR0 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

Formal consultation response

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

Please tick (as appropriate)

Road	Issue ① ②	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	① ✓	② ✓	
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments
 Do not agree with one hour restriction which could send displacement parking further.

Signed: [Redacted] Dated: 27/4/11

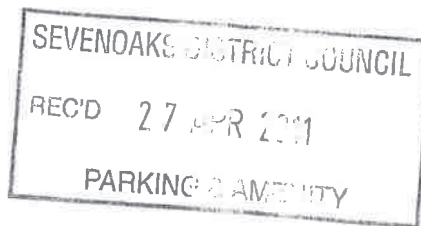
Due to the number of people using the station we have an excellent service - without the commuters it could result in a reduced service which would not be good for local people - or even closure of the station in the distant future.

[Signature]

Replied 28/4

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	Sevenoaks Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
I am 100% behind your proposals. as the roads around the station have become very dangerous in recent months.

Signed: [Redacted]	Dated: 27th April 2011
--------------------	------------------------

replied 28/4

Janet Hawkins

From: [Redacted]
Posted At: 27 April 2011 22:01
Conversation: 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. 10a) Order 2009
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: 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. 10a) Order 2009

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:

TRO 2009 Amendment 10a - 2nd Formal

The Parking & Amenity Team

Sevenoaks District Council

Argyle Road

Sevenoaks

Kent

TN13 1HG

Formal consultation response

Name:	[Redacted]
Address	[Redacted] Chevening Lane, Knockholt, Kent TN14
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		YES	
Old London Road	Double and single yellow lines to deter displacement commuter parking		YES	
Watercroft Road	Single yellow lines to prevent displacement commuter parking	YES		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	YES		

Comments
<p>My wife and I use Knockholt station, I hold a season ticket and have done so since moving to Halstead (now resident in Knockholt) in September 1994. I work in London and commute by train from Knockholt station on a daily basis. I note the problems and issues that the Council has identified.</p> <p>Detailed in the letter of 5 April 2011 (2nd page), are the proposals, as follows, which are slightly different from those outlined in the table above. However, I have repeated the proposals with my comments in capitals:</p> <p>Details of the proposals</p> <p>A plan showing an overview of the proposals is included with this letter. In essence, the proposal is for;</p> <ul style="list-style-type: none"> • No waiting at any time (double yellow lines) on the southern side of London Road / Old London Road / Sevenoaks Road , to maintain traffic flow and prevent obstruction - I SUPPORT THIS PROPOSAL • Pay & Display parking bays on the north side of London Road / Sevenoaks Road , to manage commuter parking rather than to displace it all elsewhere - I AM AGAINST THIS PROPOSAL • No waiting between 11am and Noon, Monday to Friday (single yellow lines) on Old London Road and Watercroft Road to prevent displacement parking - I AM AGAINST NO WAITING ON OLD LONDON ROAD BUT I SUPPORT SINGLE YELLOW LINES ON WATERCROFT ROAD. <p>As local residents of Knockholt with children that attend schools in Tonbridge and Royal 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.</p> <p>If we had to park outside of the proposed parking restricted areas, we would cause friction with with the local residents and require to walk a significant distance, which for women and children is a significant safety concern.</p> <p>At present, even if you have purchased a season ticket for the station car park, it does not guarantee you a space in the car park, which is unreasonable. With the increased demand created by on street parking restrictions, this position would be</p>

exacerbated. Additionally, there are regular occasions when part of the station car park is "taken over" by engineering equipment, which is currently the case with the majority of the left hand side of the lower car park presently occupied by large engineering containers.

Therefore, while I strongly support curtailment of the parking on the south side of Old London Road, through yellow lines, the road is adequately wide enough to allow parking without restriction on the north side as there is inadequate provision of alternative car parking. On-street parking restrictions discriminate against local residents (people who live in Halstead, Badgers Mount and Knockholt). Therefore, alternative car parking arrangements need to be provided.

Is there an alternative to restrict on-street parking to local residents?

Is there an alternative to negotiate/agree parking with Broke Hill Golf Club, which has a large car park and is immediately opposite Knockholt station.

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

Your sincerely



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

Janet Hawkins

From: [REDACTED]
Posted At: 27 April 2011 15:24
Conversation: Parking near Knockholt Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Parking near Knockholt Station

Dear Mr Bracey

Thank you for the consultation document on the proposed parking restrictions near Knockholt Station. Badgers Mount Residents Association wish to record the following comments on the proposals.

1. We totally agree that parking on the south side of London Road, west of Cadlocks Hill, must be curtailed at the earliest possible opportunity. The current situation is extremely dangerous, and we are surprised that the Police have not taken action by ticketing cars parked on that side for causing an obstruction as the present parking contravenes to the Highway Code. Until people started parking on the south side, there was no problem.

2. While the stated reasons of the proposal to manage parking, regularly patrol to reduce vehicle crime, and improve safety are all commendable, the remainder of scheme seems to be excessive.

3. Your document states that the proposals are designed to ..."Reduce the number of people using Knockholt Station on economic grounds over stations closer to home where existing parking charges apply." ... While there may be some merit in this, we would point out that Knockholt Station already has a poorer service than Sevenoaks, Chelsfield or Orpington, and a reduction in the number of customers using the station could result in the train operator reducing the service further. In the current climate of trying to reduce car use and carbon emissions, should you not be trying to encourage train usage? If people are going to drive to a station anyway, is it not better to park away from residential areas?

4. The proposed restrictions would reduce the length of road available for all day parking to less than half of the amount currently used. As the spaces available would almost certainly be filled early by commuters, there would be no parking available near the station for local people using the cheaper fares available after 9.30 until after 12 noon as it is unlikely that any return trip involving rail travel could be completed before 11am. Could a system, possibly involving permits, be devised to allow local people to park while restricting those from further away?

5. We can see no problem allowing all day parking on the north side of London Road east of Wheatsheaf Hill, nor why it is necessary to extend the double yellow lines at the west, Pratts Bottom, end. There does not appear to be a problem in these locations as the road is straight and wider. If pay & display is necessary, why can it not be extended to these areas?

6. The one hour restriction on the south side between Cadlocks Hill and Watercroft Road is probably necessary to prevent all day parking on that side.

7. This situation has principally arisen as a result of the original station car park being converted into a waste transfer site, presumably for higher financial return by Network Rail, with no consideration for station users and leaving you to sort out the resulting problems. Would it not be a better solution to provide a larger off street parking area close to the station? This would reduce the walking distance from car to train and probably reduce the number of pay machines required. 3 possible sites are apparent:-

a) Between London Road and the station. This could be either a separate car park or if the level were reduced it could be an extension of the existing station car park.

b) Immediately north of the railway.

c) The almost flat grassed area of Broke Hill Golf Club immediately opposite the station.

If there were a sufficient increase in usage of the station, the parking provision could be increased in the future to suit.

[REDACTED]
 Chairman, Badgers Mount Residents Association

[REDACTED]
 Badgers Mount
 Sevenoaks
 TN14 [REDACTED]

Janet Hawkins

From: [REDACTED]
Posted At: 27 April 2011 20:00
Conversation: TRO 2009 Amendment 10a - 2nd Formal - Response
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: TRO 2009 Amendment 10a - 2nd Formal - Response

Comments for review at Formal Consultation

TRO 2009 Amendment 10a - 2nd Formal

Halstead - Knockholt Station Area - Parking Proposals

The following are my comments to the proposals:

OBJECTIONS

**London Road/Sevenoaks Road/Old London Road/Watercroft Road
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. 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 take away a key resource in the community.

Commuter's are likely to fill-up all the reduced available spaces leaving no parking available 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 Watercroft 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.

The introduction of the double yellow lines alone would meet all the objectives of the proposals.

There is absolutely no justification for the parking bays as this is not a residential area. The parking situation worked fine before people started to park on the other side of the road. Introducing the double yellow lines will prevent this. I don't see how parking bays would reduce crime as they are likely to only be patrolled once a day and not a night. This is the job for the police. People who park there should do so at their own risk.

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.

A high usage of the station is good. 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.

NO OBJECTIONS

London Road & Sevenoaks Road - Introduction of double yellow lines as indicated. This will make the road safer and give a clear indication to drivers of where they can park.

Old London Road - Double Yellow lines.

Caldocks Hill - Double Yellow lines.

Regards

[REDACTED]
[REDACTED]
High Street
Shoreham
TN14 [REDACTED]

Janet Hawkins

From: Forbes, Iain [Iain.Forbes@bromley.gov.uk]
Posted At: 26 April 2011 15:37
Conversation: FAO Andy Bracey - Knockholt Consultation Response
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: FAO Andy Bracey - Knockholt Consultation Response

Andy

Attached is a letter which expands on the brief objection letter sent last week.

Iain



Iain Forbes
Head of Transport Strategy
TRANSPORT AND HIGHWAYS DIVISION
Environmental Services Department
London Borough of Bromley
Room N72, North Block
Civic Centre
Stockwell Close
BR1 3UH

Tel: 020 8461 7595
Fax: 020 8313 4555
email: iain.forbes@bromley.gov.uk
Website: www.bromley.gov.uk

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Environmental Services

Civic Centre, Stockwell Close, Bromley BR1 3UH

Telephone: 020-8464 3333

Direct Line: 020 8461 7595

Email: Iain.forbes@bromley.gov.uk

Fax: 020-8313 4899

Internet: www.bromley.gov.uk

DX5727 Bromley

Sevenoaks District Council
Community and Planning Services
PO Box 183
Argyle Road
Sevenoaks
Kent
TN13 1GN

26th April 2011

Dear Mr Bracey,

Response to The Kent County Council (various Roads in the District of Sevenoaks) Prohibition and Restriction of Waiting, Loading and Unloading and On Street Parking Places (Amendment No.10a) Order 2009

Further to Paul Symonds letter of 18th April 2011, I now write to set out the details of Council's objections to your proposals.

The Council accepts that on-street parking needs to be addressed in this area, however we are opposed to the current proposals due to the potential resulting displacement of parked vehicles. The full extent is believed to be at least 60 vehicles in the following locations:

- Sevenoaks Road, North side (nr A21) ~ 5 vehicles displaced by short Double Yellow Lines
- London Road, South side (opp. station entrance) ~ 45 vehicles displaced by Double Yellow Lines on the entire length to Cadlocks Hill
- London Road, North side (east of Wheatsheaf Hill) ~ 10 vehicles displaced by Single Yellow Lines
- Watercroft Road, east side (half on verge nr j/w London Road) ~ 2 vehicles displaced by Double Yellow Lines or Single Yellow Lines.

The Council has received feedback from residents of Pratts Bottom over concerns about speed management in some of the roads surrounding Knockholt Station, and current displacement in Broke Farm Drive.

The Council has further concerns over the resulting displacement from users of Knockholt Station to other Zone 6 rail stations in the Borough of Bromley; most likely Chelsfield and Orpington stations. Surrounding areas of these respective stations already have their own parking constraints and would be further exacerbated by increased volumes of parking. We understand that there is concern about increased vehicle crime in this area.

We ask that you review your proposals with a view to minimising displacement to other locations.

Agenda Item 7

In addition to the above we would like to offer the following specific suggestions:

- Sevenoaks Road (north side near A21) - extend pay & display to the end of the agreed Double Yellow Line.
- London Road, south side (opp. station entrance) - some/all to have Single Yellow Lines instated to help residents of Station House. The presence of cars on-street here could help with speed management issues.
- London Road, north side (east of Wheatsheaf Hill) - leave unrestricted or extend P&D. This is a wide strategic road with no accesses.

The scheme as currently proposed will have detrimental impacts on parking in Bromley. I would ask that the proposals are re-considered in line with suggestions made above.

Yours faithfully,

Iain Forbes
Head of Transport Strategy

Janet Hawkins

From: Richard O'TOOLE PS 11553 [REDACTED]
Posted At: 26 April 2011 16:15
Conversation: Proposed parking restrictions at Knockholt Train Station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Proposed parking restrictions at Knockholt Train Station

Dear Mr Bracey,

In my position as neighbourhood Sgt for the area that Knockholt train station falls under, I have been asked to review the proposed plans for the new parking restrictions.

I am happy to say that I support these proposals on behalf of Kent Police.

I believe that the restrictions would assist in road safety issues as the numbers parking at the station would dramatically decrease for the reasons highlighted in your report, that city commuters travel from other locations to use the parking at this station as their local train stations may (do) charge for parking. Therefore, with the proposed restrictions, only people who have to use Knockholt station will need to park there as there will be no financial advantage for others from out of the area to park at this location or the surrounding area.

I also believe that the restrictions would decrease the amount of vehicles parked there, with this in mind this will deter criminals from using this location to steal numbers plates. This has been an issue at this location for some time now that we at Kent police have been fighting. For those that park there regularly or have permits we can fit tamper proof screws to their number plates. Therefore the number plate thieves will not be able to easily steal from cars anymore in this area. Uniformed parking enforcement officers will also be a deterrent as well.

Please contact myself or [REDACTED] if you would like to discuss my thoughts on the proposal further.

Yours sincerely

Richard

**PS 11553 Richard O'Toole
Edenbridge Neighbourhood Team**

***Police, Council and Partners
Working together for a safer
Sevenoaks District***

follow us on
twitter

www.twitter.com/kentpoliceeden

Replied 28/4

Janet Hawkins

From: [REDACTED]
Posted At: 27 April 2011 08:43
Conversation: Consultation regarding parking at Knockholt station
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: Consultation regarding parking at Knockholt station

Dear Sir/Madam

Regarding the consultation about parking around Knockholt station, I have the following comments:

Placing double yellow lines along one side of the road would significantly ease congestion along the road and mitigate against the congestion causes by parking on both sides. This is an excellent idea but adding in pay and display parking to the other side of the road will result in minimum (if any) further improvements to the road conditions and is effectively a 'double whammy' for commuters. It appears that Sevenoaks council is using the congestion problem to generate income rather than searching for the best means of solving the issues.

If pay and display is initiated, daily parking fees would need to be reasonable. I park at Knockholt for 11 hours a day on average and dread to think how much I might be charged for that duration. I currently pay £3 a day within the station (I am not someone who blocks the road to avoid the station parking charges). If pay and display is more than £3 a day, commuters will park in the station (which is nowhere near big enough) forcing season ticket holders such as myself on to the road. I very much resent having responsibly paid several hundred pounds for an annual car park permit (rather than blocking the road) to have to now pay double because pay and display charges will inevitably mean I can no longer use my permit because the station car park is full. I arrive for the 6.44 am train (!) and even then there are more cars on the road than the car park's capacity.

While not the responsibility of Sevenoaks council, the car park at Knockholt is very frequently impeded by the skip lorries and currently more than five bays are cordoned off (? by which company). It seems unreasonable that we should be hit by an 11% increase in rail fares (implemented January 2011), station car parking charges and pay and display charges on top of this on the many days we will not be able to use our pre-paid season ticket because the car park can not possibly accommodate the volume of traffic currently on the road.

To reiterate, yellow lines on one side will yield considerable benefits with regards to congestion but without further financial disadvantage to commuters.

Many thanks

[REDACTED]
Clinical Director

Email: [REDACTED]
Direct [REDACTED]
Mobile [REDACTED]
5-13 Great Suffolk Street, London SE1 0NS

Replied 28/4

TRO 2009 Admendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

Watercroft Road
 Halstead
 Sevenoaks
 Kent
 TN14

Att.Andy Bracey
Senior Engineer, Traffic & Parking.

24 April 2011

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

Further to your letter dated 5 April 2011 regarding the above, I do not totally agree with all the amendments as set out in your letter. 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, the majority travelling much faster.
3. Heavy goods lorries taking materials to Halstead Place Building site and double decker buses (706) are force 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 so as to save the parking charge at the station.
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 and dangerous.
8. The road is already very busy and the proposed parking scheme will make it very dangerous also.

One of your comments in your current letter refer to displacement parking, which the Council wants to stop, but you then refer to parking in Watercroft road which contradicts your remarks about this subject and parking in our road would be **displacement parking**.

Agenda Item 7

It appears that you propose 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,



Local Resident

cc. Halstead Parish Council.
cc Michael Fallon, Conservative M.P.
cc Halstead Parish Council
cc Councillor Gary Williamson



CHAIRMAN
BARRY PAGE J.P.
THE LENCHES
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KENT TN14 7NT
01959 534600

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e-mail:knockholtclerk@btinternet.com

TRO 2009 Amendment 10a – 2nd Formal

The Parking & Amenity Team

Sevenoaks District Council

Argyle Road

Sevenoaks TN13 1HG



Friday 22 April 2011

Dear Mr Bracey,

Re: The Kent Council County (Various Roads in the District of Sevenoaks)

Prohibition and Restriction of Waiting, Disabled Person Parking Places,

And on Street Parking Places (Amendment No. 10a) Order 2009

Thank you for sending Knockholt Parish Council a copy of the proposals for consultation on parking restrictions to deal with the on-street parking problems near Knockholt Station. The proposals were considered by the Planning Committee on 12 April 2011 and the following observations were made.

- 1) We would suggest that double yellow lines are needed on the golf course side of Cadlocks Hill all the way down to the junction with London Road.
- 2) We agree with the proposal to place single yellow lines, Mon-Fri 11am-Noon, on Watercroft Road up to the junction with Cadlocks Hill to prevent displacement commuter parking.
- 3) In our opinion the Central Line on London Road needs moving to make two equidistant lanes which would make an allowance for parking bays on the railway side of London Road.

Replied 23/4

Agenda Item 7

4) We believe that the introduction of Pay & Display Machines is justified but not feasible and would recommend that SDC look for alternative off-road parking areas which have been referred to in previous consultations.

5) Finally, we would urge SDC to engage with South Eastern Network to bring about the improvement and effective use of car parking areas at Knockholt Station and any other land they own.

We trust that our comments will be placed before the Sevenoaks Joint Transportation Board for consideration.

Yours sincerely,



Louise Goldsmith

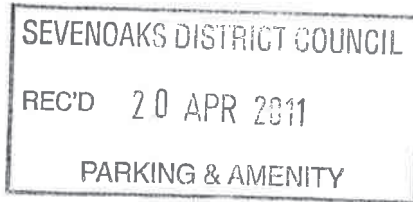
Clerk to Knockholt Parish Council



Southborough
Kent
TN4 [Redacted]

18 April 2011

TRO 2009 amendment 10
The Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 2EG



Dear Sirs

Re: Proposed Parking Restrictions: Halstead – Knockolt Station Area

I refer to the proposals to implement changes to the on-road parking in the vicinity of Knockolt Station.

It was inevitable that changes to the present situation would need to be considered, as the popularity of Knockolt Station has increased significantly since the decision by South Eastern to run a half-hourly service and by TFL to extend the Oyster zoning and travel card franchise as far as this location.

Due to its relative remoteness to population pockets, people who use the station to commute to London are obliged to park outside the station limits. This is because the station parking is limited and which exists is seriously compromised by the activities of the waste transfer business operating at the far end of the old station yard. By the time of my arrival – normally at 6:30am – over half the spaces are taken up by waste trucks, whose licence I understand is restricted to a 7:30am start. By the time of the 07:10 departure, the car park is full.

More people might be persuaded to use the station parking if the operators spent just a modicum of money to clear vegetation, provide proper bays, remove unwanted buildings and equipment, and improve lighting. This alone however, will not alleviate the on-road parking. Only notice to the waste transfer operators to quit the yard will achieve an improvement of sorts.

I am pleased to see that the bus lay-bys have been restored, but what possessed the Council to relinquish the dedicated bay on the southern side of London Road in the first place? This simply encourages parking on the southern side, and in that part of the road which is probably the narrowest.

The Council's intentions to reduce the number of people who – like myself – use the station on economic grounds will undoubtedly backfire unless it subsidises a frequent and properly constituted bus service, which connects not only with the villages of Knockholt and Halstead, but much larger population areas such as Orpington and Sevenoaks, where parking is either non-existent or prohibitively expensive. Is it the Council's intention to return Knockholt to its former run-down status, with poor lighting levels and absence of station security? For the record, I can only recall once seeing a Police Officer, and he was offering tamper-proof number plate fixings; not a fully constituted patrol. Whilst vehicle crime has certainly been a problem, I do not believe that this has materially increased in the past year or so.

Many years ago, the railway either leased or purchased land adjacent to the former Station Master's house and converted this to additional parking. I suspect that this was a failure because British Rail or their Sub-contractors got greedy and charged an exorbitant amount for parking, such as witnessed in

Handwritten signature/initials

Agenda Item 7

the more affluent Sevenoaks Station. Couldn't that possibility be revived or has that land now been sold off?

Those who use Knockholt Station do not turn up in expensive off-road vehicles; they are in general ordinary working folk, tradesmen and the like. Most people would I suspect be prepared to pay a modest amount to park their car securely and free from dust and damage, none of which at present are options.

To summarise; yes the situation of parking both sides of the road is an ever-present problem and yes: some form of parking restriction should be imposed along the southern side. Moreover, the northern side could be given over to pay and display signs, but it might be worth ensuring that the existing road width is recovered first of all by comprehensively cutting back vegetation and clearing the carriageway of debris, as well as cleaning traffic signs that have remained obscured for months on end. By all means introduce a pay and display system, provided that the machines work and allow commuters to pay by card, as well as cash (which will simply encourage the very sort of crime you claim you want to stamp out) and street lighting to improve visibility; but don't set this at a price that drives away so much custom that the train operator reduces the present service and the already minimalistic opening times for the ticket office. Otherwise, cynics like myself will simply be forced to assume that the Council's intention is nothing more than to make up the revenue shortfall caused by the Government's cutbacks in public spending.

Yours faithfully



June 2014/11/10

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Formal consultation response

Name:	[Redacted]
Address	Cudham Lane South Cudham Kent
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		<input checked="" type="checkbox"/>	
Old London Road	Double and single yellow lines to deter displacement commuter parking		<input checked="" type="checkbox"/>	
Watercroft Road	Single yellow lines to prevent displacement commuter parking		<input checked="" type="checkbox"/>	
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>		

Comments *useable*

① my local station is Knockholt. ② There is no public transport from my house to the station. ③ I work 2 days/week in London
④ I need parking at Knockholt station.
⑤ Double yellow lines as the council wants, will mean I have to leave home before 7am to ensure a space in the limited parking zone. I want to take the 7.45am train. The council's plans may prevent me from getting to work. There are only 100 or so cars near the station daily - not at weekends. People who live nearby should expect traffic at a station.

Signed:	[Redacted]	Dated:	29/4/11
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The commuters are not noisy + only arrive + depart for a limited number of trains. The council could purchase the hopeless white office area + use this as a car park. Does the council own the land around the kite homes?
In a credit crunch situation the council should help people to get to work - not prevent them. Locals should be given free parking.

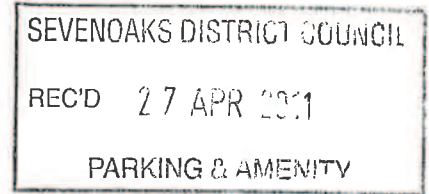


Kent Police

Working to keep Kent safe

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: TRO 2009 Amend 10a Formal
Our Ref: 235/TRO/11736/11

Date 21st April 2011

The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting, Loading & Unloading and On Street
Parking Places (Amendment No 10a) Order 2009

Dear Mr Bracey

Thank you for your letter dated 5th April 2011 concerning the above subject.

Having studied the proposal and visited the area I make the following observations:
Due to the level of parking and reduced road width vehicle speeds are currently reduced, the introduction of these proposals is likely to result in an increase in vehicle speeds. There are currently only 2 recorded injury collisions in the last 3 years, the anticipated increase in vehicle speeds may not result in a reduction in vehicle conflict, or an improvement in safety.

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

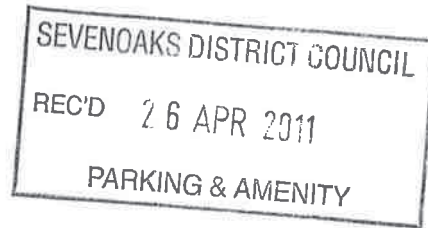
Paul Cave
Police Constable 7981
Traffic Management Unit.

Replied 28/4

This is available in large print on request

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	<p>██████████ Cadlocks Hill Halstead Kent TN14 ██████████</p>
Phone number:	
Email:	

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

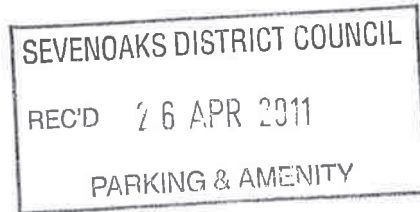
Comments
<p>In view of the terrible history of this traffic hazard + the lack of any prompt action to overcome it, I hope that this plan will be implemented expeditiously</p>

Signed:	████████████████████	Dated:	20/4/2011
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Replied 28/4

HALSTEAD PARISH COUNCIL

www.halsteadparish.org.uk



PARISH CLERK
Gillian King Scott
10 Bond Close
Knockholt TN14 7NB
01959 534881
gillian@ra-ra.wanadoo.co.uk

21 April 2011

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

BY EMAIL & HARD COPY

Dear Mr Bracey

The Kent Council County (Various Roads in the District of Sevenoaks) Prohibition and Restriction of Waiting, Loading & Unloading and on Street Parking Places (Amendment No. 10a) Order 2009

My Council discussed the above consultation documents at the Parish Council meeting on Monday 14 April and the following response was **Resolved**. Please note, colours when mentioned in reference to the map, are on the A4 sized map.

1. Remove the double yellow line in Sevenoaks Road (marked yellow on the map) opposite the Station and install a single yellow line in its place in Sevenoaks Road with a time restriction such as that proposed 11am - noon.
2. There should not be any payment parking bays or payment permit bays on the side of Sevenoaks Road which passes the Station. This length of road (marked green on the map) should be left for free parking.
3. Remove the single yellow line from the stretch of road from Wheatsheaf Hill along London Road (marked red on the map) and allow free parking from Wheatsheaf Hill to the bus stop in London Road.
4. Install a single yellow line with time restriction such as that proposed 11am - noon from the bus stop in London Road, where the parking ends, to Badgers Rise.
5. The single yellow line and double yellow line in Watercroft Road should be the subject of a deferred traffic order whereby it can be agreed for installing but not implemented; the work can be carried out if it is deemed necessary at a later date..

Yours sincerely

Gillian King Scott
Clerk to Halstead Parish Council

cc. District Cllr. Gary Williamson Transport Portfolio Holder, District Cllr. John Grint,

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 20 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	[Redacted] Watercroft Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

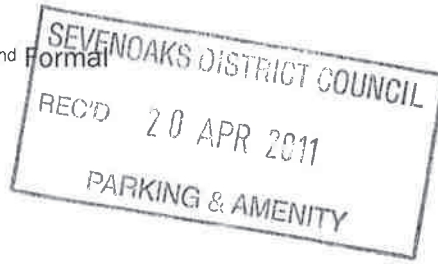
Comments
Should commuters in the parish of Halstead and Knockholt have a concession for parking at the station.

Signed: [Redacted]	Dated: 19 April 2011
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Agenda Item 7

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	London Road Halstead Kent TN14 [Redacted]
Phone number:	
Email:	

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	/		
Old London Road	Double and single yellow lines to deter displacement commuter parking	/		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	/		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	/	ALREADY	DEVS

Comments

IF COUNCIL DID NOT ALLOW THE CARAVAN PARK AT STATION COURT TO GO AHEAD THAT GROUND WAS ORIGINALLY FOR OVERTFLOW PARKING ALSO IF TFL WERE NOT MONEY GRABBING THEY WOULD NOT ALLOW BSP WASTE TRANSFER TO OPERATE NEXT TO STATION. THAT AREA COULD THEN BE USED FOR PARKING. PROBLEM SOLVED !!

Signed:	[Redacted]	Dated:	18/4/2011
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* ALSO BE AWARE THAT BSP. 32 TONE LORRIES ARE USING WHEATSHOAF HILL EARLY MORNINGS I FOLLOWED 3 BULK CONTAINER LORRIES UP TO HENWITS ROUNDABOUT THIS ROAD IS UNSUITABLE FOR HEV'S.

Page 106
 Page 46
 16/20/11 JCS



Environmental Services

Civic Centre, Stockwell Close, Bromley BR1 3UH

Telephone: 020-8464 3333

Direct Line: 0208 313 4443

Email: paul.symonds@bromley.gov.uk

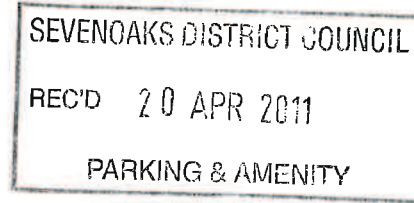
Fax: 020-8313 0095

Internet: www.bromley.gov.uk
DX5727 Bromley

Paul Symonds

AD(T&H)/yb

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



18th April 2011

Dear Mr. Bracey,

**The Kent County Council (Various Roads in the District Of Sevenoaks)
Prohibition and Restriction of Waiting, Loading & Unloading
And On Street Parking Places - (Amendment No. 10a) Order 2009**

Further to your letter of 5th April 2011, I write to confirm the views of Bromley Council in respect of the proposed introduction of parking restrictions at Knockholt Station, Halstead.

Bromley are concerned that imposing these restrictions will lead to displacement to nearby areas where problems already exist, and so strongly object to these proposals.

Yours sincerely,

Paul Symonds,
Assistant Director (Transport & Highways)

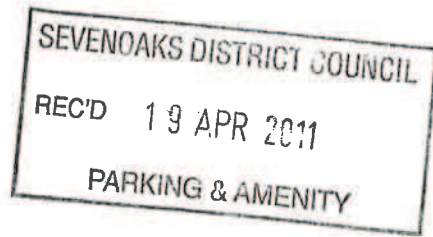


Handwritten notes: NCD 20/4/11, NCS



If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG



Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments
A mix of double + single yellow lines plus controlled parking does seem to be the best way forward

Signed:	[REDACTED]	Dated:	14/4/11
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19/4/11 JCS

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 13 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		<input checked="" type="checkbox"/>	
Old London Road	Double and single yellow lines to deter displacement commuter parking		<input checked="" type="checkbox"/>	
Watercroft Road	Single yellow lines to prevent displacement commuter parking		<input checked="" type="checkbox"/>	
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>		

Comments
<p>WE SHOULD NOT STOP COMMUTERS USING THE STATION & PUBLIC ROADS TO PARK.</p> <p>I AM TOTALLY AGAINST PAY & DISPLAY AS THIS WOULD NOT 'MANAGE' PARKING. IT'LL JUST BE ANOTHER WEALTH TAX</p>

Signed: [REDACTED]	Dated: 18/4/11
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Agenda Item 7

[REDACTED]
Orpington, Kent BR6 [REDACTED]

TRO 2009 Amendment 10a

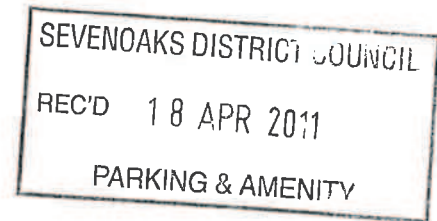
The Parking and Amenity Team

Sevenoaks District Council

Argyle Road, Sevenoaks, Kent

TN 13 1HG

13 April 2011



Dear Sirs,

Ref: Proposed road parking changes in Halstead Knockholt Station area.

I am a keen cyclist since the 1950's and a member of British Cycling. Many of my friends and fellow cyclists who use the London Road/Old London Road on a regular basis have been very much aware of the deterioration and safety aspects in recent years of the cycle lanes along this stretch of the A21.

As a motorist I agree with the general changes as proposed but from a cyclist's point of view I have seen no reference in your proposals with regard to the reinstatement of the cycle lanes to a condition where they can actually be of benefit to us from a safety point of view.

As you can imagine when we are forced into the centre of the road due to parked cars and then have to battle with skip lorries and buses etc, it can be quite an unnerving experience.

I appreciate that you cannot please everybody but please spare a thought for the most vulnerable of road users and remember most of us own a car and pay our road tax.

Yours faithfully

[REDACTED]

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	[Redacted] Kemsing Sevenoaks Kent TN15 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments

I WELL UNDERSTAND THE NEED TO CONTROL PARKING IN THIS VICINITY. HOWEVER CONSIDERING THE SPEEDING PROBLEM NOTED IN YOUR COVERING LETTER FEEL THAT SAFETY OF CYCLISTS IS BEING NEGATED. I ASK THAT WHERE DOUBLE YELLOWS EXIST A CYCLE LANE SHOULD BE MANDATORY NOT ADVISORY AND THAT A MANDATORY LANE BE INSTALLED BY PARKING BAYS WITH A

BUFFER ZONE. SEE 7.5.2 OF CYCLE INFRASTRUCTURE DESIGN

Signed:	[Redacted]	Dated:	11/04/2011
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If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 18 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	London Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓ x 2		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓ x 2		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓ x 2		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓ x 2		

Comments

See attached left -

Signed: [Redacted] Dated: 12/4/2011

✓ ✓

12/4/11 LCB

[Redacted]
[Redacted]
London Road, Halstead
Sevenoaks, Kent TN14 [Redacted]

12 April 2011
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Dear Mr Bracey,

I am so pleased that at last the council has seen fit to try and address the huge problem of the commuter parking again at Knockholt Station.

I should like to add my support with the following comments:-

- * The dangerous double parking situation. We have to negotiate the double parking corridor on a regular basis.
- * The previous objections based on the displacement of parking to other residential areas made by some residence associations and individuals, did not seem to accept that we have endured this situation for some considerable time. (A case of blow you Jack I'm alright) perhaps we along London Road could be afforded the same courtesy they expect.
- * The safety aspect for London Road. Maneuvering into and out of our property is much more difficult. Crossing the road between parked cars for adults and children alike. Because of the parking there is no regard for the barely visible white lines as all vehicles have to cross them to proceed. It is worth noting that rule 130 of the highway code states if the area is bordered by a broken white line, you should not enter the area unless it is necessary and you can see that it is safe to do so.
- * The considerations of the many cyclists who now cycle on the pavement causing yet another safety hazard.
- * Although we sympathise with the economic situation of the commuters, we note that providing FREE parking facilities does not seem to be a consideration at virtually all other stations. In addition it was noted that most of those objecting did not provide an address within the local area and as stated before we are aware that many are outside the

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 18 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments

Signed:	[REDACTED]	Dated:	13.04.2011
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Acie 18/4/11 ACS

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 18 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	Watercroft Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments	
<p>1 We are concerned, however, by the difficulties which may be experienced by local bus users. Knockholt is their local station.</p> <p>2 The real problem is caused by the incessant traffic caused by the trucks using the station approach exit. Whilst nothing can be done by the Council if Railtrack choose to leave to the waste company we would have hoped that Sevenoaks would liaise with C.S. Bromley as the use of the site appears to have increased dramatically. The use of the station car park surely breaches the current waste licence? In one day there must be at least 100 trucks going in & out of the station. Is this appropriate for such a narrow exit onto a major road? The measures suggested will increase the numbers of containers being dropped off at the station & increase the danger of an accident caused by these heavy duty lorries.</p>	
Signed:	[Redacted]
Dated:	12. 04. 11

② in + out of the station. Is this appropriate for such a narrow exit onto a major road? The measures suggested will increase the numbers of containers being dropped off at the station & increase the danger of an accident caused by these heavy duty lorries. Ack 18/4/11 JCB

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 15 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Pratts Bottom Kent
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

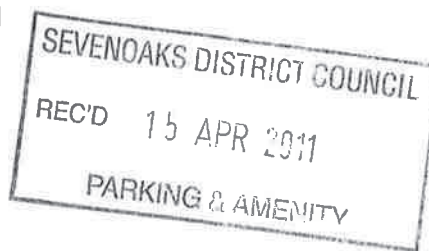
<p>Comments</p> <p>I AM CONCERNED THAT DISPLACEMENT PARKING WILL SPREAD TO STONEHOUSE ROAD AND TURNPIKE DRIVE. IN THIS EVENT WILL THE COUNCIL CONSIDER INSTALLATION OF SINGLE YELLOW LINES AS MAY BE REQUIRED IN THE FUTURE.</p>
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Signed:	[REDACTED]	Dated:	12 - 4 - 11
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ACK 15/4/11 ACS

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[REDACTED]
Address	Sevenoaks Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

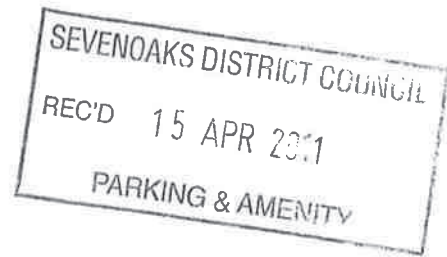
Comments
<p>ALL GOOD IDEAS, I HAVE WITNESSED MANY INCIDENTS LATELY (INCLUDING COLLISIONS) WHEN WALKING TO AND FROM THE TRAIN STATION AND BUS STOP. PLEASE ENSURE MEASURES ARE TAKEN TO PREVENT PARKING IN OUR SMALL CURVE-SIDE OUTSIDE OUR HOUSES AND BLOCKING THE TURNING POINT AT END OF OUR ROAD. NOTE THE DIRT & DIRT FROM TRUCKS AT WASTE SITE NEXT TO STATION QUICKLY COVER/WEAR OUT THE YELLOW LINES.</p>

Signed: [REDACTED]	Dated: 13/04/2011
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Mark 15/4/11

Agenda Item 7

[REDACTED]
Halstead
Sevenoaks
Kent
TN14 [REDACTED]



TRO 2009 Amendment 10a
 The Parking and Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 2EG

13th April 2011

Dear Sirs,

Proposed New Parking Restrictions – Halstead, Knockholt Station Area

Thank you for the note left on our windscreen giving us the opportunity to comment on the proposed new parking restrictions. I am however, surprised that you are seeking comments from the people parking at the station rather than local residents. Most of the new and increased parking is by people coming from outside of the area due to the free parking at Knockholt. They will of course be opposed to any further parking restrictions!

As residents *and* commuters we would comment as follows:

Double yellow lines all along the south side of London Road / Old London Road and Sevenoaks Road are ***essential***. I emailed Kent Highway services in September 2010 when the problem first started and again in January 2011 about the danger of parking both sides of the road. I did receive responses from Michael Sammut, but was disappointed when the yellow lines were only painted at the junctions the other weekend. Please can you paint these as a matter of urgency?

Pay and display would help manage the parking problem but I feel that it is unfair on the residents of Knockholt and Halstead given we have no safe way of walking to the station due to no pavements and street lighting. The station was originally intended to provide a service for local residents so would it be possible to issue free parking permits; for example with our Council tax bills or could we apply for them in a similar way to applying for our annual recycling bin permits?



**Halstead
Sevenoaks
Kent
TN14**

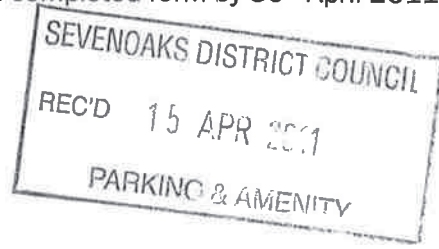
Single yellow lines on both sides of all the surrounding roads such as Watercroft Road and Cadlocks Hill will be needed to stop inconsiderate commuters who do not want to pay to park, causing further obstruction on much narrower roads, we therefore support this too.

Yours sincerely,



If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	Halstead Lane Knockholt Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments
Will it be possible that local permit holders have preferential parking rates, given that they are already paying CT for Knockholt/Halstead parish councils?

Signed:	[Redacted]	Dated:	14/4/11
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14/4/11

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 15 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address:	Watercroft Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
I think it is very sad that the rail company sold the car park → the coal yard attached to Knockholt Stn. It means our rates have to pay to stop the parking in this area when the Rail Company do nothing. It is very dangerous & needs solving.

Signed:	[Redacted]	Dated:	13.04.11
---------	------------	--------	----------

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 15 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	
Email:	

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments

Signed:	[REDACTED]	Dated:	11 / 4 / 2011
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ACK 15/4/11 128

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 14 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	Watercroft Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments

I would agree to parking on one side of Sevenoaks Rd & London Rd without charge - the opposite side i.e. towards Bramley to have single yellow lines with a time i.e. 11-12 noon restriction.

Signed: [Redacted] Dated: 10/4/11

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 14 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

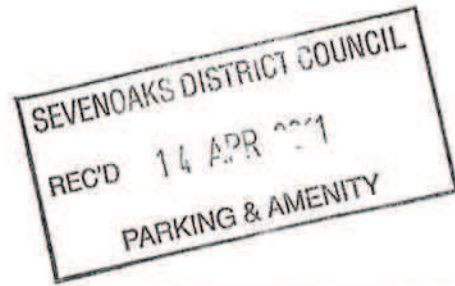
Comments

Signed: [REDACTED]	Dated: 12.4.2011
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John 14/4/11 JCS

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	London Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments
ALL AS SHOWN ON THE MAP OVERLEAF. I HAVE ENCLOSED COPIES OF PREVIOUS CORRESPONDENCE WHICH ARE STILL VALID.

Signed:	[Redacted]	Dated:	13-4-2011
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Agenda Item 7

[REDACTED]
Halstead,
Sevenoaks,
Kent
TN14 [REDACTED]

21st, September, 2009

Copy of letter London Road Parking enclosed.

Copy to Halstead Parish Council

Dear Mr Bracey,

Having waited some time for a reply to my original letter, or at least the common courtesy of an acknowledgement, I write again and on this occasion the letter has been hand delivered.

Additional comments.

1. I try to support local traders as much as possible. In order to do this I drive into Sevenoaks and pay a minimum of 80 pence in order to park. When I arrive home I am greeted by the usual line of parked cars. They have between 10 and 12 hours free parking.
2. There is in London Road a clearly marked cycle lane. This is unusable for five and a half days of each week due to permanently parked vehicles. In order to save tax payers money, used on white paint and signs, would it not be an idea to remove the cycle lane?
3. I do appreciate that there is a general parking problem caused by too many cars trying to use a limited amount of available space. However why should free parking be allowed in London Road? Either charge drivers for the privilege or ban all day parking.

My comments in the original letter are still valid.

Yours sincerely,

[REDACTED]

Halstead,
Sevenoaks,
Kent
TN14

Parking in London Road - Rail commuters and others

Dear Mr Bracey,

I understand that my comments on the above subject should be addressed to you.

Firstly the parking of cars between Knockholt Station and Wheatsheaf Hill has not, in the past, caused too many problems because, in the main, there were no residential properties affected.

However since the rise in parking charges around other rail stations there has been an influx of people using knockholt Station. Now numbers have increased to such an extent that all-day parking occurs between Wheatsheaf Hill and Watercroft Road. This section of road has private houses on one side and residents entering or leaving their driveways are subject to considerable risk as they try to exit their driveways. The vehicles parked opposite our houses necessitate other road users to move onto the opposite side of the road to that expected therefore vehicles attempting to join London Rd. from the residential properties are faced with oncoming traffic on the wrong side of the road.

To make matters worse workmen/business men are meeting in London Road parking one or two cars and leaving in a third i.e. they are not using Knockholt Station. Also drivers of HGVs and large vans are now using this stretch of road to park for their lunch breaks, no doubt encouraged by the long line of parked cars.

My suggestion is as follows.

1. Some form of 'pay as you park' bays between Knockholt Station and Wheatsheaf Hill with yellow lines to prevent parking on the other side of the road. This system would generate some much needed cash into the council coffers.
2. Yellow lines on both sides of London Road between Wheatsheaf Hill and Watercroft Road banning parking between set hours e.g. 12 noon and 2pm. This would prevent all-day parkers but not seriously inconvenience local residents.
3. Or - remove the parking charges at surrounding stations thus encouraging commuters to park nearer their own homes.

Yours sincerely,

Copy to Halstead Parish Council

Sevenoaks Agenda Item 7
Kent
TN14

6th, May, 2010

Your Ref: TRO/20009

Copy to Halstead Parish Council
Parking London Road Halstead.

Dear Mr Bracey,

With reference to the above quoted subject.

While sympathetic to the problems of local residents who use Knockholt Station, it is only fair to point out that not everyone travels to London to work. Those who need the Maidstone line have to use Otford Station, which views parking in the nearby streets far less kindly.

However, dealing specifically with the stretch of road between Wheatsheaf Hill and Watercroft Road, I wish to make a number of points in relation to safety.

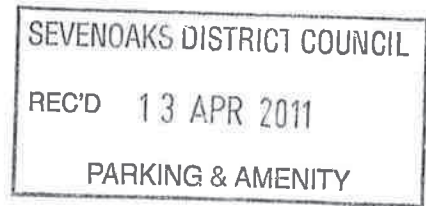
1. This road is not a quiet 30mph country lane. It is a main road subject to a 40mph limit, used by buses and heavy goods vehicles and, at peak times, the traffic volume is heavy.
2. In addition to the line of parked commuter cars on the north side of London Road there are often vehicles parked on the opposite side of the road. These are usually visitors to the residential properties and/or service/delivery vehicles. Thus residents exiting from their drives onto London Road not only have sightline problems but face fast moving traffic in the centre of London Road.
The difficulties are compounded in the dark winter months morning and evening peaks. A particular hazard is the junction/crossroads at Wheatsheaf Hill. Traffic turning right from London Road is forced to remain on the nearside whilst waiting to turn because of oncoming traffic in the centre of the road. It can only be a matter of time before a really serious accident occurs at this location. Attempting to turn into one's drive either from the left or right is very hazardous as following and oncoming fast moving traffic attempt to pass.
3. The former office premises at the junction with Wheatsheaf Hill are being advertised for use as offices on a rental basis. It would seem therefore that the cars which presently park in this stretch of road will no longer be able to do so as they would cause obstruction to vehicles parking on the forecourt premises. This means approximately 15 cars displaced and being moved nearer to Watercroft Road.
4. The bus stops. In addition to the problems mentioned in item 3 the proposed yellow lines on the corners of Wheatsheaf Hill will cause the parked cars to be moved even further along towards Watercroft Road thereby impinging on the bus stops which at present are not protected by clearway markings as are those near the station. Perhaps this aspect could receive attention when the junction yellow lines are introduced? It might also be pertinent to consider double yellow lines at the Watercroft Road junction.?
5. The line of parked commuter cars act as an encouragement to drivers who wish to park and eat their lunch. This includes heavy goods vehicles. (Photographic evidence available).

Some of these difficulties could be eliminated by the implementation of Proposal 17.2 the placing of yellow lines on both sides of the road between Wheatsheaf Hill and Watercroft Road banning parking between 11-00am and 12-00noon Monday to Friday.

Yours sincerely,

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	Watercroft Road Halstead Kent TN14 [Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
<p>When I moved into the area in 1959 this was a pleasant semi rural location. Now resembles a car park! Dangerous for buses, bike riders, car drivers etc. Surprised that there are not more accidents.</p>

Signed:	[Redacted]	Dated:	11.4.11
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Mark 13/4/11
ACB

Station Road
Halstead
Sevenoaks
Kent TN14

Tel/fax: 01959 532025

SEVENOAKS DISTRICT COUNCIL
REC'D 13 APR 2011
PARKING & AMENITY

Mr. A. Bracey
Sevenoaks District Council
Parking & Amenity Team
Argyle Road
Sevenoaks
Kent TN13 1GN

11 April 2011

Dear Mr. Bracey

TRO 2009 Amendment 10a – 2nd Formal

Thank you for your letter of 5 April 2011. The questions asked in the consultation response do not fit with my comments, so I am replying as follows:-

1. I strongly support the proposed double yellow lines on the south side of Old London Road, London Road and Sevenoaks Road. These are urgently required to maintain traffic flow and prevent obstruction and KCC should not take a year to install them as they have with the lines which were agreed last year.
2. I support the proposed single yellow lines on the north side of Old London Road, London Road and Watercroft Road. These to operate from 11.00 to 12.00.
3. I am against pay & display parking on the north side of London Road. This would be too suburban for a rural location and I do not see why parking cannot be allowed without charge.
4. I am against double yellow lines at the junction of Watercroft Road and Cadlocks Hill as being unnecessary.

As a related comment, the new bus service no. 706 from Knockholt to the station appears to be not well used, which indicates that a high proportion of vehicles parking at the station must come from further away.

Yours sincerely



NRK 13/4/11

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 13 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	London Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
I WISH THIS HAD BEEN CARRIED OUT LAST YEAR PLUS STOPPING THE SKIP TRUCKS & TRAILERS USING WHEATSHEAF HILL DISPITE SIGNS TELLING THEM NOT TO (THESE TRUCKS ARE FROM THE STATION) DEPOT.

Signed: [REDACTED]	Dated: 10 - 4 - 11
--------------------	--------------------

ack 13/4/11
MB

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a – 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 13 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

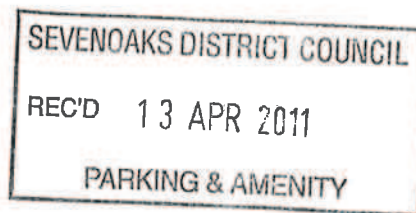
Comments

Signed:	[REDACTED]	Dated:	11. 4. 2011
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Mark 13/4/11 MCO

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a - 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	Cadlocks Hill Halstead Kent TN14 7DU
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction <i>already there</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
<i>I would like anything to prevent cars parking on <u>both</u> sides of carriageway, however it is implemented.</i>

Signed:	[Redacted]	Dated:	<i>08-04-11</i>
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Agenda Item 7

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 12 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[Redacted]
Address	[Redacted] Badger Mount, Sevenoaks, Kent, TN14 7AW
Phone number:	[Redacted]
Email:	[Redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	Yes		
Old London Road	Double and single yellow lines to deter displacement commuter parking	Yes		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	Yes		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	Yes		

Comments
The yellow lines that have been put in place over the last few weeks at the junctions has made a difference. The new proposals will also help. However, my worry is all that will happen is they will move further up Old London Road towards Badgers Rise and park on both sides of the road there. Surely there must be a way of making Old London Road a clearway during the day or having no parking between certain times along it's whole length. I agree speed is a factor on this road but having parked cars should not be the answer to stop this. Cameras or more speed checks are the answer. Even a flashing warning sign might deter some people.

Signed:	[Redacted]	Dated:	6/4/11
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16/12/11/103

If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
TRO 2009 Amendment 10a – 2nd Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 12 APR 2011
PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Green Lane New Eltham London SE9 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Old London Road	Double and single yellow lines to deter displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Watercroft Road	Single yellow lines to prevent displacement commuter parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments
I entirely agree there is a problem. The 402 bays is frequently held up on other vehicles

Signed:	[REDACTED]	Dated:	10/4/2011
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If you wish to comment on the proposals, please return this completed form by 30th April 2011.

To:
 TRO 2009 Amendment 10a - 2nd Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 11 APR 2011
 PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	Watercroft Road Halstead Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking	✓		
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments
<p>WE HAVE EMAILED OUR VIEWS TO MR BRACEY AND JOINT TRANSPORT BOARD. / PARKING & AMENITY TEAM</p> <p style="text-align: right;"><i>[Signature]</i></p>

Signed: [REDACTED]	Dated: 9 April 2011
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Formal consultation response

Name:	[REDACTED]
Address	[REDACTED], Halstead, Sevenoaks, Kent TN14
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		√	
Old London Road	Double and single yellow lines to deter displacement commuter parking		√	
Watercroft Road	Single yellow lines to prevent displacement commuter parking		√	
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction		√	

Comments
<p>1. General comments.</p> <p>(a) I am delighted to see so many car users using Knockholt Station, which can only encourage local rail service provision. Fortunately, the road being used for parking is a wide one (it was formerly a main road, but is no longer as the main road traffic is carried by another route) and is largely ideal for the purpose.</p> <p>(b) I believe that pay and display parking proposals are fundamentally misguided, as there is no need whatsoever for them. It appears to be a knee-jerk local authority (district council, rather than parish council) reaction that parking management implies pay and display. This has no logic behind it. It certainly has no bearing whatsoever on safety.</p> <p>(c) The consultation says that it is intended to “Reduce the number of people using Knockholt station on economic grounds over stations closer to home where existing parking charges apply”. The district council has no business pursuing such an illogical and unnecessary aspiration. So long as safety concerns have been addressed, it should not be for the council to bully car users into parking where charges apply – even supposing that users can do this (I understand that season tickets at Sevenoaks Station car park, for example, are fully taken up). It also does not address the position of users from Halstead and Knockholt, both of which villages are a considerable distance from the station, but do not have another station closer to home. A more appropriate policy on the part of the council would be to do and permit everything which would encourage the fullest use of Knockholt Station.</p> <p>(d) If parking management is required, it is in order to accommodate any safety issues. This is primarily a matter of double-lining near junctions where parking could be dangerous. That has already been carried out. The proposal seeks to add more on the southern side of London Road / Old London Road / Sevenoaks Road for alleged safety reasons, as well as</p>

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single lining in relation to time restrictions along extensive lengths of Old London Road and Watercroft Road. I believe that the case for this is not made, and is inappropriate – see paragraph 2 below.

2. Safety

The proposals under consultation are stated to be prompted by two issues, the first of which is that “the parking situation has rapidly deteriorated as motorists have now started parking on both sides of the road. This is causing significant concerns over safety and there have been reports of accidents.”

However, there have been accidents along this stretch of road before the current parking situation arose. There is no evidence in the consultation that there has been an increase in accidents or that have been accidents caused by the parking situation. If there have been any, details should have been included in the consultation so that consultees might address the issue fully. As it is, the consultation does not make a sustainable point here. In my experience, parking on both sides of this wide road has led to a reduction in the speed of vehicles and should be welcomed. Comment by the police at Halstead’s recent Annual Parish Meeting recognised that there had been such a speed reduction. The parking is in effect a traffic calming device.

3. Crime

The other issue which is stated to have prompted this consultation is that “there has been an increase in vehicle crime in the area, associated with vehicle being left unattended for long durations during the day.” The consultation identifies an aspiration to “Be patrolled on a regular basis, which would be a significant move to addressing some of the vehicle crime problems experienced in the area”. This appears to be a flimsy rationale, and one which arrogates to the council responsibilities which are those of the police. I understand from the police that they undertake regular patrols, and there is also now a set of security cameras which are capable of viewing substantial stretches of parked cars. If theft still takes place in spite of these security arrangements, the occasional appearance of a meter attendant (who can only view a small stretch of cars at any one time anyway) is not going to make any practical difference. This is not a rationale which can reasonably justify the imposition of pay and display.

Signed:		Dated:	30 April 2011.
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Formal consultation response

Name:	[REDACTED]
Address	[REDACTED] Chevening Lane, Knockholt, Kent TN14 [REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		X	
Old London Road	Double and single yellow lines to deter displacement commuter parking		X	
Watercroft Road	Single yellow lines to prevent displacement commuter parking	X		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	X		


Comments
<p>I totally support double yellow lines on the southern side of London Road/Old London Road/Sevenoaks Road as parking on both sides of the road is dangerous and restricts traffic flow. However, people now park on both sides of the road because insufficient and suitable parking, which is well lit and supervised to prevent car crime, is provided at the station. Your proposals will reduce the parking provision further making the parking situation at the station even worse than it currently is. I do not believe the proposals will in any 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) they will just make parking even more difficult and my journey to work more stressful.</p> <p>I believe your new parking proposals to be totally discriminatory to local residents.</p> <p>My husband and I live in Knockholt and have parked at the station for the past 19 years. Parking recently has become more and more difficult (as people are using the station from further afield) and we are now walking a long way each morning to get to the station. Your proposals to put pay & display parking bays on the north side of London Road/Sevenoaks Road will only exacerbate this situation - those who</p>

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travel from far afield using the station early will continue to do so and fill the spaces nearest the station before local residents arrive at the station. Add to this No waiting between 11am and Noon, Monday to Friday (single yellow lines) on Old London Road and parking will be displaced beyond the restrictions to the residential area of Badgers Mount (I am sure the residents will be delighted!).

I personally have to get children ready and off to school before getting to the station myself so arrive later than the regular commuters - where will I be parked - Pollhill Roundabout - I may as well walk from Knockholt after all it is only about 4 miles so should only take me an hour!!

When proper parking provision is made in an enlarged/dedicated car park near the station (perhaps in one of the nearby fields or at Broke Hill Golf Club) not blighted by the filth from the waste transfer station at the bottom of the 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.

Signed:		Dated:	30/4/11
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Dear Sir / Madam

I am interested to read your new proposals for parking at Knockholt / Halstead railway station. I am a resident of Knockholt and a daily commuter from this station as it is my closest and local station and hence I have some thoughts to share on this issue.

The consultation Period and plans

1. In regards to the public consultation process I am somewhat concerned that the first I have seen of these new plans are today , a notice was placed in the window of the station , as we are almost 2/3rds of the way through the consultation period I do not think that such an important change has been widely advertised.
2. I think that a lot of people will be confused with these changes as the original changes of simply adding yellow lines to the specific choke points has only recently been discussed and that these more drastic measures are not widely known.
3. Will there be a public meeting to discuss these proposals at Knockholt or Halstead village hall at a time that is likely to suite the local commuters?

The new proposals

1. How many pay & display parking bays are being added and at what charge?
2. Has any real analysis been done on who is actually parking at the station (I have not been asked by anyone or seen any survey and park every day) and how will you ensure that this benefits local residents and not those from outside the locality
3. By having cars on both sides of the road this slows cars down on what is otherwise a very fast stretch of road so actually in many ways is safer with parking as is at the moment.
4. I appreciate the specific issues around residents driveways and the bus stop and agree that double yellow lines should be placed at these locations so why now have things go so much worse?

Some thoughts:

1. People park their cars at their own risk on any street so this road should be no different, if they want safer parking then they can go to the station carpark or another location.
2. If people leave their cars overnight in a parking bay this is still going to be no safer unless you are proposing all night parking patrols which I presume you are not
3. The road speed will increase dramatically therefore far more dangerous to park and leave the spaces on the road.
4. You reference that there have been accidents, what are the statistics? I presume that any accident is reported to the police and authorities so this must be recoded or is this simply a rumour?
5. It will be viewed by many that this whole exercise has gone from simply a plan to stop people parking in front of local residents driveways and bus stops to a revenue earning exercise for the council at a time where the standard commuter is charged and taxed so heavily already that this will be very unpopular
6. How will local families who want to take their children on days out and who want to use the train out of peak hours now park at the station when there are only a limited number of spaces?
7. The local bus routes to the station are not great, although one company is trying to start a new service it is slow, expensive and only covers a narrow geographical region and is infrequent so not useful for most commuters

More reasonable suggestion:

1. Extend the yellow lines to clear up the "choke points " at the narrowest points in the road to solving the issue of crowding
2. Introduce a free permit system of all local residents to apply for and park in the areas that are left - this has the effect of only accessing the parking for local residents and then at certain locations provide some (maybe 5-10) pay and display for any other users.

I would welcome your thoughts.

Kind regards

██████████

From: [REDACTED]
Posted At: 18 April 2011 21:19
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed new parking restrictions in Halstead/Knockholt area
Subject: Proposed new parking restrictions in Halstead/Knockholt area

Hi,

I would like to make the following comments regarding the changes you propose to Parking restrictions in the Halstead - knockholt area.

- 1) To maintain traffic flow i would agree that double yellow lines be placed on the southern side of London Road/Old London road/Sevenoaks road.
- 2) I strongly disagree with your proposal to put in pay & display parking bays on the North side of London Road/Sevenoaks Road. Putting in double yellow lines on the south side achieves the main objective in stopping people parking on both sides of the road and thus the traffic flow is improved to what it was prior to when people starting to park on both sides. This solves the concerns over safety and "reported" accidents it has caused. This will also reduce the amount of vehicles parking on the road which would also therefore see a reduction in the reported vehicle crime you say has increased. Displaced traffic would start having to use the station car park or would simply use other means of travel, which is your stated objective.
- 3) When i sent you my comments following your previous consultation process you advised that the station car park (train company) and the skip/refuse company (who have taken over a large part of the car park early in the morning) are nothing to do with you. I would suggest that both should be very much part of this process as your suggestions would involve a greater number of people having to use the car park. The train company is the very reason why you have these traffic problems as people are using their facility for travel which they make money from. They at the very least should provide an adequate and safe car park. At the moment they do not. I previously parked in the car park but after twice being broken into (the 2nd time the culprit being caught on cctv and going to Court before being thrown out) decided my car was more at risk inside the car park. The refuse/skip company has virtually taken over the lower part of the car park early morning with their lorries and with the constant movement of refuse have found large lumps of rocks etc around the car park and do not feel it is safe to park my vehicle there.

I have not commented on the single yellow lines along the road in Halstead because i do not travel along there and have no knowledge of its situation.

Please take these comments into consideration when deciding on this proposal and i would strongly urge you not to implement the pay and display meters as they are unnecessary for what you want to achieve.

Yours Faithfully,

[REDACTED]

Dear Mr Bracey,

Thank You for the e-mail and advance notice. It is disappointing that the same issue has arisen again in such a short time.

I am an annual season ticket holder for Knockholt station and 'need to travel by car to the station which I have to use to travel to work in London. I have no choice other than to find somewhere to park by the station so that I can get to work. To have to pay additional amounts for car parking after having bought an annual ticket under the present arrangement, does not seem reasonable and to have to find significant additional funds given that as a public sector worker my pay has been frozen for two years would be very difficult and would mean having to look for alternative employment. Which I am not optimistic at finding locally.

The car park is also used by a rubbish recycling company which runs large skips through the car park. This leaves the car filthy and vulnerable to knocks and scratches this apart from the cost does not make it a good place to leave a car.

Alternatives are very difficult to find, Chelsfield has very limited parking already and it is impossible to get space in the car park. Sevenoaks is significantly more expensive and also requires additional parking costs. For people to be able to continue to work in London transport needs to be reasonable and affordable.

If the parking on both sides of the road is a genuine problem as claimed, then yellow lines on one side should be considered. However as there are only a couple of houses near the station and the road is wide enough for two cars to pass each other even when parking is on both sides, it is difficult to believe this is a real issue.

I would also challenge that there have been a number of accidents arising from the parking. If this is true under the Freedom of Information Act I would like to know when these accidents occurred. I have never seen an accident there or a sign indicating there has ever been one and I have been parking there for a number of years.

Speed humps could be used if speed was a real problem, I would challenge that it was.

In short to impose the restrictions suggested would provide many people who need to travel to London with real problems. Some may be left with little alternative other than try to find alternative work because the parking options in this area are dreadful; either unaffordable or impossible to find. The parking at Knockholt does not cause significant difficulties and if there is a genuine safety concern perhaps the rubbish recycling company should be resited, or sensible yellow lines put down as a reasonable compromise. However, exaggerated dangers should not be used as a artificial means of generating revenue for the council and treating commuters as second class citizens.

Yours sincerely,



Some comments/questions on the proposed changes to parking at Knockholt station that I would like for you to take into consideration.

Overall there was never any real problems when parking was only on one side of the road, I totally agree that yellow lines should be placed on one side so enabling safe and easy passage for all types of vehicles to pass.

Adding Pay and Display Parking will reduce the amount of parking at knockholt station. This is not necessary as parking on one side of the road combined with the yellow lines already put in place around the junctions and as proposed on one side of the road will mean that the road will remain free for traffic to flow (as has been the case for many years). Cars will simply have to park further away on old London road which is a **simple, cost effective and easy to implement** solution to the problem.

Pay and display will only benefit people who have early hours of work so they will get to the spaces first pushing out local residents. This does not mean it will prevent people from traveling long distances to the train station as the rail fare from zone 6 will still be a lot cheaper than 1 stop down the line and most importantly will prevent local people from access to their station.

If Pay and Display is the solution to the councils funding issues then may I suggest some sort of permit to park for local residents who moved to the area because of the easy access to the station and may now be inconvenienced both financially and in travel to and from the station? A combination of a permit to park system with the yellow line parking restrictions may be just the right compromise in this situation.

Car crime - Pay and display monitored parking will not prevent car crime. Will this solution mean the council is liable for any damage caused by a managed parking scheme? Charged parking will result in the public paying more in parking charges than any small criminal damage caused by petty criminals.

A serious implication of preventing/charging people to park at knockholt station will be the increase people flow from Halstead & Knockholt who may choose to walk / cycle along a country road with no pavements and no street lighting. This will result in accidents/injuries/fatalities to local residents. Will the council be improving the roads and walkways as part of this proposed new change?

Thank you for your time in reading the above points, it would be great to know that these points have been read and understood. So please can you let me know that this is the case and where you do not understand some of the points let me know and I will try to explain myself further.

Kind regards,



[REDACTED]
Project Manager

[REDACTED]

Additional comments regarding proposed changes to parking at Knockholt station.

Please take into consideration the requirements of new parents.

New parents that both work and live in Knockholt & Halstead, who have to place their children in day care, are limited by the times in which they can drop off and pickup their children. If there is any limitation in parking at the station this will mean that local parents that will be relying on cars to take there children to child care will not arrive at the station in time to get a parking place.

What do we do then, move out of the area? Or travel by car to the nearest station where you can park?

I hope this makes logical sense.

Kind regards,

[REDACTED]

Last year The Council voted not to introduce Pay & Display parking on the north side of London Road. Since then, the only change is that people have started to park on the south side of the road, which I agree can cause problems. The simple remedy is the proposed double yellow line restriction along the south side, and I support this move.

The introduction of Pay & Display parking on the north side, which I repeat, **was voted down last year**, will do nothing to "manage commuter parking". It is merely another attempt by The Council to raise more money, from commuters who have already recently had to fund an increase of over 10% in their fares. For this reason, I oppose this part of the proposed changes.

Regards,



From: [REDACTED]
Posted At: 18 April 2011 08:43
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt Station Parking Proposals
Subject: Knockholt Station Parking Proposals

Response to formal consultation.

As a local resident and frequent but not daily user of the station I agree the recent parking on both sides of the road is causing traffic concerns for safety and agree a return to one side and a movement of the middle of the road lining to create a parking lane would be a good move alleviating the health and safety issues.

I live in Halstead village and tend to drive to the station as the walk down is very unsafe especially in the darker mornings and winter months.
I therefore object to the move to charging for parking on public roads to use my local station and believe it is very unreasonable and will do two things, 1) put further strain on commuters already hit by economic constraints and rising rail fares 2) force more people to walk down unsafe roads with blind corners and no relief (from experience of having to jump into the verge as cars come flying past and then having wet and muddy suit trousers for work, this is not a feasible alternative).

I would suggest that all local residents (Halstead, Badgers Mounts and Knockholt) are able to apply (with a cost only covering administration) for a permit to park at their local station.

I also do not see the benefit of the no waiting zone on Old London road past the junction with Watercroft road as with adequate relining of the road the provision for parking the single side parking could be extended further where adequate footpaths for safe walking to the station is available.

Many thanks

[REDACTED]
[REDACTED] The Meadows, Halstead, Sevenoaks, TN14 [REDACTED]

From: [REDACTED]
Posted At: 16 April 2011 10:47
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed new parking restrictions Halstaed Knockholt Station area
Subject: Proposed new parking restrictions Halstaed Knockholt Station area

Dear Sirs,

I write to comment on the above proposals.

The government and other bodies actively encourage the community to wherever possible use public transport. Knockholt station has now very good links into London and provides an excellent service into the early evening encouraging and allowing commuters and others to travel by public transport rather than take the car. However Knockholt does suffer from not being located within easy access of the communities it serves. I am a resident of Halstead and to get to the station I need to take the car. Putting these restriction in place will almost certainly prevent me from using the train service as what is being proposed is a reduction in the heavily used parking areas within access to the station.

Now Knockholt has a good train service it has worked to encourage people out of their cars and onto public transport, to take away this access to the service by restricting the parking would be wholly counterproductive. The volume of cars indicating the number of persons travelling by public transport as against taking their cars is encouraging.

It is accepted that parking on both sides of the road has restricted vehicle flow but does appear to have the significant benefit of a considerable overall reduction in vehicle speeds. If restrictions are to be considered the parking restrictions should be limited to one side of the road allow and encourage those of us who wish to use the trains to park our cars to access the train service. If it is felt necessary to take any action, then I believe restrictions to one side of the road at its narrower points would be the realistic option. In addition space for off street parking should be sort to further encourage people to access and use the train service.

The restrictions as planned with the considerable reduction in the number of parking spaces available will I believe:

- 1) Move the parking elsewhere, probably just further down the road to the inconvenience of all
- 2) Discourage people from using the trains
- 3) Remove a key service to the residence of Halstead and Knockholt – access to our train service
- 4) Increase the traffic using the roads as people will take their cars as we can no longer access the train service

It is unfortunate that our train station is not located near the communities it serves but to then restrict access to our service is self defeating.

Regards

[REDACTED]
Resident of Halstead

Dear Sir

I write to oppose the proposed changes to the parking arrangements at Knockholt station, which smack of a covert fundraising exercise.

Your leaflet complains of the seemingly contradictory dual problem of cars blocking the road, as well as the "problem" of cars speeding down it.

You also mention accidents since march 2010. If you wish to argue this point, let us see the relevant data which will show whether there has been an increase.

Another important point is car crime. Do you promise to install CCTV to protect against that. if not, how does the new plan help?

It should also be borne in mind that , if there are no lines or official parking spaces, motorists understand they are parking at their own risk. Why are you not investing in security to protect your motorists, instead of taxing them?

Finally if this is a money-making plan, please find the stomach to say so.

Kind regards



Halstead resident

Agenda Item 7

Name: [REDACTED]

Address [REDACTED], Weald, Kent TN146PP

Phone number: [REDACTED]

Email: [REDACTED]

London Road & Sevenoaks Road

Double yellow lines to control and manage commuter parking
on south side of road - Support
Parking Bays - Against

Old London Road

Double and single yellow lines to deter displacement commuter parking
- Against

Watercroft Road

Single yellow lines to prevent displacement commuter parking -
Support

Cadlocks Hill (at junction with Watercroft Road)

Double yellow lines to prevent parking at junction - Support

Comments

Totally agree that parking both sides on Old London Road is not
acceptable from a safety point of view. Double Yellow lines needed.

Parking bays will achieve nothing and present an initial and ongoing
cost to the council.

Side roads should be protected from parking but remainder of Old London
Road (one side) should be left available.

Regards

Signed: [REDACTED]

From: [REDACTED]
Posted At: 14 April 2011 12:52
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Parking at Knockholt station
Subject: Parking at Knockholt station

Some comments/questions on the proposed changes to parking at Knockholt station that I would like for you to take into consideration.

Overall there was never any real problems when parking was only on one side of the road, I totally agree that yellow lines should be placed on one side so enabling safe and easy passage for all types of vehicles to pass.

Adding Pay and Display Parking will reduce the amount of parking at knockholt station. This is not necessary as parking on one side of the road combined with the yellow lines already put in place around the junctions and as proposed on one side of the road will mean that the road will remain free for traffic to flow (as has been the case for many years). Cars will simply have to park further away on old London road which is a **simple, cost effective and easy to implement** solution to the problem.

Pay and display will only benefit people who have early hours of work so they will get to the spaces first pushing out local residents. This does not mean it will prevent people from traveling long distances to the train station as the rail fare from zone 6 will still be a lot cheaper than 1 stop down the line and most importantly will prevent local people from access to their station.

If Pay and Display is the solution to the councils funding issues then may I suggest some sort of permit to park for local residents who moved to the area because of the easy access to the station and may now be inconvenienced both financially and in travel to and from the station? A combination of a permit to park system with the yellow line parking restrictions may be just the right compromise in this situation.

Car crime - Pay and display monitored parking will not prevent car crime. Will this solution mean the council is liable for any damage caused by a managed parking scheme? Charged parking will result in the public paying more in parking charges than any small criminal damage caused by petty criminals.

A serious implication of preventing/charging people to park at knockholt station will be the increase people flow from Halstead & Knockholt who may choose to walk / cycle along a country road with no pavements and no street lighting. This will result in accidents/injuries/fatalities to local residents. Will the council be improving the roads and walkways as part of this proposed new change?

Thank you for your time in reading the above points, it would be great to know that these points have been read and understood. So please can you let me know that this is the case and where you do not understand some of the points let me know and I will try to explain myself further.

Kind regards,



From: [REDACTED]
Posted At: 14 April 2011 14:05
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt station parking
Subject: Knockholt station parking

FAO Sevenoaks Council regarding introducing pay and display parking at Knockholt Station

Whilst I can appreciate the parking situation at the station has deteriorated I fear introducing pay and display parking is solely aimed at increasing council revenue as opposed to improving the conditions of the area. A kind council would mark up the road better to clearly show where people should not park (this has recently been started) and mark out parking bays to prevent people parking in such a ridiculous manor. Charging people would not prevent people driving from further away as it would still be in their interest to pay for parking rather than pay for a train pass outside of zone 6. I generally walk to the station everyday from Pratts Bottom, however I do occasionally drive, especially in the winter if I know I will be returning from work late. This is because the alternative is to walk home in the dark through on footpaths. Whilst perhaps introducing charges would encourage some people to walk who currently drive, this must raise safety issues. Perhaps an alternative could be agreed where local residents can get either free or discounted parking, particularly in the winter months. Otherwise alternative public transport should be provided. Otherwise the added cost of parking here will make people drive further away i.e. Chelsfield or Orpington where there is a better service, if the parking is of equivalent cost. I can see that people will start driving to Orpington instead as you can park for free within the same walking distance as Knockholt from Pratts Bottom. I do not think the congestion in this area is severe enough to warrant introducing pay and display. I also think that as our small local station, local people should be encouraged to use it.

I hope you will consider an option that does not punish local users and allows us to continue to use our local station in a safe manor.

Thank you for your time,

[REDACTED]

Dear sirs,

I refer to the below e-mail which I received recently in respect of the proposed parking restrictions around Knockholt station.

Now whilst I am supportive of implementing restrictions to reduce the number of cars parked around the station and thus reduce the potential risk of a fatal accident, I am not sure the restrictions go far enough. As you have seen the restrictions implemented in March 2010 have done nothing to control the cars parked for the station, and if anything they have assisted in increasing the traffic and danger on the road, and therefore it is imperative that this time round the restrictions meet their goal of increasing the safety on the road to a high standard.

I live in Badgers Rise and walk to the station every day. The entire walk takes around 12-13 minutes. The proposed restrictions currently stop by Watercroft Road, which is a 7-8 minute walk to the station. Having seen the lengths that commuters will go to reduce the rising costs of their travel (in both train fare and parking), which is why the parking restrictions are having to be re-addressed so soon after the last review, I do not think a 7-8 minute walk is a sufficient deterrent to stop commuters parking in the area for the station. I believe that by only going to Watercroft Road you will just push the parking problem further down the road, which would have a huge impact to local residents in terms of access and more importantly their safety, which would include my family in Badgers Rise. You only have to look at the number of cars parking in the area during weekdays and how far they park down the road currently to see that the proposed restrictions simply do not go far enough.

I would therefore strongly encourage you to consider extending the parking restrictions up to and including Badgers Rise so that the parking problem is not just pushed down the road, but the potential impact on local residents is also taken into account (which it appears to be the case for the residents in Watercroft Road) and that the safety along Old London Road is of a high standard along the whole road and not just one small section.

I am sure many local residents will have the same opinion as myself, and I sincerely hope that when making the decisions around the proposed restrictions that the local residents and their safety is taken into account.

Yours faithfully



I been using Knockholt station for over 6 years and have seen a rise in the footfall on a daily basis.

The service that is offered to London Bridge/ Cannon Street for commuting on a daily basis whilst slow is very reliable. I am unable to walk to the station so drive on a daily basis.

The station is not the closest station to me but due to the price of the ticket in comparison to Sevenoaks (£160 per month Knockholt compared to £270 per month Sevenoaks) I can fully understand, like myself why in the climate of today people would travel a short distance to take advantage of cheaper travel hence why the station is so busy.

For a long period of time people only parked on one side of the road which did not cause any issues, the road is widen enough for two cars to pass safely. I do agree that the junctions needed to be double lined to comply with the Highway Code.

I agree that the parking on both sides of the road is very dangerous and needs to be stopped and I feel that if double lines were introduced on the south side this would delete the hazardous conditions due to double parking. I do not see the need to issue pay and display parking bays on the north side; this would not only seriously reduce the amount of parking available at the station put increase peoples commute which is already a and only serves to line the pockets of Sevenoaks District Council.

The issue is not the parking on one side it is the issue of parking on both side. The only difference between now and the last proposal that was squashed, is the parking on both sides, so why not just remove the current problem of double parking. If the issue is the safety aspect of parking on the road then completely double line both sides and provide affordable parking in one of the fields at the station, but with not the extortionate rates that are charged in the station car park.



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Sirs,

I am both a cyclist and motorist who uses the road in question a lot. Cycling is now dangerous thanks to the road width being restricted by parking on both sides along a lengthy stretch near the station.

I would ask that the recommendations you suggest are implemented as soon as possible, in particular restricting the parking to one side of the road and making it payable. The single biggest reason for the congestion is the availability of free parking.

I would also urge:

- (a) a mandatory cycle lane (solid white line) to be installed on the double yellows.
- (b) The pay and display parking bays to be installed on the outside of a mandatory cycle lane.
- (c) The speed limit on the relevant section of the road to be reduced to 30MPH. And regularly enforced.

Yours faithfully,


Drayton Avenue
Crofton Heath
BR6 

From: [REDACTED]
Posted At: 13 April 2011 16:34
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt Station and London Road Parking
Subject: Knockholt Station and London Road Parking

Your Ref: TRO2009Amend10aFormal
FAO: Andy Bracey

Dear Mr Bracey

I refer to your letter of 5 April 2011 and would make the following points:

1. Whilst the current situation with parking and road safety definitely needs to be resolved quickly, I do not believe that one of your primary objectives ought to be to "Reduce the number of people using Knockholt station...". The continued service to the station is dependent upon there being sufficient people to use it. I agree that by implementing parking restrictions there will undoubtedly be a reduction in people using the station, but your objectives ought to be centred on resolving the parking and road safety issues and not on a reduction of the number of people at the station. You may think the 2 are inextricably linked but there are no doubt a number of solutions that would resolve the road safety issues without a reduction in people using the station, e.g. better and cheaper bus services.
2. I agree that the current situation with parking on both sides of London Road needs to be resolved. I therefore agree that double yellow lines on the south side of the road west of Cadlocks Hill is a good solution to this.
3. I am not in favour of implementing pay and display parking on the north side of London Road. I think it is unnecessary given the other proposals, doesn't serve the objective of improving road safety and only serves to reduce the rural feel of the road.
4. I am in favour of there being a simple parking restriction east of Cadlocks Hill, as displayed in your diagram by the 'Proposed single yellow lines Mon-Fri 11am-noon.'

Other than that, I am pleased to see that the double yellow lines previously agreed for the run-outs from junctions have now very recently been painted. I only hope it doesn't take another 18 months for any new proposals to be implemented as the situation at morning and evening rush hour is now becoming quite dangerous!

Regards
Ian

P.S. I am a resident [REDACTED] London Road. I walk to the station to travel to work and observe twice daily the opportunities for both serious and minor accidents along the road.

[REDACTED]

To whom it may concern:

I agree that the parking situation around this area is slowly getting worse and causing safety concerns for locals and passing traffic. I think the new restrictions brought into place has helped but I still feel that double yellow lines need to be placed on one side of the road to ease congestion and I DO NOT agree that parking bays are to be introduced as this will not make any difference to the road and parking. There hasn't been parking bays there for the whole time I have been using Knockholt (4 years) and don't see how this will help the problem, the main problem is cars parking on both sides of the road. I think that the double yellows on one side should be brought and reviewed after 6-12 months to see if the problem has got better.

The area around Knockholt station is not a clean place with all the skip lorries so I feel it is a little unfair to start charging people when the road itself is not up to standard.

Again id like to re-iterate I am in favour of double yellow lines on one side of the road but there should be free parking available on the other, stoping people from using knockholt station is not the answer!!

Thanks



Dear Sirs,

As a regular commuter from Knockholt Station & a Knockholt resident I agree with the premise that something needs to be done in respect of road safety at Knockholt Station.

I strongly support the proposed parking restriction (yellow lines) as a way of managing the parking problems. Whilst I note your Park & Display or Park & 'Phone proposals I am not convinced they provide enough parking for the current usage. I would recommend you investigate acquiring or renting other nearby land to use as off-road parking.

I would also suggest realigning the central white line to provide for two equi-width carriageways through the area where parking will be allowed on the station side of the road.

Regards


Old London Road
Knockholt
Sevenoaks
Kent
TN14 

Dear Sir/Madam,

I am writing to put forward my objections to the proposed parking restrictions at Knockholt Station.

I understand that the proposals are designed to reduce the number of people using Knockholt Station over stations closer to home. However I overheard commuters not from the local area saying that they will get to Knockholt Station even earlier to ensure a car parking space. This will not achieve the proposal's objective and will exclude the opportunity for locals to park at their local station.

Would it be at all possible to have parking permits based on proof of residence in the Knockholt Station vicinity (Badger's Mount, Halstead, Knockholt, Pratts Bottom) to ensure that locals can have guaranteed parking at their local station? I would be grateful for your views on this suggestion.

Regards,



Halstead village resident

Dear Sevenoaks Council,

I write with regards to your proposed changes to the parking at Knockholt Station in Badgers Mount.

I use this station and feel it is unfair to penalise locals who are simply taking advantage of a local amenity. We have been encouraged by Transport for London to travel to the City for work by public transport so it makes a nonsense for local Council's to not only make that more costly to do by introducing more costs to the commuter, but also impossible if your measures cause the Station to loose its popularity and eventually be considered under used and closed!

I believe the best solution is to introduce Resident's Only Parking Areas and issue people from Halstead, Knockholt and Badgers Mount with Parking Permits which should be funded by a one off cost. Bromley Council issue similar permits for their residents to use their 'dump', so it must be relatively easy to organise.

This would prevent locals from being penalised for the problems that other people are causing by travelling into the area. This would force them to either go elsewhere or to pay to park in the station parking area. It would leave the local amenity free of ugly parking preventative measures such as meters and yellow lines, which would look unsightly against the Greenbelt backdrop. It would also be a lot cheaper and quicker solution to the problem.

One more thing you should consider; if you introduce the one hour restriction, this could seriously hinder anyone local resident who may have to travel to a London hospital for treatment. Often people are kept in London for an entire day for chemotherapy or other such treatment.

Please consider the option I have put forward.

Best regards,



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Dear Slrs,

I should like to object to some of the proposals put forward in the document handed out by your employee at Knockholt Station this morning.

Whilst it is laudable that the council should react to the legitimate concerns of road users to curb parking on both sides of Sevenoaks Road adjacent to the station, some of the proposals go too far. They have strayed from benevolent traffic management to sinister social engineering and cynical money grabbing.

I do not believe it is either necessary or desirable for Sevenoaks Council to engage in activity which limits the travelling public's choice of which station to use. Sevenoaks Council has no business doing this.

I object to the proposal to make the north side of Sevenoaks Road a pay and display parking area. This is nothing less than the Council cynically using the situation to swell it's depleted coffers by indirectly taxing hard-pressed commuters who already put up with a train service that, in the morning only serves Cannon Street, to save themselves the obscene cost of travelling from (and parking at) Sevenoaks Station.

The Council should confine itself to managing the traffic - this is simply done by preventing parking on the south side of Sevenoaks Road. Further interference by local government is entirely unnecessary.

I will be lobbying my Councillor to see the the bulk of these over-bearing proposals are shelved and that the council concentrates upon what it should - managing parking rather than engaging in patronising social engineering.

Your



Dear Sir/Madam,

I have received your plans for changes to parking around Knockholt station and would be very interested to hear further details on how you intend to manage permitting. Would these become available on a first come first served basis or would other alternatives be considered? How would you consider distribution of these permits if demand surpasses supply - I understand that waiting lists for Sevenoaks and Orpington are now several years long.

Regards,



Dear Sir/Madam,

My family use Knockholt Station on a daily basis to commute to work. My daughter travels up to Old Street every day for practically a fraction more than the minimum wage, so she would have to leave her job if she is forced to pay anymore for her commuting fees. Also Mayor Boris Johnson has worked tirelessly to encourage London Commuters to use Public Transport but I believe the changes you propose to the parking situation at Knockholt Station will be to the detriment of his work and to the local area.

It seems to me that SDC may be going about the problem the wrong way as, if your measures are put in place, you will surely reduce the usage of the Station and thereby jeopardise it as a station with low usage is likely to be closed. This would be devastating for the local community, not only because of the obvious benefit the station currently offers for ease of access travelling to London but also the local house prices would be affected if the station were to close.

The problem actually is that people from outside of the area (some quite considerable distance from what I have heard) are trying to 'cheat the system' by driving to Knockholt to avoid paying for parking at other stations. Knockholt is also the last station in Zone 6 on the Sevenoaks Line so it is cheaper for commuters to travel from there rather than a station further down the line. **I feel a cheaper, easier, and much more productive solution to the problem** would be for SDC to issue Local Resident Permits to residents from Halstead, Knockholt and Badgers Mount that they would have to display in order to park at the station. In effect, you could make it 'Resident Permit Holders only' parking at the Station. This would prevent the locals who aren't causing the problems from being unnecessarily penalised. Obviously SDC shouldn't be expected to bare the cost of the permits so there should be a one off charge for the production of the permit for any local resident. This would also benefit the local community as it would not need to be blighted by unsightly parking meters, bays etc. I also believe this solution would be a lot less expensive for SDC to pursue than the measures you are currently considering.

I would be most grateful if you consider my suggestion.

Best wishes,

[Redacted]

[Redacted]

Badgers Road
Badgers Mount
Sevenoaks
Kent TN14 [Redacted]

[Redacted]

I been using Knockholt station for over 6 years and have seen a rise in the footfall on a daily basis.

The service that is offered to London Bridge/ Cannon Street for commuting on a daily basis whilst slow is very reliable. I am unable to walk to the station so drive on a daily basis.

The station is the closest station to me so therefore the price of the ticket in comparison to Sevenoaks is not the issue for me but I can fully understand in the climate of today as to why people would travel a short distance to take advantage of cheaper travel hence why the station is so busy.

For a long period of time people only parked on one side of the road which did not really cause any issues, the junctions needed to be double lined (which they are now) to comply with the highway code. the road is wide enough to allow cars to be parked on one side.

The car crime at the station is there as within any station car parks where they are aware that cars are left all day, my car was stolen from Knockholt station 2 years ago and was never recovered so I am fully aware of the crime threat.

The parking on both sides of the road is very dangerous and needs to be stopped and I feel that if double lines were introduced on the south side this would delete the hazardous conditions due to double parking. I do not see the need to issue pay and display parking bays on the north side, this would seriously reduce the amount of parking available at the station but line the pockets of Sevenoaks District Council. The issue is not the parking on one side it is the issue of parking on both side. the only difference between now and last times proposal that was squashed is the parking on both sides so just remove the current problem of double parking. If the issue is the safety aspect of parking on the road then completely double line both sides, there is a small car park if need be. This wont be done as if Sevenoaks District Council can see a option to gain more money from its residents it will and the safety aspect is pushed to the side.



From: Matthew Arnold [mailto:ArnoldM.sc@arriva.co.uk]
Posted At: 11 April 2011 09:56
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Knockholt Station consultation: TRO2009 Amend 10a Formal
Subject: Knockholt Station consultation: TRO2009 Amend 10a Formal
Dear Andy,

Thank you very much for your letter dated 5th April outlining various proposals for the Knockholt Station area.

As one of the principal bus operators in this area, Arriva support the measures proposed.

Kind regards,

Matthew

Dear Sir/Madam

I am the president of the Catford CC, you may ask why I am writing to you regarding the this subject?

The Catford CC is 'Catford' only in name, it draws a very good proportion of its membership from the Kemsing/Otford/Sevenoaks area, in fact most members a based the southern side of Bromley, so we feel that we have a very good input on the problems this causes. I have read with HORROR your proposals, why oh why do your never consult the people who are actually going to cycle along these roads.

It would seem to me that the dealings that I have had with Sevenoaks Council on anything to do with 'Cycling' locally is met with apathy and a lack any real understanding or more importantly care of local cyclists?

I have looked at the detailed plans of the proposals and unless I am mistaken you intend to introduce 'broken' cycle lanes ...can I tell you these are as much use as a chocolate fireguard! Please consult local cyclists, we are more than happy to meet with local councilors to express our views we are also car drivers, so we are not seeing thinks through blinkered views and only seeing it from our viewpoint.

We would urge you to consider

- (a) A mandatory cycle lane (solid white line) to be installed on the double yellows.
- (b) The pay and display parking bays to be installed on the outside of a mandatory cycle lane.
- (c) The speed limit on the road to be reduced to 30MPH.
- (d) To consult with 'local cycle' clubs about best practice for any proposed changes

Yours


President Catford CC


Willow Park
Otford TN14 





Dear Sir/ Madam.

I would be grateful if this E Mail can be included as an official response to the above.

A travel along this stretch of road every day on my journey to work from Dunton Green to East Dulwich.

This is either on a motorcycle or bicycle.

The existing parking arrangement is dangerous because:

1. Insufficient space for vehicles travelling up and down the road at the same time
2. Drivers opening doors while cycling by.
3. Cyclists being either passed dangerously close or being forced towards the parked cars.

There are cycle lanes in situ. This are being totally ignored by the parked cars and have now been largely obliterated.

I would support the proposal for the double yellow line to prevent parking on the South side. (Sevenoaks to London side).

The cycle lane needs to be reinstated with a solid white line.

The Cycle lane needs to be re-insated on the North side (London to Sevenoaks). With solid white line.

If parking is to be allowed on the North side, the cycle lane needs to be designated on the outside of the parking bays. (This is a method that has been employed in many other areas and is recognised as a safe and effective road layout).

Yours faithfully,

 . Vice President West Kent CTC

From: [REDACTED]
Posted At: 11 April 2011 08:46
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Proposed new parking restrictions - Knockholt
Subject: Proposed new parking restrictions - Knockholt

Dear Sir, Madam,

This morning I was handed a leaflet at Knockholt station, advising of a consultation period for proposed changes to the parking arrangement.

I would like to make some comments in relation to the proposal:

Firstly, in relation to the timing of the consultation, the period runs over a school term break as well as Easter. This is usually a time when a lot of commuters with children take time off. The impact of the consultation running for only 23 days, is likely to mean that a significant numbers of commuters are unaware / unable to respond to the consultation.

Having only recently started using Knockholt station (from about January), I would like to explain my reason for choosing Knockholt over a station that is slightly closer (Otford). I work near Cannon Street station. When I travelled from Otford station, I would travel from Otford to Sevenoaks to Cannon Street. The problems I encountered were on the return journey – I would often miss the connection from Sevenoaks to Otford (as the train from London to Sevenoaks was always 5 or more minutes late). I would have to wait at Sevenoaks station for upwards of 20 minutes, meaning my journey time was significantly increased. Knockholt station provides a direct route to Cannon Street and thus removes the need for changes that caused delays to my journeys. I have found that my journey time has reduced from around 1 hour 15 minutes (on average) to around 50 minutes. Given that there is still work going on at Blackfriars station, then travelling directly from Otford to Blackfriars is not an option, and travelling to City Thameslink increases my journey time a lot.

The distance I travel to Knockholt is 3 miles, compared to a journey of 1.2 miles to Otford station. Sevenoaks station itself is approximately 5 miles.

The rail service provider increased rates by over 10% (weekly ticket from Otford to London increased from £63 to £70) in January. I found this increase appalling, given the level of service provided. The service provider was not required to compensate passengers for the lack of service, more through a technicality around inclusion of the High Speed link. There has been widespread media coverage over the dissatisfaction of commuters using this provider to the extent that the regulator has been involved.

In response to the proposed changes, I am aware that parking has become an issue. There has been an article in a local newspaper that was displayed at the train station. Parking on both sides of the road in the proximity to the station, where the road narrows, does cause difficulty when two large vehicles try to both manoeuvre

through. I would suggest that the proposal to have one side of the road as double yellow lines would address this. I realise that this will displace parking further along London Road.

The displaced traffic would not be able to park further along London Road, as the single yellow lines (restricted parking between 11 and noon) would not enable commuters to park.

The proposed pay and display meters, would, if current commuter volumes remain, would not provide sufficient parking.

Is the intention to force commuters to use different stations? If so, is this just moving parking issues somewhere else? Or is it aimed at increasing revenues of a rail service provider (by suggesting that commuters use closer / more expensive zone stations) that does not appear to be putting customers first, despite the knowledge of the monopoly it holds.

I support the use of double yellow lines as proposed, but do not support the proposal for single yellow lines.

The proposal to install pay and display meters is not unexpected, as in these times of austerity, I am sure councils are under pressure to identify potential areas of revenue, and commuters always appear to be a target!

The proposal also refers to criminal activity. I was myself subject to a crime – the license plates of my car were stolen. However, this occurred when I left my vehicle overnight. Sevenoaks police provide a superb service, and advised me that they believe they found the culprit. I think that the assertion / suggestion in the proposal, that commuter car parking during the day causes criminal activity is inaccurate.

Yours faithfully



Mr Bracy ,

I am writing to express my concerns with the new proposed parking restrictions near Knockholt Station. I live in Badgers Rise which is exactly 12 minutes walk from Knockholt station along Old London Road and regularly drive past the station and have indeed witnessed the increase in parked cars. The restrictions that have already been put in place on the corner of near by roads has definitely improved driving vision at junctions and was a very good idea.

I am however very concerned about any increased restrictions as I can see that this will lead to displacement commuter parking further down Old London Road and into my road Badgers Rise which is the first residential road on the left, after the station. Badgers Rise already has in my opinion too many cars per house that are left parked in the road which has already started to cause access restriction for larger vehicles. It also has at least 8 young children and many elderly residents as well. Cars coming into this cul de sac, parking and turning round will exacerbate this problem and be dangerous.

The yellow lines to prevent displacement commuter parking would be stopping about 4 minutes walk from Badgers Rise. In this economic climate this is nothing at all to people who are looking to avoid paying car parking fees and it will lead to commuters parking in and around Badgers Rise.

I agree that something has to be done about the parking but all this will do is move the parking problem and car security problem from a non residential area at Knockholt station to a residential area with children, only 12 minutes walk from the station.

A FEW PROPOSED SOLUTIONS

Single yellow lines to prevent displacement commuter parking would have to be continued along the whole length of Old London Road into Badgers Rise and also into Crest Close or else it is these areas that will bear the burden of these new restrictions. This would then mean that it would be at least a 20 minute walk to Knockholt station which commuters would not want to do after parking their car and would then look to use their own local station.

Increasing the size of the station car park by using the area leased out to the Skip hire company and making the car park fees in that car park cheaper than those on the road in order to encourage people to park inside.

Making the car park fees in the current car park cheaper than those on the road, in order to encourage people to park inside.

Approach any nearby owners of open land to see if they would maybe lease their land for car parking for a fee as a business agreement, this would mean more cars parked off of the road . i.e.Broke Hill Golf Club , Mobile home site next to the station , Skip hire company near station ,

I feel very strongly on this situation and do not want the quality of life in Badgers Rise and Badgers Mount in general to deteriorate because of commuter parking by people who do not live nearby; this is not fair at all.

I look forward to your reply and opinion on how this will affect Badgers Mount and Badgers Rise directly.

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Yours sincerely

[Redacted]

[Redacted]

Badgers Mount,
Sevenoaks,
Kent
TN14 [Redacted]

Dear Sir/Madam,

I wish to strongly object to the proposed parking restriction changes in the Knockholt Station area.

As a young person I have not benefitted from the tripling of house prices over the last 10 years and am forced to live far from where I work in London and I must commute over an hour every day to do my job. On top of this I must pay for expensive rail travel that increases each year above the rate of inflation. To add to this burden the extra cost of parking fees to use public transport at my local station is insulting and will place a huge extra financial burden on me.

I note that the objections to the on-street parking come from the local residents. They should consider themselves very fortunate to live within walking distance of the station. The two main objections that seem to have been raised are:

1) There are "significant concerns over safety and there have been reports of accidents."

I think this is a very deliberately emotional and ambiguous concern. It would be helpful to all if the concerns over safety could be explicitly clarified and made clear what makes this road any less safe than any other road in England with parking on both sides of the street or without restrictions. Also, it would be helpful to see these 'reports of accidents' (or is it just hearsay?) and the process leading to the conclusion that they were due to the parking of cars on both sides of the street on Sevenoaks Road.

2) "there has been an increase in vehicle crime in the area, associated with vehicle being left unattended for long durations during the day."

Having parked on this street for many months i cannot say that i have experienced any car crime despite my car being left unattended for long periods. Surely this is a matter for any motorist in any street not to leave valuables on display in the car and to take the necessary precautions. Putting pay and display meters in place is not going to help this situation even if it does exist. By all means assign additional police to the area, we are all in favour of that, but don't persecute the commuter if he parks there at his own risk.

I think consideration needs to be given to your other residents of the borough, who also pay their council taxes, and are not fortunate enough to live within walking distance of the station. For me Knockholt is my closest station but is much too far for me to walk, why should i be financially penalised again for not being wealthy or lucky enough to live near the station.

My counter proposals to the proposed parking restrictions would be:

1) Build more affordable housing in central London so i don't have to commute in every day.

2) Affect a correction of the housing market so that prices come down to more affordable levels like they were when the residents of Knockholt station area bought their houses.

3) Backdate my salary to match wage inflation with house price inflation.

4) Provide more free parking in the area for Knockholt station. Build a car park, there is plenty of land in the area. Do a deal with Broke Park golf club, they have spare capacity.

5) Widen the roads so that people can still park there and there is no more 'concern for safety'.

6) Issue free parking permits to residents within a 2 mile radius of Knockholt station to

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address the alleged issue of people driving from far away to use free parking at Knockholt station.

7) Paint double yellow lines on every road and junction in the borough to make this proposal fair to all. I wouldn't want a local resident of Knockholt parking on my road for free if i can't park on theirs.

I trust that you will take my views on board and give my concerns as much validity as you appear to have given the residents of Knockholt Station.

Kind Regards,



Dear Sir

In response to your letter - Ref TRO 2009 Amend 10a Formal - 5th April 2011.

I welcome the revised proposals presented by the Joint Transport Board regarding commuter parking around the Knockholt Station area. I'm sure that this news will come as a great relief to many local residents who's everyday lives have been affected by the ever increasing problems that the parking has created.

It is clear that word has got around that Knockholt Station is a place where you can park all day for free, and have heard of many examples where commuters are travelling many miles to take advantage of this, with little regard for local residents, the way some of these drivers park their vehicles is shocking, quite often I've come across vehicles that been parked with a proportion of the vehicle mounted on the kerb, which makes it impossible for anyone to pass if pushing a buggy or a wheelchair.

I am also a regular cyclist and has twice been involved in near misses with other vehicles, due to the road being too narrow for vehicles to pass at the same time.

This has also created another problem, and that is the condition of the road surface in London Road, which has deteriorated significantly in the past year, I'm sure that this is because drivers are only able to use a small proportion of London Road due to the commuter parking.

I also feel that the parking restrictions should be extended to cover the full length of Old London Road to the Pollhill Roundabout, because I have no doubt that the commuters will leave their vehicles wherever they can if it means free parking.

So in the interest of Safety, Environment, and local residents I urge you to implement all the proposals presented in your letter

Yours Sincerely

██████████
Watercroft Road
Halstead
Kent
TN14 ██████████

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I am writing to object to the proposals to introduce charges for parking on the North side of the London Road

I fully accept that the selfishness/stupidity of some drivers parking on the south side needs addressing and ask the relevant people to consider instead installing double lines entirely on the South side and leaving the north side as currently with no restrictions

If parking charges were to be introduced, revenue at Knockholt Station would substantially reduce, meaning at such future time as network rail consider profitability and viability of individual stations, Knockholt would be significantly disadvantaged

I do not believe sufficient work has been done either, to identify whether the costs of installation of machines would be justified by any revenue. I believe that demand for parking at Knockholt on a charged basis (certainly at the sort of rates which are normally prevalent) given the fairly mediocre service it offers compares with other stations, would be minimal


Tolsey Mead
Borough Green
Kent

Dear Mr Bracey

You will find if you check your records that I strongly opposed your proposals last time as they were detrimental to local people who used the station, and that with the timely support of the majority of council members that your proposals were defeated.


However, you did propose very sensible suggestions to protect the road junctions and incredibly you did nothing about it until very recently. Infact the people who put the lines in added a junction to a field which is never used, opposite the entrance to the golf course, thus exacerbating the parking problems! Arguably KCCs delays sent out the wrong signals, thus contributing to the problem!

Once more I feel your response ill considered and fails to take into consideration the local users. You mention in passing the issue of parking permits, but with respect do you know how many local people use Knockholt Station regularly? Your plans I submit will so severely reduce the daily useable car-parking area that the villagers who do not arrive before 8AM may not have a place to park. Why? Because you are overlooking the fundamental reason for the increase in use of the road - the increased fares. I can tell you from speaking to non-local people that they will still drive to Knockholt station because the fares are still cheaper and so will be the carparking! So may I respectfully ask you to suspend your plans and undertake a survey at the Station to determine the extent of local use so that you can draw up useful plans which will then achieve the widest possible support from local people who you appear to be trying to protect.

I must also strongly protest over your time frame which covers a period when alot of people are away for the Easter break and cannot respond. Furthermore Knockholt Parish Council has its meeting on the first monday of the month and the end of the consultation period is before their next one. The timing also seems to coincide with the a period before the elections and smacks of political expediency! Under the circumstances, and given the likely continued opposition by both local parish councils you should if not suspend your plans, extend the consultation period into the middle of May and allow the democratic process to properly take place.

Yours sincerely



Pound Lane
Knockholt
TN14 

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Mr [REDACTED]

I agree with proposal single yellow lines with restrictions and any move to improve safety reduce congestion and vehicle conflict

Mr Bracy ,

I am writing to express my concerns with the new proposed parking restrictions near Knockholt Station. I live in Badgers Rise which is exactly 12 minutes walk from Knockholt station along Old London Road and regularly drive past the station and have indeed witnessed the increase in parked cars. The restrictions that have already been put in place on the corner of near by roads has definitely improved driving vision at junctions and was a very good idea.

I am however very concerned about any increased restrictions as I can see that this will lead to displacement commuter parking further down Old London Road and into my road Badgers Rise which is the first residential road on the left, after the station. Badgers Rise already has in my opinion too many cars per house that are left parked in the road which has already started to cause access restriction for larger vehicles. It also has at least 8 young children and many elderly residents as well. Cars coming into this cul de sac, parking and turning round will exacerbate this problem and be dangerous.

The yellow lines to prevent displacement commuter parking would be stopping about 4 minutes walk from Badgers Rise. In this economic climate this is nothing at all to people who are looking to avoid paying car parking fees and it will lead to commuters parking in and around Badgers Rise.

I agree that something has to be done about the parking but all this will do is move the parking problem and car security problem from a non residential area at Knockholt station to a residential area with children, only 12 minutes walk from the station.

A FEW PROPOSED SOLUTIONS

Single yellow lines to prevent displacement commuter parking would have to be continued along the whole length of Old London Road into Badgers Rise and also into Crest Close or else it is these areas that will bear the burden of these new restrictions. This would then mean that it would be at least a 20 minute walk to Knockholt station which commuters would not want to do after parking their car and would then look to use their own local station.

Increasing the size of the station car park by using the area leased out to the Skip hire company and making the car park fees in that car park cheaper than those on the road in order to encourage people to park inside.

Making the car park fees in the current car park cheaper than those on the road, in order to encourage people to park inside.

Approach any nearby owners of open land to see if they would maybe lease their land for car parking for a fee as a business agreement, this would mean more cars parked off of the road . i.e.Broke Hill Golf Club , Mobile home site next to the station , Skip hire company near station ,

I feel very strongly on this situation and do not want the quality of life in Badgers Rise and Badgers Mount in general to deteriorate because of commuter parking by people who do not live nearby; this is not fair at all.

I look forward to your reply and opinion on how this will affect Badgers Mount and Badgers Rise directly.

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Yours sincerely

[Redacted]

[Redacted]

Badgers Mount,
Sevenoaks,
Kent
TN14 [Redacted]

Name: [redacted]
Address [redacted] Johnsons Avenue, Badgers Mount
Phone number: [redacted]
Email: [redacted]

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking			X
Old London Road	Double and single yellow lines to deter displacement commuter parking	X		
Watercroft Road	Single yellow lines to prevent displacement commuter parking			X
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction		X	

Comments

I appreciate something should be done about parking on both sides of the road, but arent things being overcomplicated here. There was never a problem before when cars were lined up on the North side of the road. Why not implement a single yellow on one side of London Road and let people park on one side as far back as they wish. People will be put off enough when they are having to walk 10 mins to get to the station from where they have parked. Why introduce unsightly/inefficient parking bays? I feel that the introduction of double yellows around the junctions has improved the safety pulling out of the roads and proves how effective this can be. How many parking bays will there be, likely 50, and the overspill will end up parking their car wherever possible, golf club, the guy who owns the field nextdoor will start charging £1 to park there again or the little cul de sac near the A21 end of London Road? The good thing about commuting from Knockholt as a local resident is that it is not a chore unlike Orpington and Chelsfield, everytime this issue comes up the council threaten parking bays, if it is money they are looking to make then why not be open about it.

Regards

[redacted]

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Address	Old London Road, Knockholt, TN14
Phone number:	
Email:	

Please tick (as appropriate)

Road	Issue	In support	Against	No view
London Road & Sevenoaks Road	Double yellow lines and Pay & Display bays to control and manage commuter parking		✓	
Old London Road	Double and single yellow lines to deter displacement commuter parking	✓		
Watercroft Road	Single yellow lines to prevent displacement commuter parking	✓		
Cadlocks Hill (at junction with Watercroft Road)	Double yellow lines to prevent parking at junction	✓		

Comments
<ol style="list-style-type: none"> 1. The introduction of paid for on road parking to “manage commuter parking” penalizes local people who have no choice but to use our local station. 2. Since the introduction of parking fees in the car park – now £3.50 per day – many people can no longer afford this in addition to the increasingly expensive rail fares and are therefore parking on the road. If car park operator, Meteor, continues to apply above inflation price increases, this situation will worsen. I suggest that a solution to the parking problem should involve consultation with Meteor on their pricing policies. 3. In addition, many people prefer to park on the road because before 7am a large part of the car park is taken up by skip lorries which leave the site en masse at 7am. The lorries and the waste transfer site also cause a lot of dust, dirt and potential damage to cars which I am sure also deters people from using the car park. 4. Your consultation document does not say how much the pay and display fee is likely to be? Will it be possible to purchase a cheaper “season ticket” for pay and display parking? 5. Have options for leasing land for additional car parking space been considered?

Signed:		Dated:	7 April 2011
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Dear Mr Bracey

Why does the Council not just compulsory purchase the land to the north of the Station entrance and the Station Goods Yard. Proper, safe parking could then be created for commuters use and restrictions could then be applied to keep the main road safe.

Do not try to " reduce the number of people using Knockholt Station". You would only be penalising hard working people, who need all the help they can get, and moving the problem elsewhere!

The Council has this opportunity to do something creative rather than being restrictive.

