

Andy Bracey

From: Roger Walshe [REDACTED]
Sent: 26 November 2014 15:34
To: Parking & Amenity
Cc: [REDACTED]
Subject: Proposed changes Barrack Corner area

dear Andy

I have examined very carefully all the proposals, deriving from our previous conversations. I am in support of all that you suggest apart from two proposals:

I think it is unnecessary to change the short length (1-2 spaces) at the top of Cobden Rd from single to double yellow lines. The road is wide enough to accommodate larger vehicles at this point and it would be unnecessarily denying some overnight parking to residents with no worthwhile advantage. I do hope this can be left alone.

To abolish the 2-hour waiting spaces in favour of unrestricted on the other side of Dartford Road will definitely have a negative impact. At present this ensures that there are regularly spaces becoming available during the day, for local shops and offices. If made unrestricted it would certainly, within a fairly short space of time, become taken up by all Jay commuters (only needing to walk along Mount Harry to the station). This would effectively nullify much of the other benefits proposed so I do hope this can be cut out of the package.

regards

Roger Walshe

Andy Bracey

From: Cllr Purves, Elizabeth <cllr.purves@sevenoaks.gov.uk>
Sent: 06 December 2014 19:01
To: Parking & Amenity
Cc: Cllr Walshe, Roger
Subject: 2013 TRO Amendment 2

Formal Consultation Response . Sevenoaks Eastern Ward.

I appreciate the difficulty of satisfying the needs of shoppers, shop keepers and local residents in an area with very limited parking.

I am in favour of the proposed changes EXCEPT for the following.

- 1 1 hour short stay parking in Hollybush Lane is too short. 2 hours would be preferable to allow time to visit the hairdressers, buy a carpet/ dress/piece of furniture, or meet friends to eat in Raffertys cafe etc.
- 2 Dartford Road 8 spaces on Western side. These would be best left as restricted parking. If unrestricted, will merely be used by commuters for all day free parking and thus not be available for shoppers using the Hollybush Parade.
- 3 Existing single yellow lines alongside the former Avalon Music Shop at the southern end of Cobden Road should remain as single and not be changed to double. They provide much needed space for a couple of cars to park overnight in an area in which it is exceedingly difficult for local residents to find somewhere to park.

Elizabeth Purves

Local Member. Eastern Ward.

Andy Bracey

From: Parking & Amenity
Sent: 14 November 2014 14:16
To: Andy Bracey
Subject: FW: Potential new parking restrictions - Barrack Corner area Sevenaoks

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

From: [REDACTED]
Sent: 14 November 2014 14:08
To: Parking & Amenity
Subject: Potential new parking restrictions - Barrack Corner area Sevenaoks

Further to receiving the letter regarding new parking restrictions....

Is it not possible to have some extra parking down Mount Harry Road ?

Also the bus stop along Dartford Road is huge, is it possible to have some parking in there with the bus stop?

Opposite Mount Harry Road the no waiting area lines seems too long, could they be shorter?

I don't agree with removing the existing area M permit & 2 hr limit waiting to allow uncontrolled parking as this means it will be occupied for the whole day and give fewer options for shoppers. I think this area should be 1 hour only for shoppers.

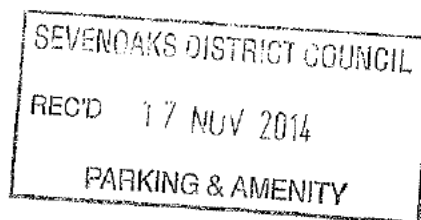
A lot of our customers have complained that there are never any parking spaces for shoppers. If our number of customers keeps on decreasing because of parking then there will no longer be [REDACTED] here.

Regards

[REDACTED]

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

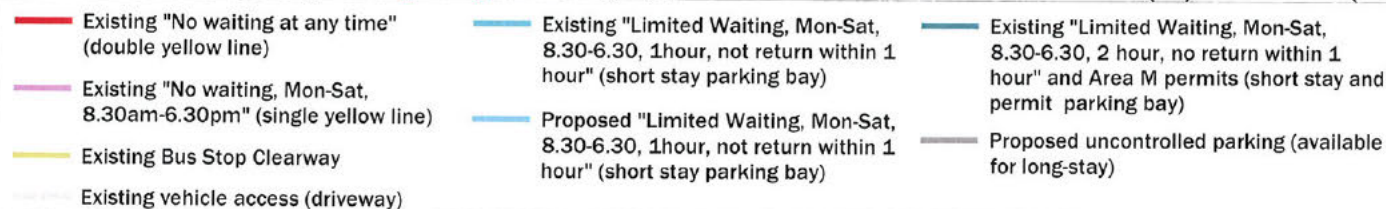
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I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
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| <p>However, we at Agacie Subrocks - Tonbridge would like the area in front of our offices ~ 5-7 St. John's Road - Controlled as People Park over our access, which causes severe problem to our disabled visitors - emergency vehicle -</p> <p>We have been in our offices for 7 years - observe the rise in the number of commuters parking in St. John's Road - Staff from the new nursery, who are not allowed to park in the nursery car park, which is reserved for parent.</p> |

| | | | |
|---------|--|--------|------------|
| Signed: | | Dated: | 14.11.2014 |
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20/11



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**Changes to parking restrictions
Formal Consultation - Barrack Corner area
Holly Bush Lane, Dartford Rd, St Johns Rd
Sevenoaks**



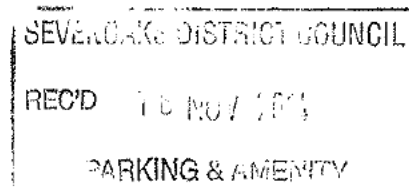
Sevenoaks
DISTRICT COUNCIL

Scale 1:1000 Date : 2/10/14

File ref : T/Sevenoaks/4

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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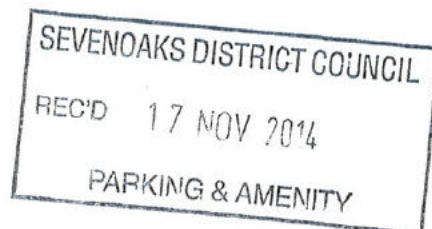
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
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| <p>I would like to see a no Parking area on the corner of Hollybush Lane and Bethel Road outside the Friends Meeting House and opposite 28 Hollybush lane. If people park on that corner, the Dustcarts and other Delivery lorries find it very difficult to turn into Bethel Road. it has caused a lot of Damage to my fence </p> |

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| Signed: | | Dated: | 17.11.2014 |
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If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
| Address | |
| Phone number: | |
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We are open to changes, if residents needs are also well considered
~~I am / am not~~ (delete where applicable) in favour of the proposed changes for the Barrack Corner
area area of Sevenoaks.

| Comments | |
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| <p>- To aid large vehicle turning double yellow lines need to be included, as one vehicle length, into top of Bethel Road off of Hollybush. - As my mother has a disability we would not want to see double yellow lines extend beyond the boundary of [redacted] Hollybush Lane as we currently park outside our house on unrestricted area as does our neighbour at [redacted] (have parking near off their property)</p> <p>- If parking at area M in Dartford Road is totally lifted, by 07:30 it will be full of commuters, who already take the majority of parking in Hollybush, Cobden, Vine Court etc. and residents and businesses will see no benefit. I would suggest restricting until 9AM to stop this all day parking by commuters who have normally swooped by 08:30 and headed off to London.</p> | |
| Signed: | [redacted] |
| Dated: | 14.11.14 |

2014

Andy Bracey

From: [REDACTED]
Sent: 15 November 2014 09:09
To: Parking & Amenity
Subject: PARKING IN ST JOHNS ROAD SEVENOAKS

I understand there are proposals to amend the parking at Barrack Corner in St John's Road.

Please can you also consider the parking situation parking between Barrack Corner and Amherst Road. This should be limited by introducing a single yellow line or other parking restrictions (which need to take account of residents parking) on the West side of St John's Road so that vehicles no longer feel the need to park on the pavement, thereby making pedestrians, and particularly the elderly and mothers with buggies, walk in the road. It is sometimes also difficult for large vehicles, including refuse collection, to move freely along St John's Road because of vehicles parked on both sides of the road.

[REDACTED]

Andy Bracey

From: [REDACTED]
Sent: 15 November 2014 09:28
To: Parking & Amenity
Cc: [REDACTED]
Subject: Re: PARKING IN ST JOHNS ROAD SEVENOAKS

I might add to my husband's comment, that perhaps a time restriction might be introduced to parking on St Johns Road to deter commuters from leaving their cars all day. This might then leave better availability for short term parking for shoppers and cafe users.
Thank you.

[REDACTED]

> On 15 Nov 2014, at 09:08, [REDACTED]

>

> I understand there are proposals to amend the parking at Barrack Corner in St John's Road.

>

> Please can you also consider the parking situation parking between Barrack Corner and Amherst Road. This should be limited by introducing a single yellow line or other parking restrictions (which need to take account of residents parking) on the West side of St John's Road so that vehicles no longer feel the need to park on the pavement, thereby making pedestrians, and particularly the elderly and mothers with buggies, walk in the road. It is sometimes also difficult for large vehicles, including refuse collection, to move freely along St John's Road because of vehicles parked on both sides of the road.

>

[REDACTED]

>

>

Duplicate.
20/11

Andy Bracey

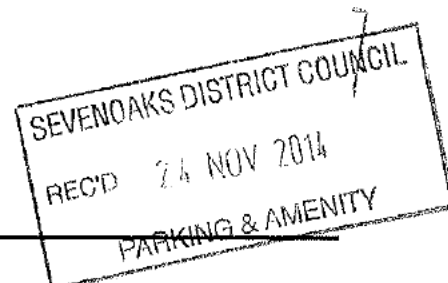
From: [REDACTED]
Sent: 19 November 2014 13:25
To: Parking & Amenity
Subject: 2013Amend2Form-06

Re the proposals for Barrack Corner, on behalf of St Johns Hill United Reformed Church we would welcome the double lines across our entrance. This is often partially blocked by both all-day parking and shoppers - the latter will benefit from the proposed 3 x 1hr spaces between our entrance and the corner. Our real issue is trying to get hearses and the National Blood Service lorries (which come at least once a month) into our forecourt .

[REDACTED]

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
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I am / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

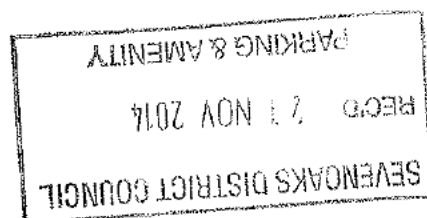
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| Comments |
| I LIVE AT [REDACTED] THE PLANS ARE NOT CLEAR AS TO PARKING I AM AN INVALID THE PARKING PROBLEM IS A NIGHTMARE. I APPLIED FOR AN INVALID PARKING BAY I WAS TOLD IT WOULD TAKE 6 MONTHS THAT WAS THREE YEARS AGO COULD YOU PLEASE ADVISE. |

| | | | |
|---------|------------|--------|------------|
| Signed: | [REDACTED] | Dated: | 19/11/2014 |
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28/11

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
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I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

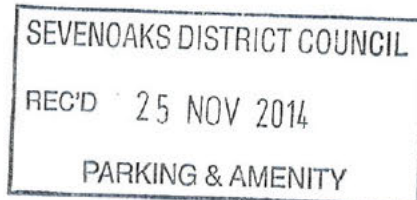
| Comments |
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| <p>Please protect the access adjoining No 1 Broadbourne Rd (which belongs to 95 Dartford Rd) with double yellow lines.</p> |

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| Signed: | | Dated: | 15.11.14 |
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26/11

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

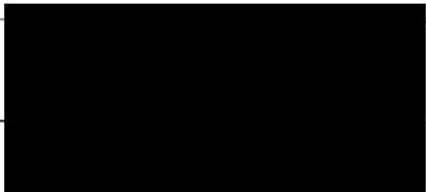


Formal consultation response - 2013 Amend 2 Form-06

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I am / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

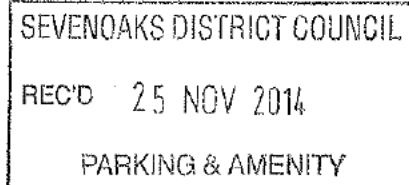
| Comments |
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| Most of the proposals are necessary, many people walk in this area and they need to be protected. But! how parking is too short a time for the hairdressers and cafe - a vibrant part of this successful residential and shopping area. |

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| Signed: |  | Dated: | 22/11/2014 |
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22/11/14

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
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I ~~am~~/ am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
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| <p>re Aartford Rd I think that a 2 hr restriction is more helpful for the local shops. A lot of people park all day for the station in this area & 6 unrestricted spaces would rapidly be used in this way. Also local shops have in the past parked their vans all day.*</p> |

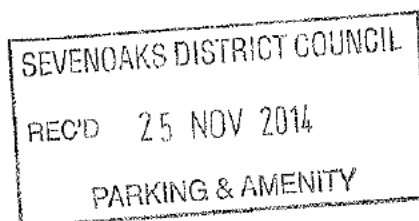
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| Signed: | | Dated: | 24/11/14 |
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26/11*

* in these spaces which is not in accord with the suggested reason for changing the restriction on parking. This is no longer happening because the car park attendants come more regularly. How about a 3 hr parking window?

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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I am / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

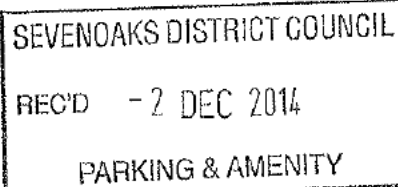
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| Comments |
| <p>Would it be possible for the Short stay parking Between 9 and 5. The shops are shut then and locals are coming home from work this would make life a lot easier.</p> <p>As for the long stay these will be full of cars who do not park at the Station to save costs so we will not gain at all by this it happens now they park about 6-30 and collect again about 6 in the evening.</p> |

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| Signed: | | Dated: | 20 Nov 2014. |
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20/11

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
| Address | |
| Phone number: | |
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I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

Comments

**Changes to Parking Restrictions
Barrack Corner area, Holly Bush Lane and Cedar Terrace Road**

Several residents in Cedar Terrace have 2 cars each, also children who need to get in and out of cars safely. I need to park close to my front door as I do picture framing and have awkward, bulky and heavy loads to transfer, especially difficult if it is raining. As it is now, it is difficult to park near our houses. Our visitors too find it impossible to find spaces nearby.

The shop workers from Barrack Corner like to park in Cedar Terrace Road, also office workers from further down the hill. Residents from Prospect Road and Cobden Road use these parking spaces. Commuters frequently search for places here, then walk down to the station. Last week one of them, being in a hurry, mistakenly put their car into reverse and shunted three of our cars together. Workmen with their vans find it impossible to get close to the houses and have to carry their heavy apparatus/implements from parking ten minutes away. This means they are not keen to come to this area.

There is even a VW car that has been parked here since the beginning of January – eleven months.

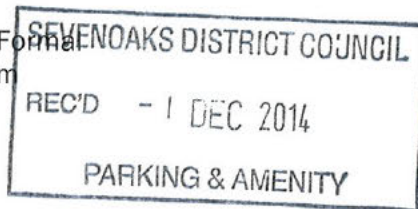
Residents in the Cedar Terrace Road area are already in a crisis situation with their parking. Things will be much worse without Holly Bush Lane.

Why not let the shoppers have more 1 hr parking spaces in Dartford Road, then they will not clog up these narrow roads?

4/12

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
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| Phone number: | |
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I am / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
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| We do have a problem with parking I do think the whole of Hollybush Lane is a problem. I also think Limited Waiting should be applied from House Number 23 Where cars can park all day, But then if we live in Hollybush where are we going to be able to park. |

| | | | |
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| Signed: | | Dated: | 20/11/14 |
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4/2

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL

REC'D - 2 DEC 2014

PARKING & AMENITY

Formal consultation response - 2013 Amend 2 Form-06

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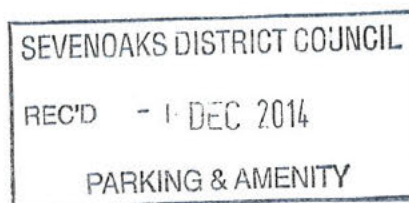
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
|---|
| (1) It appears on the map that the road immediately by my garage doors will be left without road marking, but I should appreciate confirmation of this. I have to reverse into my garage at an angle, so parking up to the northern end of the doors is no problem, but it would help if the marked parking bays could begin 2-3 feet along from the southern end of the doors. |
| (2) I am in favour of removing the unlimited parking in Hollybush Lane, but is 1 hr. enough for people eating in Roffertys? Would 1 1/2 hrs. be better? |
| (3) I think that removing the restrictions from parking on the west side of Dartford Rd will increase all-day use of that area by people parking for the station, so I disagree with this aspect. |

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|---------|--|--------|----------|
| Signed: | | Dated: | 30/11/14 |
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If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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| Name: | |
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| Phone number: | |
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I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
|-----------------------------------|
| <p>Please see letter attached</p> |

| | | | |
|---------|--|--------|----------|
| Signed: | | Dated: | 26/11/14 |
|---------|--|--------|----------|

Mr Andy Bracey
Parking Department
Sevenoaks District Council
Argyle Road
Sevenoaks
TN13 1GS

23rd November 2014

Your ref: 2013 Amend 2 Form-06

Dear Mr Bracey,

Potential new parking restrictions – Barrack Corner area, Sevenoaks

Further to your letter of 12th November regarding the above, as representative of the resident local businesses I wish to comment on your proposals as follows:-

Whilst the effort to find solutions to the many parking problems in this area is appreciated, the proposals as set out do not appear to be in the best interests of local businesses and residents and as such **we are not in favour of them**. The comments below include our counter-proposals which we consider to be more optimal.

Firstly, in your second paragraph you highlight problems faced by local users with conflicting demands, but you do not appear to have recognised an overriding and fundamental problem faced by all – namely that there are ever increasing numbers of non-Sevenoaks resident commuters using up uncontrolled parking spaces and walking to the station for travel presumably to London. This not only reduces parking capacity for all local users, but also reduces Council revenue from long stay car parks. It also displaces users of local businesses and residents with people who bring absolutely nothing to the area. This is a real problem, which if anything will be exacerbated by some of your proposals.

Your third paragraph proposes changing double yellow line sections in Bradbourne Road and St John's Road in favour of 5 daytime short-stay parking bays, and also changing uncontrolled areas in Holly Bush Lane to 5-6 short-stay parking bays. In principal this looks a good idea, however we note that the short-stay period in each of these cases is limited to only one hour. **We made very clear to all the Council representatives and Councillors that one hour is insufficient** to encourage use of local shops and businesses. Our customers typically want to visit more than one of the premises often including Rafferty's Café and a one hour trip makes that impossible. We would regard two hours as a minimum for typical shoppers to complete a worthwhile shopping trip. We suspect that the effective capacity of these short-term spaces would be very similar on a two hour basis as for one.

Your fourth paragraph proposes that a number of restricted parking areas on the Dartford Road (area "M") become uncontrolled for long stay parking by all. We feel very strongly that these spaces will simply

be filled up early by rail commuters thus being lost to local residents and customers of local businesses. We do not see the case for making these bays uncontrolled.

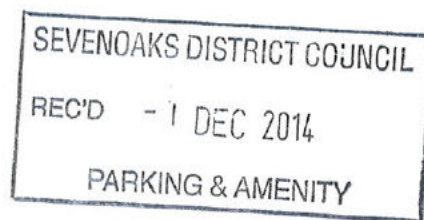
We have no issues with your fifth paragraph proposals to prevent obstructive parking.

We hope you find these counter-proposals constructive and that you will not hesitate to contact us for further discussion of our local needs.



If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

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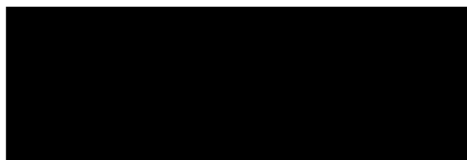
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
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| <p>I agree with your suggestion and wonder if you could consider extending the all day parking bays to one of the 4/5 spaces at the top of Newmarket Rd as 2 hours is not long enough to have a meal/shop or visit friends</p> |

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|---------|--|--------|----------|
| Signed: | | Dated: | 29-11-14 |
|---------|--|--------|----------|

Andy Bracey

From:
Sent:
To:
Subject:



Dear Sirs,

With regards to your letter dated 12 November 2014 about the District Council's proposed changes to the parking arrangements in the Barrack Corner area, I would like to offer some feedback as a resident of Cedar Terrace Road.

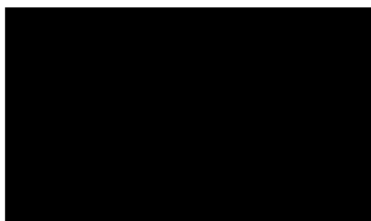
Whilst we understand the need for additional short stay parking for customers of local businesses and agree to its benefits, the concerning result will be less available parking for my family and our neighbours. There are 5 houses on Cedar Terrace Road without driveways and on a daily basis it is almost impossible for us all to park anywhere near our homes due to residents from surrounding areas (Cobden and Prospect Roads), commuters, the business owners & their employees all utilising Cedar Terrace Road for all day (sometimes days) parking. Most days we have to drive round and round looking for a space to park. By making 5-6 additional short stay parking spaces available on Hollybush Lane where we often have to park, it will make parking for local residents even more challenging. With very few properties owning driveways as they are mostly terraced houses, there simply won't be enough spaces for the residents.

We certainly do not wish to obstruct the plans to improve the custom for local businesses, but would ask that Cedar Terrace Road is given resident parking permit status by extending with zone F or M perhaps? We'd be happy to pay for the permits and I understand our neighbours would also be and I'm sure the Council would welcome the additional revenue.

On a side note, Cedar Terrace Road is a very narrow road and therefore a tight squeeze to park; we have witnessed a lot of disregard for our vehicle when we park on our road or Hollybush Lane in the form of scratches and scrapes and feel that if the changes are implemented, the squeeze will only increase and the situation worsen. Our car was damaged only last week by one of the local business employees.

I hope my comments have been constructive and would be grateful for your response to my request that if you do introduce 5-6 additional short stay parking spaces on Hollybush Lane, that you compensate the residents of Cedar Terrace Road with residents-only parking, as the whole area is at breaking point as it is.

Yours faithfully,



Andy Bracey

From:
Sent:
To:
Subject:



From: [Redacted]
Sent: 05 December 2014 10:41
To: 'transportation@sevenoaks.gov.uk'
Subject: Parking restrictions Barracks Corner Sevenoaks

Dear Mr Bracey

I refer to your recent letter regarding the proposed changes to the parking arrangements to Holly Bush Lane, Cobden Road, London Road etc. . I lease an office at [Redacted] and am an M Zone permit holder for parking.

I can appreciate the request for "pop in pop out" parking spaces for the local shops and thus the 1 hour parking spaces and necessary alterations.

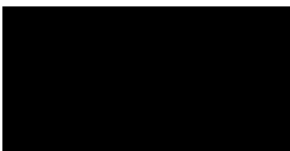
However I do not agree with parking spaces on London Road being "uncontrolled" and removed from the M zone parking. The minute they are uncontrolled the commuters that currently occupy a lot of the spaces at the Bayham Road end of Holly Bush Lane and Vine Court Road will move in to occupy these spaces as its less far to walk. On certain days of the week the local café is a meeting point for the local mums and the M zone parking spaces in London Road and Mount Harry Road and even into Pendennis Road are taken by the mums making it increasingly difficult to find a space.

In my opinion the spaces in London Road should be controlled up to say 10 a.m for use by M zone parking and 1 hour return etc and then uncontrolled thereafter. This would enable the current use in peak hours, prevent commuter use and then open them up as proposed for the remainder of the day. With all these things, it's the policing of them that makes them effective.

The other solution would be to make the other spaces in Mount Harry Road, opposite the existing, M zone spaces, but I understand the reluctance to do this as its outside a residential home.

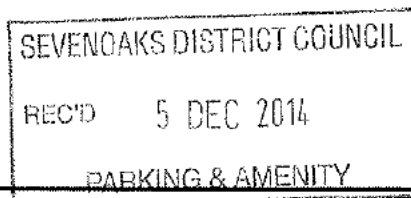
I trust the above will be taken into consideration when you deliberate over the proposals.

Regards



If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



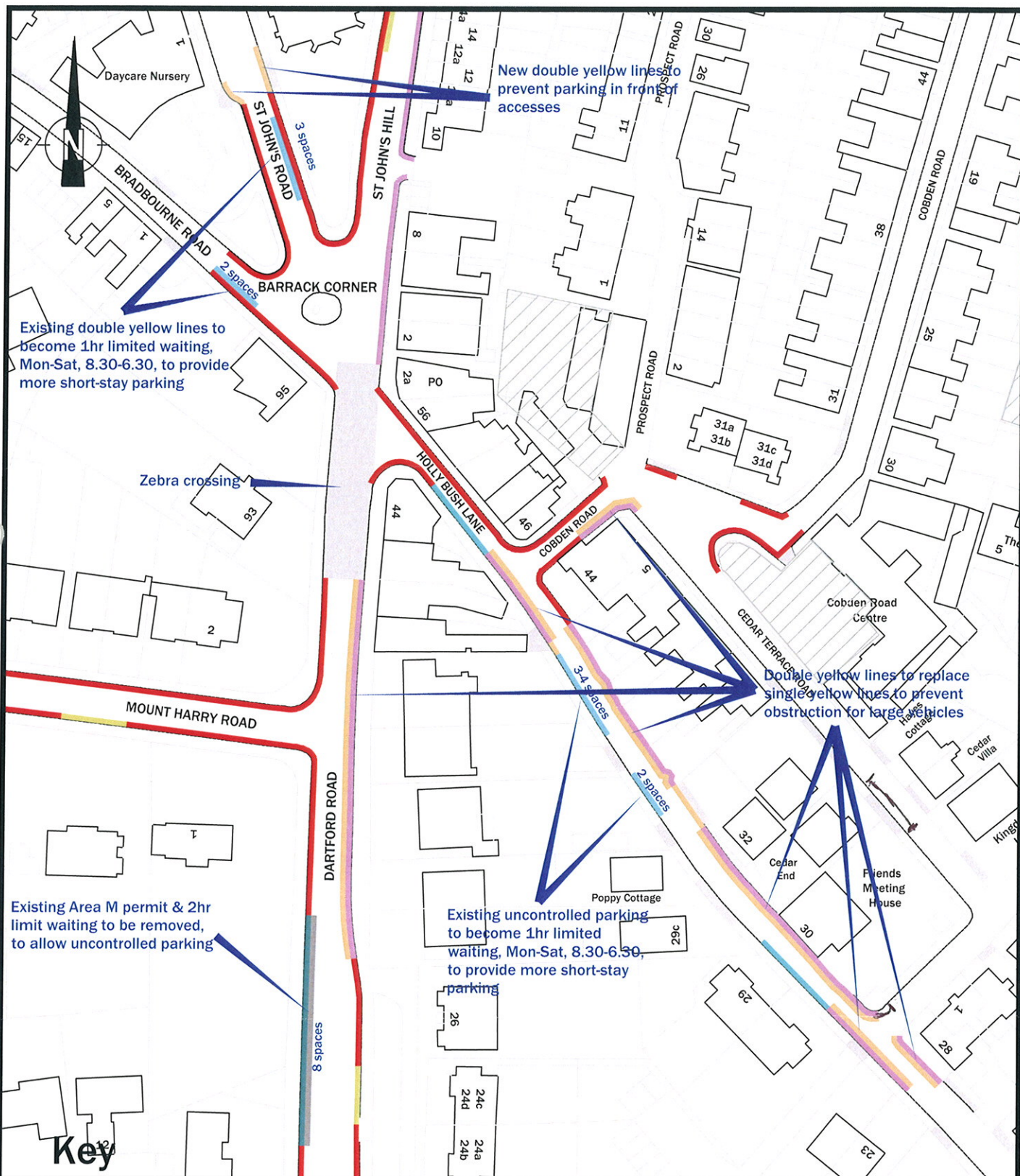
Formal consultation response - 2013 Amend 2 Form-06

| | |
|---------------|--|
| Name: | |
| Address | |
| Phone number: | |
| Email: | |

I am / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments |
|---|
| 1. extend the yellow lines around corner from Holly Bush Lane into Bethel Road just to cover the corner 2. to White line across our driveway and next door 3. I have marked on the map → |

| | | | |
|---------|--|--------|----------|
| Signed: | | Dated: | 5/12/14. |
|---------|--|--------|----------|



- | | | |
|--|---|--|
| Existing "No waiting at any time" (double yellow line) | Existing "Limited Waiting, Mon-Sat, 8.30-6.30, 1 hour, not return within 1 hour" (short stay parking bay) | Existing "Limited Waiting, Mon-Sat, 8.30-6.30, 2 hour, no return within 1 hour" and Area M permits (short stay and permit parking bay) |
| Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line) | Proposed "Limited Waiting, Mon-Sat, 8.30-6.30, 1 hour, not return within 1 hour" (short stay parking bay) | Proposed uncontrolled parking (available for long-stay) |
| Existing Bus Stop Clearway | | |
| Existing vehicle access (driveway) | | |

| Date | Revision | Ref | Drawn |
|------|----------|-----|-------|
| | | | |
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| | | | |

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Title

Changes to parking restrictions

Formal Consultation - Barrack Corner area

Holly Bush Lane, Dartford Rd, St Johns Rd

Sevenoaks

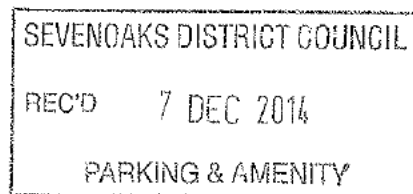
File name : Sevenoaks - Barrack Corner 021014.pdf



Drawn by : ACB
Scale 1:1000 Date : 2/10/14
File ref : T/Sevenoaks/4

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response - 2013 Amend 2 Form-06

| | |
|---------------|--|
| Name: | |
| Address | |
| Phone number: | |
| Email: | |

I am / ~~am~~ not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

Comments

This proposal puts the needs of local businesses above that of the residents. It is ironic that the same people who want short-term parking for their customers take much of the day-time parking in our road.

Local businesses have the use of the existing 8 short-stay parking spaces in Dartford Road. By making these spaces unrestricted, it is quite likely that they will be taken early in the day by commuters.

Converting six spaces in Hollybush Lane to limited waiting will make parking more difficult – certainly to those Cedar Terrace Road residents who use their cars during the day, and the residents of Cobden, and Prospect Roads who park in Hollybush Lane for longer than 24 hours.

| | | | |
|---------|--|--------|-----------------|
| Signed: | | Dated: | 4 December 2014 |
|---------|--|--------|-----------------|

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
TRO 2013 Amendment 2 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Formal consultation response - 2013 Amend 2 Form-06

| | |
|---------------|--|
| Name: | |
| Address | |
| Phone number: | |
| Email: | |

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Barrack Corner area area of Sevenoaks.

| Comments | |
|---|-----------|
| <p>This objection relates primarily to the proposed removal of parking restriction in Area M on the west side of Dartford Road. Generally, the Barrack Corner area is under great pressure from all day parking by rail commuters (I live on St. John's Road, walk to work along it, and see people parking ^{north of the church} - including half on the pavement - every morning between 6.30 am and 8.00 am, then walking to Dartford Road and moving right into Mount Harry and disappearing towards the station. If uncontrolled parking is permitted on Dartford Road the spaces will immediately be taken up in the early morning by rail commuters. That would be seriously damaging to my</p> | |
| S | 07.12.14. |

business, in that I regularly need to come by car in order to collect what I read from the office before going off somewhere. This can be at any time during the working day. The current plan would mean that all 8 spaces (as proposed, 7 at present) would be occupied by the same 8 cars throughout the day. I also have visitors from other towns who come for meetings and they too would be unable to benefit from 2hr spaces.

10/12

Andy Bracey

From: [REDACTED]
Sent: 07 December 2014 17:17
To: Parking & Amenity
Cc: Parking & Amenity
Subject: 2013 Amend 2 Form-06

Thank you for the opportunity to comment on the potential new parking restrictions at the Barrack Corner area, Sevenoaks.

We have recently bought a house in Cedar Terrace Road and it has already become clear to us that there are serious parking problems for residents in the area. Spaces in Cedar Terrace Road are in high demand from commuters, people working in and visiting local shops, and residents of surrounding roads. We are strongly opposed to the proposed changes, which appear to be all about benefiting the local businesses and will clearly make parking even more difficult for anyone living in the area.

The removal of long-stay spaces in Holly Bush Lane will put more pressure on the remaining unrestricted spaces. Additional uncontrolled parking spaces in Dartford Road would be some distance from Cedar Terrace Road and unlikely to be of much use to residents as commuters and people working in local businesses would still be able to use them too.

We would like to see the introduction of resident-only parking bays in Cedar Terrace Road, with priority in at least 5 or 6 of the bays given to residents of the road itself. We would be more than happy to pay for the use of these. The removal of uncontrolled parking in Holly Bush Lane with no alternative options provided for residents, would only put even more pressure on an already difficult situation.

From: [REDACTED]
Sent: 05 December 2014 21:07
To: Parking & Amenity
Subject: Comments on Proposed Changes to Parking Restrictions, Hartslands & St Johns areas of Sevenoaks - 2013 Amendment 2

I write to comment on the above proposals currently out for consultation. Please confirm receipt of this email by return, hence acknowledging satisfactory receipt of my comments within the time deadline of 7th December 2014.

It is excellent that something is, at last, being done to enhance the economic viability of the Hollybush Lane / Hartslands shops, after numerous attempts to engage with SDC over the years, including approaches to Cllr Fleming in 2013. After all, SDC is particularly keen to spend considerable sums of money to enhance parking provision in Sevenoaks Town Centre for shoppers, so it is only correct that an equivalent investment is made in this vibrant and thriving local area. As everyone knows, and as I have always advocated in my communications with SDC, vibrant local shops lead to vibrant local housing, and vibrant local housing leads to vibrant local shops. There is a symbiotic relationship that must be maintained by appropriate policy and practice.

Additionally, since local residents have campaigned alongside shop owners in the last 2+ years to enhance residents parking, in addition to that for the shops, it would be good to think that co-ordinated, joined-up thinking has been applied by SDC to the needs of different users. So I would expect to see residents' needs also addressed in the proposals. Sadly, I can only conclude that this is far from being the case.

In particular, I must register my extreme dissatisfaction that no attempt was made to informally consult with Hartslands residents before the proposals were formally posted in the area. SDC has a database of at least 30 residents who attended a parking meeting in March 2013, and who put forward a considerable number of well-considered ideas that, en masse, could help considerably with the vehicle issues in Hartslands. Yet these have been totally ignored. Instead, some half-baked ideas have been proposed - put forward, in part, by just applying the design guide for 21st century roads to a Victorian street pattern laid out before the motor car was invented. Additionally, notwithstanding specific issues with the Hollybush shops, the parking issues of Hartslands need considering holistically for the whole area, and not just isolating the south-west corner from the rest of the area. As your officers have been repeatedly told, the current parking situation is so desperate that residents, let alone shoppers, can easily end up parking 2 or more minutes away from where they want to be. Residents half way down Prospect Road park east of the Bethel Road / Hollybush Lane junction overnight, as this is often the only space available. Residents from the lower half of Cobden Road park on Cedar Terrace Road. So making changes just in one part of Hartslands, with no consideration of impacts and possible increases in parking elsewhere are totally inappropriate, and inexcusable. Additionally, I have proof that Hartslands is basically "at capacity" for overnight residents parking, which is not considered in these proposals.

I will now consider the proposals in summary, before moving on to look at each proposal individually.

In short, the proposals put forward for the area are the worst of both worlds. They will have dire consequences for residents - with overnight restrictions imposed on totally spurious and unfounded grounds, resulting in a loss of 11 overnight spaces. And, having discussed the proposals with several shopowners, the proposals are not what the shopowners actually want and will give them a net dis-benefit, rather than benefit. It beggars belief that the proposals, as tabled, have actually come out of supposed consultations with shopowners and a local Member. Yet again, the parking officers at SDC are proving themselves unable to listen to what their Council Tax- and Business Rate-paying customers would like, and instead putting forward proposals that no one wants the net effect of.

With regard to the specific proposals:

1. The creation of new, short-stay parking on Bradbourne and St Johns Roads is to be applauded, as existing double-yellow lines here are excessive. However, these need to be 2-hr spaces as 1-hr is insufficient for shoppers' needs, i.e. lunch at Rafferty's; ladies hairdressing; and/or shopping in the many other shops cannot be comfortably fitted into a one-hour window. This is a constant comment from every shopowner I have spoken to. I also understand it has been repeatedly conveyed to officers seeking informal feedback. Yet it has not been taken account of in the proposals! Why not?
2. The creation of 8 unrestricted spaces on Dartford Road, from existing 2-hr parking, is misguided and will actually negatively impact on the shops. When unrestricted, these spaces will, very quickly, be filled with commuter parking for Town / the Station. You only need to look at the unrestricting of Vine Court Road in 2010/11 to see how quickly spaces filled up with commuter parking where there is no overnight use (and no residents park overnight on Dartford Road). Vine Court Road is basically full by 7.30am every morning, for the whole day. So making these Dartford Road spaces unrestricted will actually lose them for possible Hollybush shopworker long-term use, as they would not be opening up their shops early enough to access these spaces. (The reason why no permits have sold here is because residents don't need them, and Hollybush shopowners / workers cannot afford the £500+/yr for a permit). And, of course, once full of commuter cars, they will be unavailable for short-stay shopper turnover. So unrestricting will actually make the current situation worse for the shops - the very people who SDC are supposedly trying to help.
3. The creation of 5-6 1hr spaces on Hollybush Lane out of existing unrestricted parking on the s.w. side of the road is laudable, if its aim is to generate more shopper parking. But, as above, these spaces, if implemented, need to be 2-hr spaces. It must be borne in mind that cars currently parked in this area are either those of Hartslands' residents, or feebly the shopowners/workers themselves. As shown by a 2013 parking survey (see below), they are not used by station/town commuters. So it must be realised that creating this short-stay parking will have profound negative impacts on local residents and the shopowners, which I am sure has not been considered. From conversations with Cllr Elizabeth Purves, it has been proposed these spaces should be short-stay for only 9.30am to 5.30pm, rather than 8.30 - 6.30, to reduce impacts on working residents.
4. The conversion of single-yellow lines to double yellow lines on the S. end of Cobden Road (against the side of the former Avalon Music) is totally inappropriate. If implemented, it would lose 2 overnight spaces for Hartslands' residents, which are used most nights. The alleged justification is "to prevent obstructive parking". This, by default, means obstructive parking overnight and on Sundays. Yet, following an FOI request to SDC, there is not one reported and recorded instance of obstructive parking at these times in this location for the last 20 years. The only reference to issues I have obtained is that, allegedly, the Council's own refuse collection vehicle occasionally finds negotiating the corner of the Victorian roads difficult. This is clearly due to an oversized, and inappropriate vehicle being used, since refuse has been collected from Hartslands for decades without any previous issues. As this refuse vehicle issue can be overcome by SDC employing different vehicles, then the existing single yellows should actually be totally removed to create new, unrestricted parking, which the area needs for both shoppers and residents. This unrestricting has been previously proposed to SDC, but it appears it has been totally ignored. Why?

5. There are proposals to create double yellow lines on Hollybush Lane opposite the junctions of both Cobden Road and Bethel Road. If implemented this would result in the loss of 9 overnight spaces. The proposed justification is again "to prevent obstructive parking", and there is also a claim made by an SDC Officer that daytime parking does not already happen at these locations. But the same FOI request as referenced in 4. has shown no instances of obstructive parking have ever been reported to SDC in 20 years. Additionally, the existing road markings here are meant to be single yellows, but, from local knowledge, it is a fact that they have not been enforced by SDC during daytime hours for at least the last 10 years. So SDC has not even enforced its own restrictions - implying there cannot have been daytime obstructive parking - yet wants to ban parking here 24/7. This is ludicrous - not only removing essential overnight spaces, but also negating any benefits to shoppers from the proposed short stay in 3, above.

6. The proposal to convert single to double yellow lines on the n.e. side of Hollybush Lane (against the back gardens of Cedar Terrace) is, strictly speaking, appropriate. But, no car has ever parked here in living memory - as all parking takes place on the s.w. side - so it is, frankly, a total waste of time and money to implement. In a Conservation Area, it is a pointless and unnecessary despoilation of the street scene by painting unnecessary lines, just to "tick a box in a Highways Manual". Given how cash-strapped SDC claims to be, this is an inappropriate use of resources. Should it be carried out, I would have to consider with-holding an equivalent sum to the costs of the works from my Council Tax payments to SDC.

Through liaison with my local Members, I have obtained a copy of an email sent to "Sevenoaks (Eastern) and Sevenoaks (Town & St Johns') members" by Andy Bracey, AMIHE, who I believe is the SDC Officer who has designed the current proposals. (I do not have a date for this email, but can provide the text for corroboration, if required.) Having closely analysed his email, I am very concerned at statements made in it to Members. At best, it is economical with the truth, and at worst is deliberately misleading councillors, so that parking restrictions can be introduced that claim to address the needs of the area, but clearly do not. I think this is totally inappropriate behaviour by an Officer of the Council. To substantiate my views, below is a quantitative comparison of the claims made in Mr Bracey's email, compared to what will actually happen, given my analysis and comments, above.

ANDY BRACEY FIGURES:

- 5 short-stay spaces GAIN in Bradbourne / St Johns Roads
- 5-6 short-stay spaces GAIN in Hollybush Lane
- 8 unrestricted GAINS in Dartford Road from short-stay spaces.
- No other LOSS of any parking on Hollybush Lane (as single conversion to double is where "parking does not already happen").

SUMMARY: Apparent GAIN of 10-11 short-stay spaces and 8 unrestricted, with no other loss of parking.

WHAT WILL ACTUALLY HAPPEN, AS MY COMMENTS ABOVE:

- 5 short-stay spaces GAIN in Bradbourne / St Johns Roads
- 5-6 short-stay spaces GAIN in Hollybush Lane
- LOSS of 8 short-stay spaces on Dartford Road
- Creation of 8 unrestricted spaces on Dartford Road which will, very quickly, be filled with commuter parking for Town / the Station.
- LOSS of 5-6 unrestricted spaces on Hollybush Lane to short-stay (currently used by shopworkers or local residents out of need).
- LOSS of 8-9 spaces on Hollybush Lane currently used by everyone for any length of time, day or night.
- LOSS of 2 overnight spaces at top of Cobden Road (alongside former Avalon Music)

SUMMARY: PERMANENT LOSS of 8-9 spaces currently used for day-time parking by anyone. PERMANENT LOSS of 11 overnight spaces for Hartslands residents. CREATION of 8 free spaces for STATION AND COMMUTER PARKING, which will no longer be available for shopper short-stay use. NET ACTUAL GAIN of just 2-3 short-stay spaces for shoppers.

This actual situation is an incredible contrast from an Officer's own view of his proposals, communicated to the very people who will lobby to sway opinions of their colleagues on the JTB. For fear of, yet again, having my consultation comments redacted by SDC (as happened to me recently with a planning issue), I cannot fully express my views on this finding. But I can say that I do not believe Andy Bracey has acted professionally or in the best interests of his Members and Council-Tax paying residents and shopowners by sending this email. I also have to wonder if he may have been swayed by some some form of hidden agenda, given previous communications with Hartslands residents and shopowners over parking issues.

SDC, to my knowledge, has never carried out any parking surveys in Hartslands. So it has no idea of turnover, residents' demands, shoppers' needs, nor potential long-stay commuter parking. Yet it insists it supposedly knows what is best, and what will work in the area.

There is a privately-delivered, 24-hour parking survey carried out in summer 2013 in the whole of Hartslands, which will be invaluable to SDC to fully understand the uses and needs of the area. I would suggest that SDC accesses this, in appropriate ways, and uses its illuminating data to shape holistic plans for the whole area. This access can be gained through me. Until this is done, it is worthless carrying out knee-jerk, piecemeal proposals that do not address the needs of the very shopowners and shoppers that they were meant to provide for.

I hence propose that all the current proposals - with the exception, perhaps, of the creation of new, time-limited parking (increased to 2hr duration) on St Johns and Bradbourne Roads - are withdrawn and an open and honest dialogue is (re-)opened with local residents and shopowners to address actual needs. If SDC wants to serve its "customers", this is what it will do. I hence implore you to follow this suggested route, drop all the proposals from the current proposed Traffic Amendment, and not just blindly impose restrictions and changes that do not fulfil the needs of either residents, shopowners, or shoppers.

Regards

Andy Bracey

From: [REDACTED]
Sent: 07 December 2014 07:19
To: Parking & Amenity
Subject: "2013 Amend 2 Form-06"

Attn. Andy Bracey;

Thank you for your advice concerning potential new parking restrictions
- Barrack Corner area, Sevenoaks.

We noticed your proposal (paragraph 4 and map) to replace possible loss of uncontrolled long-stay parking in Holly Bush Lane with 8 uncontrolled parking places on Dartford Road.

We suspect that this would have unintended consequences that would be deleterious to some of the nearby shops, and perhaps to others. This location is not far from Sevenoaks Railway Station. We find the walk between this location and the Station takes us about 10 minutes each way, and as it is reasonably straight and much-used road with pavement both sides of the road, it typically remains accessible even when there is snow. The high cost of parking and the selling of access to more spaces than exist at the Station have also been commented upon very recently. There surely must be a considerable risk that these uncontrolled spaces will be occupied extensively by commuters at times when they would otherwise be available to visitors to the local shops and homes. Additionally we wonder whether these 8 spaces would be successful as a replacement location for lost spaces in Hollybush Lane, except perhaps at night.

no action

10/12



26 November 2014

Andy Bracey

The Parking and Amendment Team

Sevenoaks District Council

Argyle Road,

Sevenoaks,

TN13 1HG

Dear Mr Bracey,

RE: TRO 2013 Amendment 2 - formal

I am writing with reference to the proposed changes to parking in Barack Corner area of Sevenoaks. I have read the explanation on the District Council website and understand the combination of interests that you are trying to balance. However, certain elements of the changes you propose do not, in my view, address these concerns and would in fact serve to exacerbate the issues you note, rather than alleviate them. I would therefore urge you to consider the following points:

1. The problems faced by large vehicles are not due to inadequate parking restrictions, they are due to inadequate enforcement of the existing restrictions. For example, the difficulties that large vehicles have in manoeuvring in/around the junction of Cobden Road and Barack Corner/Hollybush Lane are down to people not respecting the KEEP CLEAR area adjacent to the short stay parking outside *La Manica* and *Pictorial*. Similarly, people park on the yellow lines just into Barack Corner opposite the launderette to collect their washing. Today was the first time in a long time that I have seen any evidence of traffic wardens. Rich pickings I would imagine!
2. As a shop owner in the area I would certainly welcome more short stay places, but again, more rigid enforcement of existing arrangements would help here.
3. The commercial life of this parade of shops is complex and relies on a combination of factors to feed it with customers (local schools, local residents, passing foot traffic, etc). One of those factors is the presence of Rafferty's café. Customers eat there and then look round the shops. It would therefore be much more appreciated if short stay parking could be limited to 2 hours rather than 1 hour.

Int. resp. addition

4. Perhaps the most worrying of your proposals is to de-restrict the parking bays on Dartford road. I can absolutely guarantee that the sole consequence of this will be that London commuters will use these spaces to park and walk down Mount Harry Road to the train station. My confidence is partly based on my observations with other existing unrestricted bays and also because, having shared my concerns with a number of friends in conversation, their instant reaction was to note that they'd mention it to a friend/partner as they were always on the lookout for places to avoid the paid for station parking!

I trust that I've explained my concerns clearly but if you do have any questions then please let me know and in any event I would be grateful for your thoughts on these issues.

Yours faithfully

