

**Informal Consultation
New & Amended Parking Restrictions
The Street, Plaxtol**

Please return this form to;

The Parking Team
Tonbridge & Malling Borough Council
Gibson Building, Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ

STREET SCENE, LEISURE
& TECHNICAL SERVICES
24 AUG 2018

Alternatively, responses can be sent via email to parking.office@tmbc.gov.uk, quoting reference

All responses must be received by 2nd September 2018.

Data protection

Please remember that any comments made may be used within reports to Councillors and within documents that may be made available to the public, though any personal information will be protected.

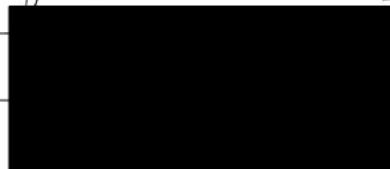
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Name (please print)	
Address	
Telephone	
Email	

I am **(in favour/ not in favour)*** of the Borough Council's proposals for changes to the on-street parking arrangements for The Street, Plaxtol, shown on plan DD/583/8

* **delete where not applicable**

Comments	
<p>1. This is a narrow part of The Street and rarely encourages on-road parking, unless it is during evening hours and there is an overflow of cars from The Papermakers. This should remain possible to encourage use of the village pub which is a huge asset to this lovely village.</p> <p>2. Double yellow lines are <u>NOT</u> for villages, unnecessary! and totally an eyesore.</p>	
Signed	Date 22 nd August 2018.



Victoria Sargent

From: [REDACTED]
Sent: 31 August 2018 17:34
To: Parking Office
Cc: [REDACTED]
Subject: Response to: phase 10-inf-DD/583/8

To whom it may concern -

Response to: phase 10-inf-DD/583/8

[REDACTED]

I am not in favour of the current proposal. My comments;

'I would ask the Parking Manager/Borough Council to consider that the outline proposal - should approved - would impact my property severely. The introduction of double yellows up the road from me will mean that people start to park opposite my property entrance, which will just move an existing problem down towards me, thus creating a new problem. Parked vehicles opposite my property already cause me an inability so safely enter and exit my property, and this proposal will only add to that problem.

For context, and to my knowledge (other than the bus' access through), I am the only resident in the street to have had damage to my property as a result of the bus passing traffic parked opposite my street (see attached). My [REDACTED] has been damaged by lorries, busses and cars alike on more than 4 separate occasions. Therefore I think I have a larger right than any to comment on this proposal.

I would suggest that you consider (in order);

- i) Ensure all Street/Curtilage foliage and trees/bushes in the impacted area are appropriately cut back. This should have an immediate positive impact (given the double decker can then pass at certain points on your proposed yellow route)
- ii) As a trial, Introduce a single white line (similar to that outside of Plaxtol Church) to try and stop cars from parking in the impacted area. Inc my proposal to lengthen the area to outside of my property (see attached)
- iii) Introduce a single yellow between 8am-6pm to enforce the no parking. Inc my proposal to lengthen the area to outside of my property (see attached)
- iiii) Introduce double yellows to enforce the no parking, but lengthen your proposal to the area outside of my property (see attached)

Finally, having discussed with the Parish Councillor, I'd suggest a site visit and meeting with only the impacted residents to assess and agree all options.

Cheers

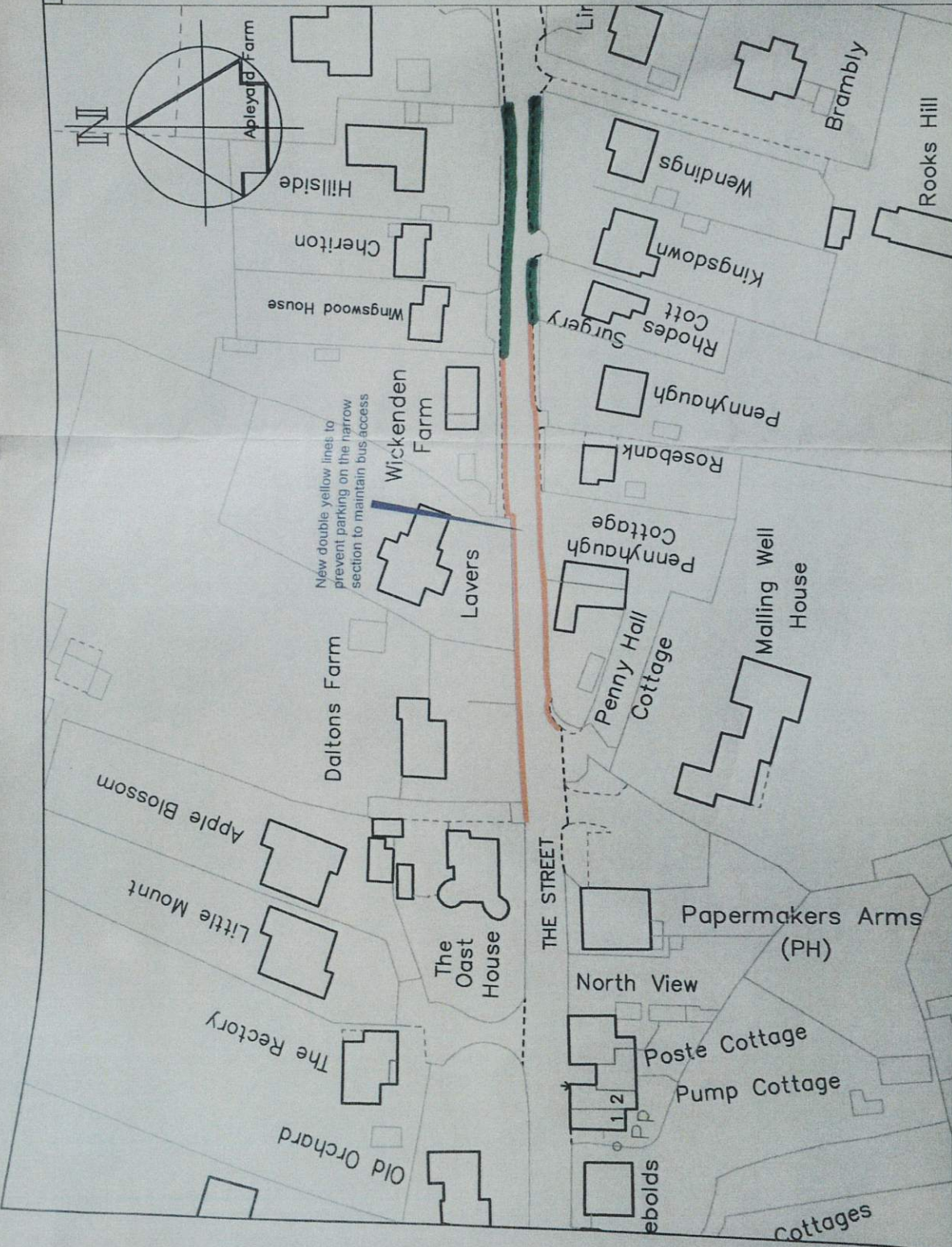
[REDACTED]

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Key

Proposed "No waiting at any time"
(double yellow lines)

ORIGINAL
PROPOSED



Revision	Date
Drawn	Checked
ACB	AY
Date 6/2018	
Scale 1:1000 @ A4	
Drawing No. DD/583/8	
Rev	

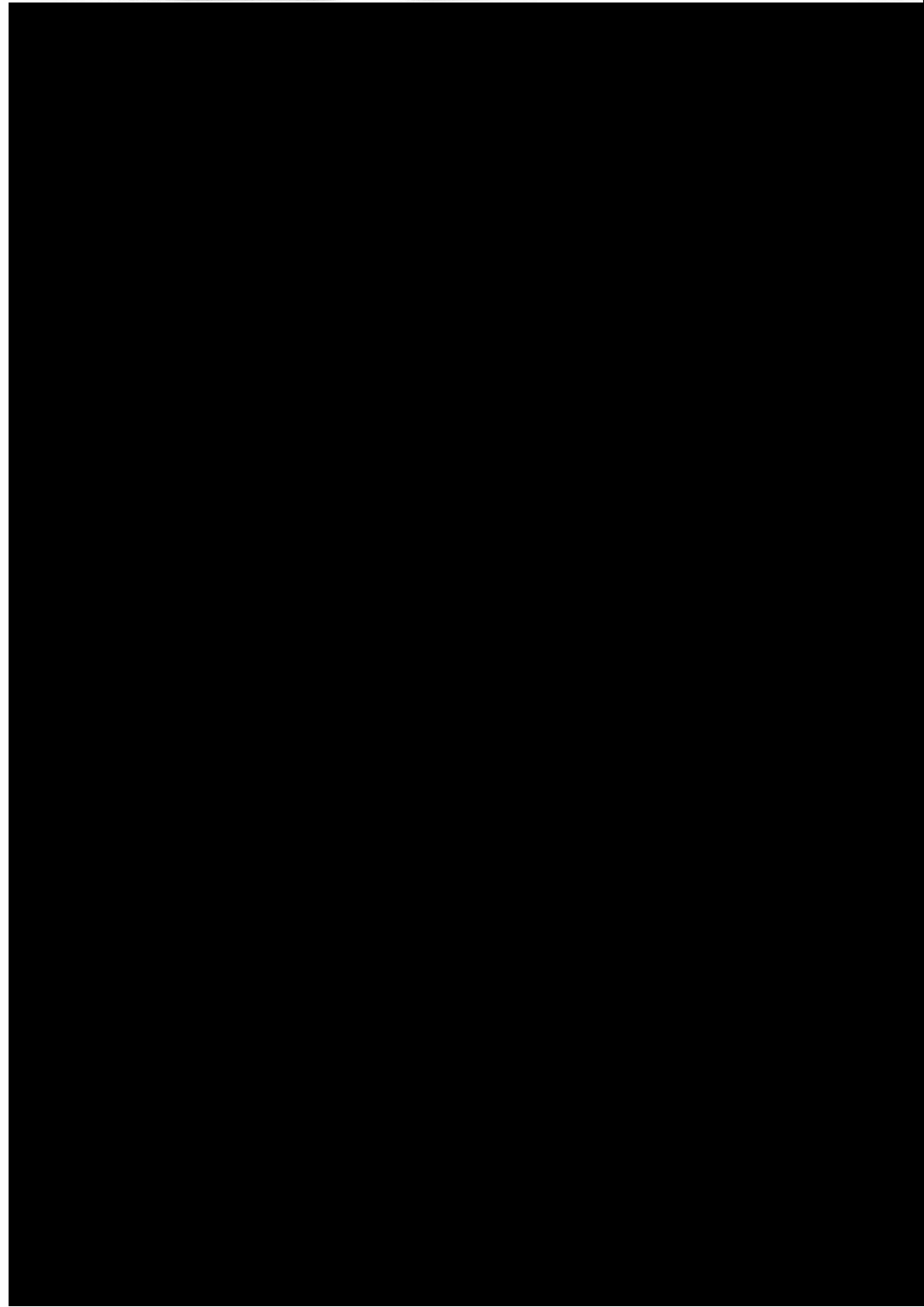
Drawing Title
Plaxtol
The Street

Project Title
Local Parking Plan - Phase 10
Informal consultation

Transportation Team
Gibson Building
Gibson Drive
Kings Hill
West Malling
Kent ME19 4LZ
Tel: 01732 844522 Fax: 01732 876317

STREETSCENE,
LEISURE &
TECHNICAL SERVICES





Victoria Sargent

From: [REDACTED]
Sent: 29 August 2018 22:12
To: Parking Office
Subject: Your Ref: Phase 10-inf-DD/583/8
Attachments: Plaxtol - Double Yellow Lines.pdf

Dear Andy,

Following receipt of your recent letter, please attached my feedback and comments as invited.

I'd welcome receipt, with thanks.

Kind regards

[REDACTED]



Date: 29 August 2018

Dear Andy

Your Ref: 10-inf-DD/583/8 (New double yellow lines, The Street, Plaxtol)

Thank you for your letter dated 3rd August 2018 regarding the above-named proposal, albeit, a letter I thoroughly didn't want to receive.

Please allow me to advise that I am **strongly against** the proposal for a number of reasons, of which I hope this response explains. Please note:

Root-Cause

We are trying to put a square peg in a round hole.

The reports that have been made to the Council of the difficulties experienced by buses, I would suggest are more linked to alternate areas of the village and not those represented in the area indicated on the plan that you kindly enclosed. The area proposed is a lesser affected area where the immediate impact to residents implicated hasn't been taking in to consideration.

As a home worker and being on site regularly, if any incidents have ever occurred in this area it has been following the delivery of goods related to building works or homewares which double yellow lines wouldn't stop and of which are isolated one-off incidents. I cannot every recall a car impeding a bus in this indicated area as it is one of the least populated areas of parking in the village.

Please therefore be advised, the root-cause of the issue in question, is that we live in a village. A village whereby the roads are that accustomed to that of a village; the biggest vehicles possible on our roads such as double decker buses are not befitting of the size of the roads present in Plaxtol. There are many areas in the village (and indeed surrounding areas on the buses route such as Dunks Green) whereby (even without parked cars) a moving car and bus cannot pass; again emphasizing that the buses used are not suitable to navigate the route it takes through the heart of the village (The Street).

Whilst I do 100% not want to lose a bus service and isolate the village all together, navigating the core of 'The Street' is the fundamental issue. A service that accesses the village in and out of School Lane would, I feel, be a more suitable suggestion which has been made to the Parish Council. However, I feel that the Council needs to take a wider view of the core issue.

A Village Environment & Highway Code

I moved to Plaxtol due to its wonderful charisma and country feel; I do not wish for this to be impeded by double yellow lines altering the aesthetics of the village, which I believe will not fix the problem

experienced (I believe primarily elsewhere in the village), as parked cars are not the root cause.

In addition, the stretch of road indicated in Appendix 6 I believe differs to the reasoning outlined in the proposals for the following reasons:

- The stretch is not close to junctions, on bends or in fact where it would cause an obstruction as highlighted as advice in the Highway Code. Cars regularly park on junctions at the top of The Street, but we live in a village of low traffic so this is not ever reported.
- Cars regularly park outside Pennyhaugh and Rosebank (indicated by red dots in Appendix 6) and buses never fail to pass this area at all, as this area is significantly wider than most parts of The Street, including large vehicles at my property whilst I had building works this winter. ***I strongly believe that double yellow lines in this area (indicated red dots in Appendix 6) are therefore not required and will only impede residents.*** I can provide an image of buses passing at this point if required.
- Like many areas in the village, the vicinity between Pennyhaugh Cottage and the Papermakers Arms (PH) (indicated by yellow dots in Appendix 6) is not passable by two cars. I have never seen a car parked there and believe the proposals would not aid the wider challenges experienced by buses [elsewhere in the village – Appendix 4 and 5 as a small selection].

Between Lavers and Pennyhaugh Cottage

Please see Appendix 1,2 and 3 which evidence a significant problem for this area (indicated by yellow dots in Appendix 6); overhanging trees. The trees in Dalton Farm significantly impede vehicles by an estimated 5ft. I would therefore like to see action taken, which I believe will assist vehicle's passing, including buses.

Rhodes Cottage

The proposals would isolate visitors parking access [REDACTED] whereby a parked car and bus can easily pass (outside Pennyhaugh). We live in a village that is isolated by nature and installing unnecessary yellow lines would isolate the residents and their visitors even further.

[REDACTED] a regular visitor has had a hip replacement and is likely to have another in the near future. These proposals would significantly hinder her access to the property by forcing her parking elsewhere.

Furthermore, the creation of a problem (which currently doesn't exist) would then culminate with parking and vehicles being moved to other areas in the vicinity. Where would the proposals stop?

Additional Thoughts:

- The proposed, is I would suggest a low pinch-point in comparison to the route of the bus, so I worry where will the double-yellow lines cease.
- Who will police the double-yellow lines? *I was first responder to a car on its roof a couple of weeks ago no less than a ½ mile from Tonbridge Police Station; the response time was 45 minutes, so I strongly believe it wouldn't be policed and won't make any difference.*
- Areas at the top of the village are greater impacted by blockages (as evidenced in Appendix 4 and 5), so I do honestly do not understand why villagers in other less affected areas will be impeded by these sanctions in comparison to our peers. With no malice, I'd guess that this is

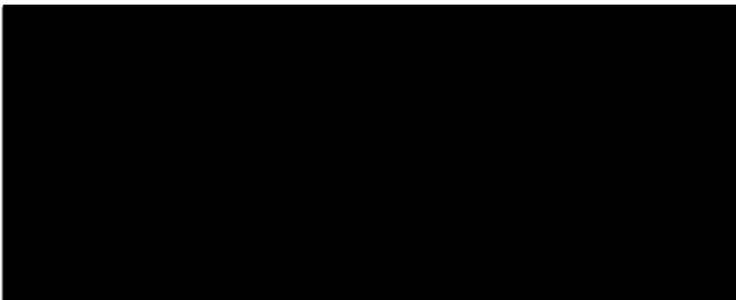
because residents park on the Street at the top of the road where limited parking is available; sadly my neighbours who may not object to this proposal I suspect will not do so due to their large drives. I unfortunately am not so lucky. It does feel that villagers are not being treated equally.

- The bus service, which is the main issue, is at threat to existence and could be cut imminently.
- We should maintain our villages and their culture and should not urbanise areas of beauty
- Appendix 3 shows the bus outside the pub, whereby one vehicle (in this case the bus) is only passable. This is present in many many areas and villagers come to work with very temporary delays.
- I moved to the village from a town (3 years ago) to enjoy the rural lifestyle. I'm not sure I would have purchase the property to live on top of double yellows and have my immediate parking restricted. Sorry!

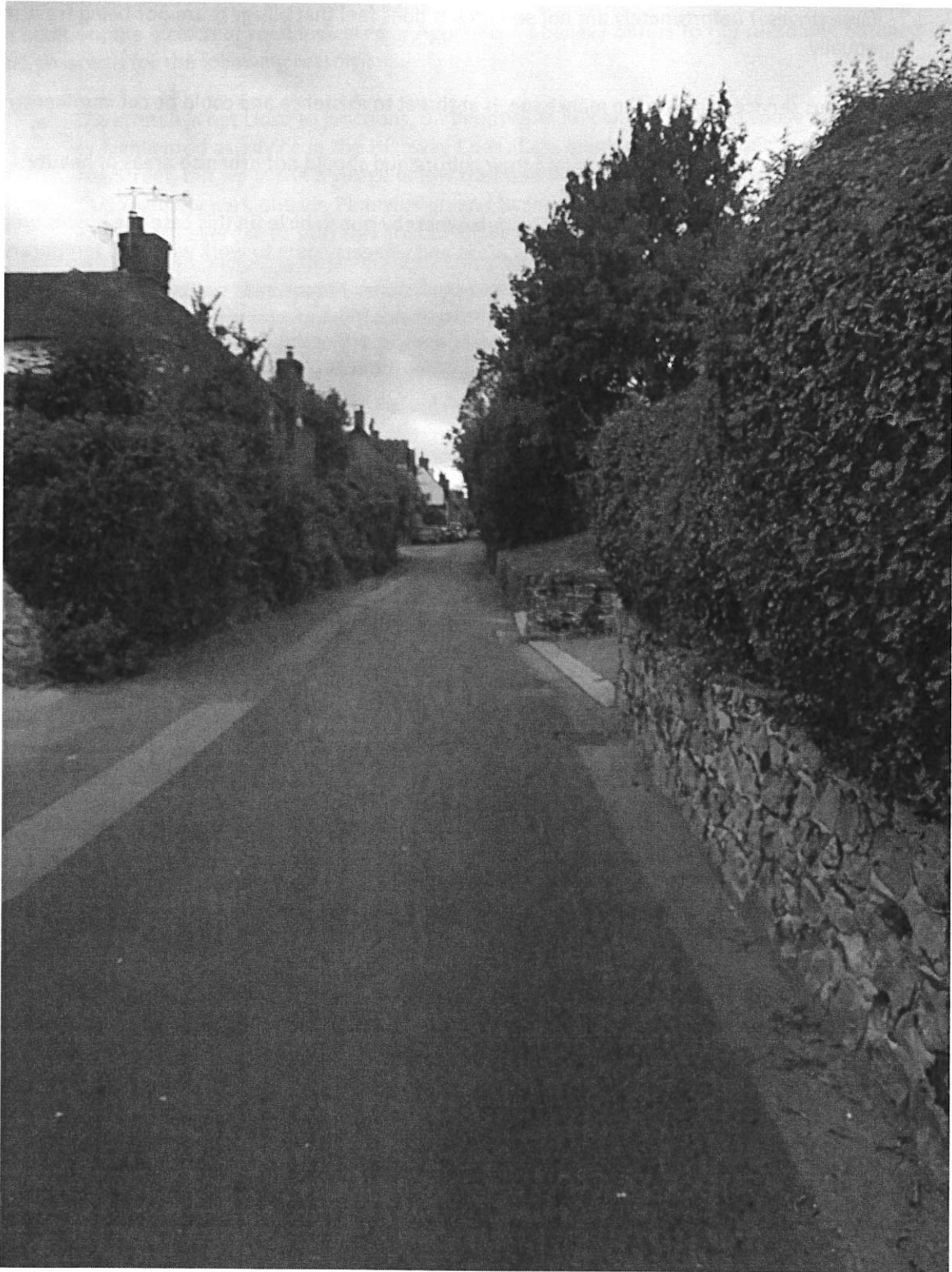
Please excuse my impassioned lengthy response, however, I hope the above has provided some useful feedback to the proposal, information of the specific area highlighted by you and shares my incredible strong desire for our wonderful village not be impeded by a town-like roadscape and to remain the same.

Should you require any further explanation or wish to speak in this regard, please do not hesitate to contact me. I look forward to hearing from you when convenient.

Yours sincerely



Appendix 1



endix 2



Appendix 3

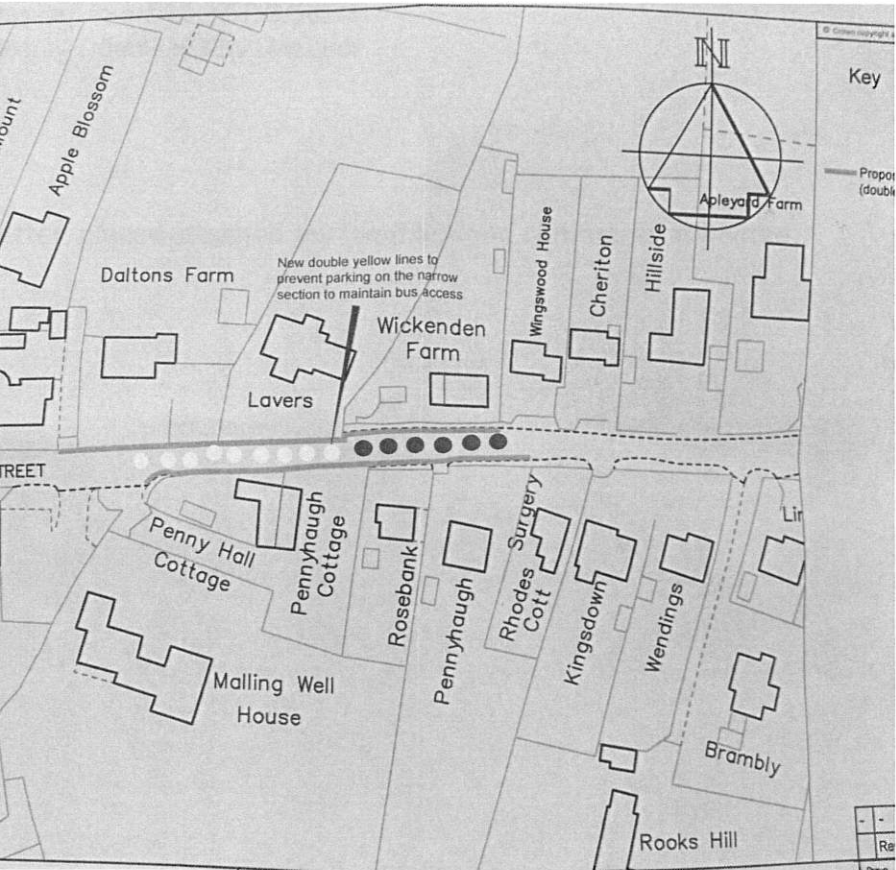


Appendix 4



Appendix 5





STREET SCENE, LEISURE
& TECHNICAL SERVICES

30 AUG 2018

28th Aug '18.



Dear Mr Bracey,

I wish to make some relevant points regarding the proposed siting of double yellow lines in Plaxtol.

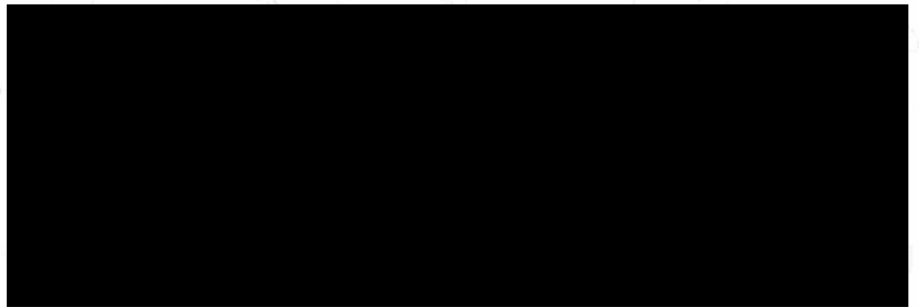
Some two years ago some residents were instructed by the council to cut their hedges back so the buses could pass through the village without hindrance. The letter stated that if this was not carried out the council appointed contractors would do the work and we would be charged accordingly.

I along with many others did as was required. Unfortunately some residents did not. Many times I have seen the bus unable to pass a spot just below the 'paper makers' arms'. There are two reasons for this, a car often parks opposite a property that chose to ignore the cutting back request.

I enclose a photo of this area. as you
P.T.O

Can see the hedge comes out nearly half the width of the road.
would it not be an idea to enforce the original request to cut back the hedges and see if the situation improves, I'm lucky enough to be able to cycle to work so I have been able to observe the times when the buses have had problems and I can assure you it is more to do with overhanging vegetation than anything else.

yours, having a bit of a rant!



From: [REDACTED]
Sent: 24 August 2018 13:25
To: [REDACTED]
Subject: Printing

RECEIVED
30 AUG 2018
PARKING OFFICE

[REDACTED] could you please print this image for m [REDACTED]



Sent from Yahoo Mail on Android

Victoria Sargent

From: [REDACTED]
Sent: 31 August 2018 10:45
To: Parking Office
Subject: Phase 10-inf-DD/583/8

Dear Mr Bracey

I am writing re parking consultation with above reference (proposal of double yellow lines on The Street, Plaxtol).

I am not in favour of the Borough Council's proposals for changes to the on-street parking arrangements for The Street, Plaxtol, shown on plan DD/583/8.

I believe that double yellow lines would detract from the rural nature of our village and would like the council to consider other measures to prevent people parking in this area. I acknowledge that the buses struggle at times but the area proposed for the lines is much longer than the tight bottle neck that causes the problems. Perhaps some signage could be erected at the bottle neck area- current signs are not very prominent? Residents could also be encouraged to cut back their hedges.

I look forward to hearing the outcome of the consultation.

Yours sincerely,

[REDACTED]

Plaxtol Parish Council
- The Street

Claire Twinn

From: [REDACTED]
Sent: 25 August 2018 17:14
To: Parking Office
Cc: Plaxtol Parish Council; [REDACTED]
Subject: FAO Andy Bracey re-new double yellow lines Plaxtol proposal

Dear Mr Bracey,

With my Plaxtol parish council hat on, I am responding to the consultation on double yellow lines in Plaxtol beginning on the left by Penny Hall Cottage and on the right at Daltons Farm.

I have had a meeting with some of the residents and email correspondence with others. I have encouraged them to respond to the consultation. Whilst there is no desire by almost everyone to have double yellow lines, they (and the parish council) are very keen to work with you to help alleviate the problems that the bus companies have at this particular pinch-point in the village. We all expressed a desire to find out from the bus companies exactly which section was causing trouble which we could make constructive suggestions.

There is a virtually unanimous view that the proposed length of the yellow lines is too long and that it need start (as you suggest) by Penny Hall Cottage and Daltons but stop at the end of Lavers' boundary on the left and the corresponding section opposite (part of Pennyhaugh's boundary). After this point the road widens sufficiently for vehicles to pass each other.

Furthermore the impact of the current proposed length of the yellow lines would hit dwellings beyond Wingswood House on the left and Rhodes Cottage on the right onwards because cars would park there instead. The owner of Cheriton House (on the left just after Wingswood House) said his wall had already been damaged four times and if the yellow lines were extended as suggested on the map this would occur even more frequently.

A suggestion which most of us feel we could work with was to have a white grid box with white lines, down both sides of the street from Penny Hall Cottage on the right to end of the boundary of Pennyhaugh Cottage and on the left from opposite the drive way of Malling Well House entrance to the end of Lavers' drive. This makes it obvious that the road is narrow at that point, and vehicles shouldn't park there.

It was noted that there are white lines near the church and they are rarely parked on so this has the potential to work.

One could also have a 'car towed away' sign to reinforce the road markings. Lavers are happy to have a no parking sign on their land which would be by the proposed white grid box and with a similar sign already on the fence opposite, this could be worth a try. And some felt having a single decker bus throughout the day would alleviate the problem of over and lower hanging hedging.

Once you have received replies to the consultation, I would be really appreciative if I could have a site meeting or at least a meeting at the council offices to discuss what options there are. And to reiterate, we are very keen to work with you to solve this problem.

With best wishes,

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STREET SCENE, LEISURE
& TECHNICAL SERVICES
23 AUG 2018

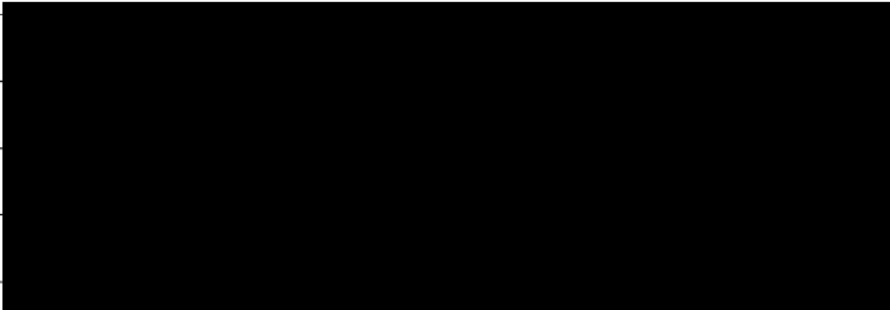
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Name (please print)	
Address	
Telephone	
Email	

I am **(in favour / not in favour)*** of the Borough Council's proposals for changes to the on-street parking arrangements for The Street, Plaxtol, shown on plan DD/583/8

* *delete where not applicable*

Comments	
<p><i>Indeed I see the necessity of double yellow lines. Buses and large lorries cannot pass when cars are parked in the street. Fortunately all houses fronting the area marked in orange have their own driveways in which to park.</i></p>	
Signed 	Date <i>August 17th 2018.</i>

Claire Twinn

From: [REDACTED]
Sent: 10 August 2018 14:34
To: Parking Office
Cc: [REDACTED]
Subject: Phase10-info-DD/583/8
Attachments: doc20180810141121.pdf

Dear Andy
Please confirm safe receipt of the attached letter.
Kind regards

[REDACTED]

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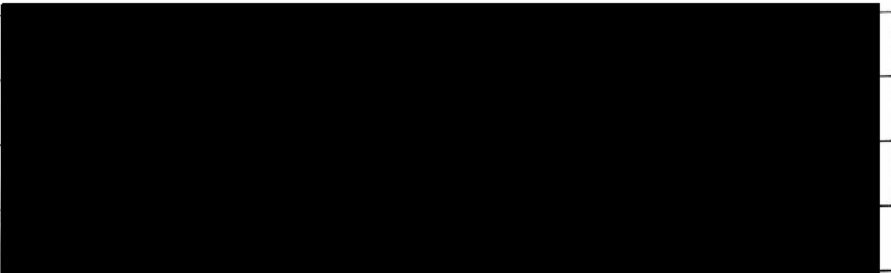
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Name (please print)	
Address	
Telephone	
Email	

NOT IN FAVOUR
I am (~~in favour~~ / ~~not in favour~~)* of the Borough Council's proposals for changes to the on-street parking arrangements for The Street, Plaxtol, shown on plan DD/583/8

* delete where not applicable

Comments

*Dear Sir / Madam
I am totally against this proposal and would welcome the chance to discuss with you my thoughts. Can you please confirm safe receipt of this email.*

Signed		Date	<i>17/08/18</i>
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Claire Twinn

From: [REDACTED]
Sent: 08 August 2018 12:38
To: Parking Office
Subject: Plaxtol - proposed double yellow lines

Dear Sir/Madame

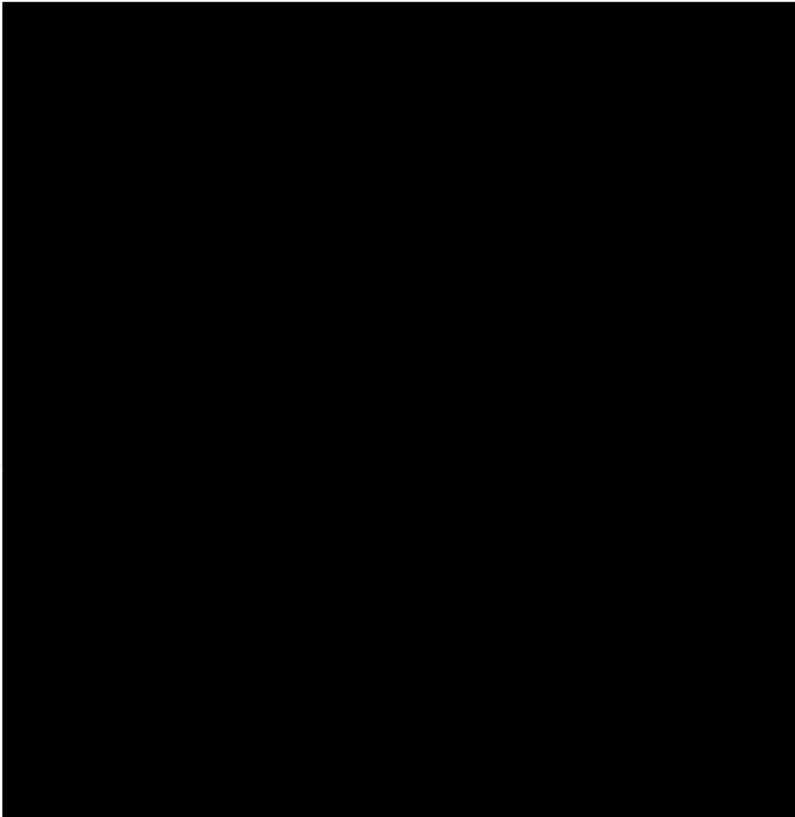
I this morning received an informal consultation notice regarding double yellow lines in the village of Plaxtol.

This is a complete over reaction to a couple of isolated incidents, it's absolutely not necessary and I am totally against this proposal.

Plaxtol is a peaceful and quiet country village and has no need for double yellow lines, to urbanize such a village is not acceptable.

As the owner of the already struggling village pub, this will be detrimental to the business and may well be the final nail in the coffin of the pub.

I do hope that common sense will prevail and no further time or resources will be wasted on this ridiculous proposal



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Name <i>(please print)</i>	
Address	
Telephone	
Email	

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* *delete where not applicable*

Comments	
Signed [REDACTED]	Date 12-8-18

12-8-18

Dear Andy Bracey,

I am writing to strongly disagree with the Proposed DYL in Plaxtol village.

Firstly, Plaxtol is a unique, rural village in an area of outstanding natural beauty and we do not want it urbanised.

On the proposed stretch of the street the only pinchpoint is directly below the pub between the boundaries of Penny Hall Cott. and Dutton Fin. wall. The problem is completely exacerbated by a very tall conifer hedge which leans out towards the middle of the road forcing the bus to go down the middle of the road and if a car is parked on the opposite side, this causes the bus mirror to hook up in the hedge.

If the hedge were reduced and cut back this would largely solve the problem. Also the existing red notices are too small and not prominent enough.

The stretch of the street below this pinchpoint and runs along Rosebank, Wickenden Fin

and Pennyhaugh is not a problem area and is one of the widest parts of the street! Recently we had 10 months of builders wide trucks parked all day along Pennyhaugh's wall and not once did a bus get stuck!

The local pub relies on his customers being able to park on the street at busy events and if there were DYL right to the end of Pennyhaugh & Wickenden Farm boundary, this would only shunt the problem up and down the street. The pub landlord will educate his customers not to park at the pinchpoint!

Parking along Pennyhaugh's boundary is a favoured area on this stretch of the street as it is so wide and I welcome it as it serves to slow up cars who like to use this stretch of the street to speed down!

Another suggestion would be to put no parking signs on the wall of Lavers, to restrict parking on both sides of that narrow part of the road.

Finally would the DYL be enforced on a daily basis?

Thank you for bringing this to our attention and I hope you find the suggestions helpful.

yours Sincerely

