

**Agenda Item No:** 10

**Report To:** Joint Transportation Board

**Date:** Tuesday 11<sup>th</sup> December 2012

**Report Title:** Amendment 22 (Smarden Primary School, Pittlesden, Tenterden & Pluckley Station) Highway Safety Schemes

**Report Author:** Ray Wilkinson, Engineering Services Manager



<p><b>Summary:</b> This report sets out the results of the recent formal public consultation on the Amendment 22 Traffic Order which is made up of 3 different parking schemes at Smarden Primary School, Pittlesden (Tenterden) and Pluckley Rail Station for the consideration of the Board</p>
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**Key Decision:** YES

**Affected Wards:** Weald North, Tenterden North & Weald Central

**Recommendations:** **The Cabinet be asked to:-**

- 1. Approve the proposed Smarden Primary School Safety Scheme for implementation**
- 2. Approve the proposed Pittlesden Safety Scheme for implementation**
- 3. Approve the proposed Pluckley Station Safety Scheme for implementation**
- 4. Approve, subject to consultation with The Dering Arms PH, the installation of edge of carriageway marking along the frontage of The Dering Arms forecourt in The Grove, Pluckley**
- 5. Approve a formal consultation on the potential introduction of 'no waiting at any time' restrictions to protect the corner at the junction of The Grove and Station Approach, Pluckley**

**Financial Implications:** Funding to be provided from a combination of Kent Member Highway Funds and KCC's Crash Remedial budget

**Contacts:** ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

## **Report Title: Amendment 22 (Smarden Primary School, Pittlesden, Tenterden & Pluckley Station) Highway Safety Schemes**

### **Purpose of the Report**

1. This report sets out the results of the recent formal public consultation on the Amendment 22 Traffic Order which is made up of 3 different parking schemes at Smarden Primary School, Pittlesden (Tenterden) and Pluckley Rail Station for the consideration of the Board.

### **Issue to be Decided**

2. The Board is asked to decide whether to:
  - Approve the Amendment 22 traffic order to be made as proposed;
  - Approve the traffic order subject to the removal of one or more restrictions;
  - Approve the traffic order and request consultation on additional restrictions;
  - Reject the traffic order;
  - Reject the traffic order and request consultation on a revised scheme

### **Background**

3. The 3 schemes contained within Amendment 22 are all KCC funded, with Pittlesden and Smarden Primary School schemes being funded from their respective Member Highway Funds and Pluckley Rail Station scheme being funded from the safety budget.

### **Consultation Methodology**

4. Consultation on Amendment 22 took place between 18<sup>th</sup> October and 9<sup>th</sup> November 2012. A notice of intention was placed in the local newspapers and copies were erected along the lengths of all roads affected for the duration of the consultation.
5. Letters detailing the proposals, where to access further information and how to make a representation and enclosing a colour plan were sent to all households and businesses in the vicinity of the proposals. In addition all relevant Ward Members, District Members and Parish / Town Councils were notified of the proposals and consultation and provided with copies of the notice and plans.
6. Full deposit document packs (consisting of copies of the Notice of Intention, Statement of Reasons, Proposed Traffic Order, Plans, relevant reports, minutes and existing traffic orders) were made available for the duration of the

consultation at Ashford Gateway Plus, Tenterden Gateway, Sessions House and in electronic format on Ashford Borough Council's website.

### **Smarden Primary School Scheme (extension)**

7. In 2011 a safety scheme was introduced consisting of a combination of 'no waiting at any time' protection and the formalisation and modification of existing school keep clear markings. The scheme was requested by the Parish Council and funded by the KCC District Member. Following discussion with the Parish Council 'no waiting' restrictions were not included around the junction of Green Lane and Pluckley Road.
8. Following implementation of the scheme however safety issues began to emerge in respect to parking around the junction. A second request was therefore made to extend the now existing scheme to protect the junction. This additional junction protection was therefore included in the proposed Amendment 22 traffic order.

### **Consultation Results**

9. A single representation was received in relation to this scheme which supported the introduction of the restrictions, stating that since the implementation of the original scheme displaced vehicles had taken to parking around the junction of Green Lane and Pluckley Road. This parking was very dangerous, particularly around school pick up / drop off times when it was at its worst.

### **Pittlesden, Tenterden Safety Scheme**

10. These parking restrictions were proposed as part of a larger Kent Member Highway Funded scheme including conversion of a section of the eastern green into a lay-by area (now completed) to provide more safe parking and discourage obstructive parking. The parking restrictions proposed are intended to control parking in the vicinity of the newly installed lay-by area ensuring that obstructive / dangerous parking does not take place.
11. Parking demand in Pittlesden is very high due to a combination of factors. The close proximity of the road to Tenterden town centre makes it a popular place for commuters (town centre workers) to park. In addition the properties in Pittlesden are relatively high density and many do not have within curtilage parking. Although there is a garage block within Pittlesden available for rent, some households remain entirely dependant on on-street parking.
12. Within the Tenterden & St Michaels Parking Review, Pittlesden was identified as part of Zone 1A where a 2 hour limited waiting scheme with optional residents & visitors exemption permits was proposed. This would limit the waiting period in all locations where it was safe to park to 2 hours between 8am – 10pm Monday to Saturday. All locations where parking would cause a danger or obstruction would be restricted with the use of double yellow lines. This scheme was however shelved following objection from Tenterden &

District Chamber of Commerce and Tenterden Town Council until such time as an additional town centre car park were made available.

## **Consultation Results**

13. A total of 4 representations were received in response to the Pittlesden consultation. These representations may be divided into two areas of concern detailed below.

Loss of parking along southern edge of the green

14. The first concern raised accounts for 3 of the representations, all of which were received from residents of Park View Terrace. These representations concern the section of proposed restriction located along the southern side of the green, opposite Park View Terrace. Their concern was that this section of restriction would effectively mean the loss of parking spaces currently utilised by Park View Terrace residents.
15. This length of kerb line has a double yellow line restriction proposed along its length because once 10 metre protection around the junctions of the main arm with the arm serving Nos. 3-10 Pittlesden and the main loop arm, has been allowed for there is insufficient remaining kerb space between the two to accommodate a single car length. The Highway Code stipulates that parking should not take place within 10 metres of a junction (Rule 243; DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space). This is in order not only to maintain sight lines but to ensure that there is sufficient space for vehicles to manoeuvre.

Impact on a resident blue badge holder

16. The second concern was raised by a resident of a property located on the main loop arm facing the northern end of the green. The resident was concerned that the proposed restrictions across the property's frontage would prevent parking in the vicinity of their home and given the limited mobility of one of the householders would prove to be extremely problematic.
17. Discussion is currently underway between ABC's Customer Homes & Property Services (the property owner), the Ward Member and Tenterden Town Council regarding the potential provision of a dropped kerb in front of the property to serve the already existing hard standing in the front garden.
18. The resident subsequently confirmed that should an off-street parking facility be provided they would no longer be concerned by the proposed restrictions.

## **Pluckley Station Safety Scheme**

19. The Pluckley Station safety scheme was initiated following receipt of a 1412a form (also known as a 'pink peril') from Kent Police highlighting their concerns regarding unsafe parking practices around the Station Road humpback rail bridge and the junction of Station Road and Station Approach / The Grove.

20. A site meeting was subsequently held between Kent Police, South-Eastern Trains, Kent County Council Highways & Transportation and Ashford Borough Council Engineering Services. At the site meeting the options were discussed and a set of proposals formulated and agreed.
21. The South-Eastern Trains representative explained that a review of all their rural station car parks had recently taken place with a view to adjusting their tariffs to better reflect user demand. A formula was applied to all car parks with a minimum percentage usage figure below which the tariff was to be reduced and a maximum percentage usage figure above which the tariff was to be raised. The review of the Pluckley Station car park had found that although usage was between the two percentage figures set and it was therefore not intended to vary parking charges. Furthermore the results found sufficient capacity remained available to absorb any vehicles displaced by the introduction of on-street parking restrictions without the need to expand the car park.
22. The meeting therefore agreed a set of 'no waiting at any time' restrictions to address the unsafe / obstructive parking issues.
23. These proposals were subsequently taken to a meeting with the Parish Council before being taken to formal public consultation.
24. In combination with these proposals KCC has proposed the introduction of a 30mph speed limit to include the section of Station Road concerned. This proposal was put forward at the request of the Parish Council and the consultation held concurrent with the consultation on the proposed parking restrictions. No objections were received to the speed limit consultation and it is therefore understood the KCC intend to go forward with implementation.

### **Consultation Results**

25. A total of 9 representations were received in relation to the consultation. 8 representations requested that the restrictions be extended further while 1 representation requested that the proposed restrictions be reduced.

#### Extension of restrictions in Station Road

26. Of those representations requesting the proposed restrictions be extended, 7 asked that the double yellow lines be extended further north along Station Road. The reasons for these requests included concerns that vehicles parked along this section of the road regularly mounted the kerb and represented a danger to pedestrians who are forced to walk around the vehicles in the carriageway, that further vehicles would be displaced to this area and cause a danger around the junction of Station Road and Chambers Green Road and that displaced vehicles would obstruct the accesses to Station Garage.
27. While it is appreciated that parking on Station Road between its junctions with The Grove and Chamber Green Road is not ideal, this length is not considered to present the same degree of safety concerns as those areas covered by the proposals. This section of the road is both straight and flat.

28. In addition it is anticipated that while some motorists currently parking in the area where restrictions are proposed may choose to move further north along the road, others are likely to choose to park in the car park or choose alternative means of transport to the station rather than incur the extra walking distance.
29. The provision of restrictions on this section of road would significantly reduce the amount of available on-street parking which would not only impact on commuters (and the rail station) but also on local businesses and residents.

#### Corner protection in The Grove / Station Approach

30. Three of the representations requested restrictions around the corner at the junction of The Grove and Station Approach (opp. the property known as 'Woodland'). The form of the restrictions requested varied including double yellow lines, relining of the existing hatch markings and installation of a 'no parking' sign. All 3 respondents were concerned with the regular parking of vehicles on the corner where they obstructed large vehicles exiting The Grove and residents accessing their driveways opposite. There was also concern that the introduction of restrictions elsewhere would exacerbate the problem unless this location was addressed as well.
31. This corner consists of a section of verge fronted by a hatched area intended to protect sight lines. While parking at this location is currently considered to be 'nuisance' parking rather than a serious safety issue, it is possible that with the introduction of the proposed restrictions this location will become more intensively parked. If the issue does develop this would be most effectively addressed with the use of double yellow lines which would prohibit both parking on the carriageway and the adopted verge behind.

#### Protection of area fronting the forecourt, The Grove

32. One of the representations requested that the restrictions in Station Approach around its junction with Station Road be extended on the northern side of the carriageway across the forecourt of the Dering Arms to discourage vehicles which currently park partially within the forecourt extending out into the carriageway.
33. This area would however be difficult to enforce. The lack of contrast between the adopted highway and privately maintained forecourt would be likely to create confusion in respect to the extent of surface to which the restrictions applied. This confusion would make any restriction extremely difficult to enforce and would potentially discourage users from parking on the forecourt at all. The introduction of an edge of carriageway marking may however help ease the problem by highlighting to forecourt users the extent of the forecourt (albeit not making the adoption status of the forecourt area clear). Although this would not be enforceable it would encourage users to park within the forecourt area and not impinge onto the carriageway.

#### Reduction in length / onerousness of proposed restrictions

34. One of the representations expressed concerns over the impact of the proposed restrictions on The Dering Arms PH located in The Grove. It was

their view that the introduction of the proposed restrictions would make it difficult for customers to find parking. The objector therefore suggested that double yellow lines be restricted to Station Road for approximately 100 metres either side of the humpback bridge (the northern extent would therefore terminate at the southern junction with The Grove) while the remainder of the proposed restriction be converted to a single yellow line operational 8am-12 noon.

35. The proposed restrictions are for safety purposes only rather than for parking management. As such none of the locations where restrictions are proposed are considered to be safe for parking at any time. The restrictions in the vicinity of the junction of Station Road and The Grove are necessary to ensure clear sight lines and avoid obstruction. They provide the minimum 10 metre protection as specified in the Highway Code. Were a single yellow line to be implemented in this location it would not only fail to prevent parking outside its hours of operation but would also effectively condone parking at these times.

## **Conclusion**

36. It is the recommendation of officers that all three schemes be taken forward for implementation. In addition it is recommended, in respect of the Pluckley Station Safety Scheme that;
- Subject to discussion with The Dering Arms PH, a white edge of carriageway marking be installed in The Grove on the northern side fronting The Dering Arms forecourt.
  - A separate consultation be held on the potential implementation of 'no waiting at any time' restrictions to protect the corner at the junction of The Grove and Station Approach

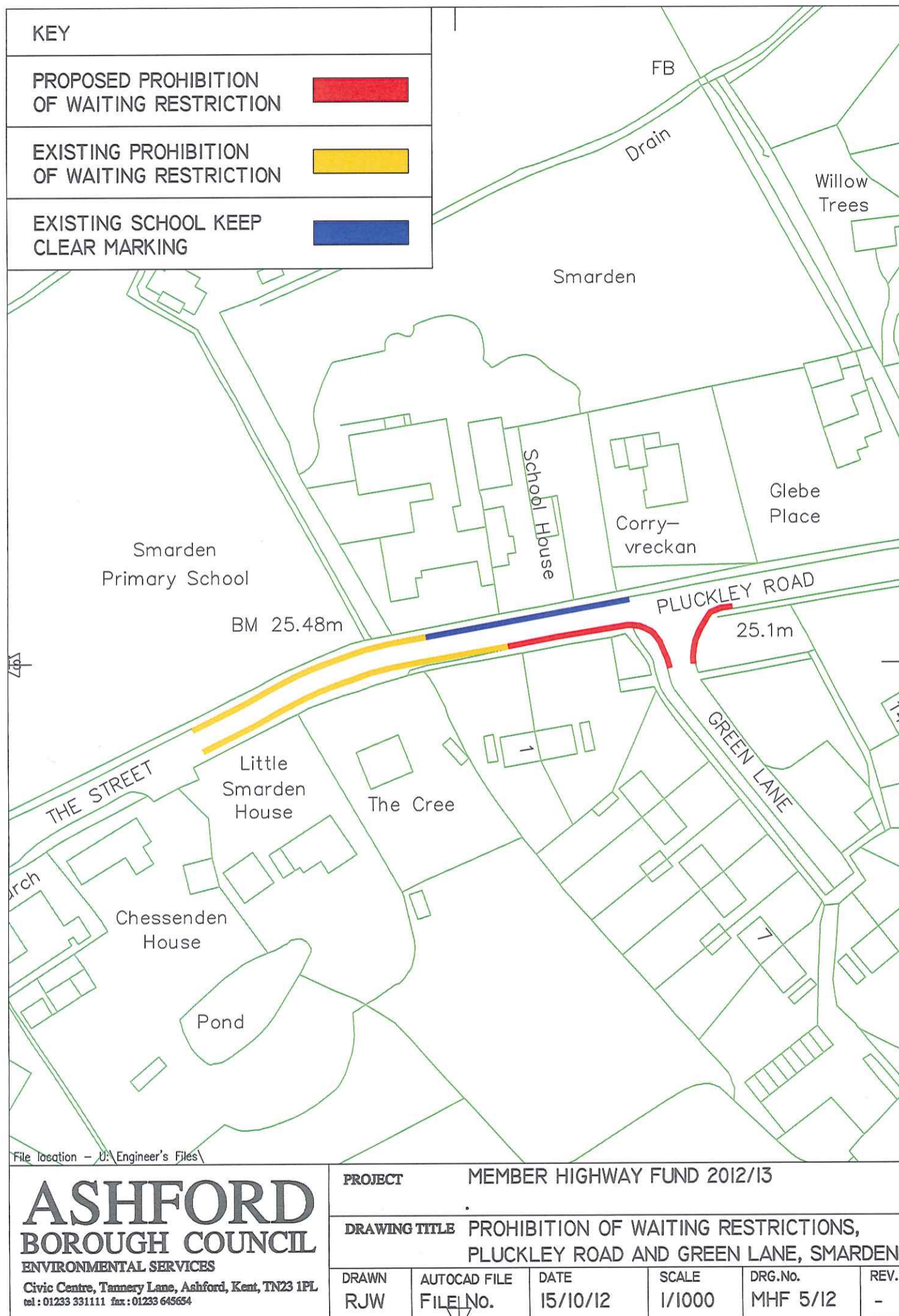
## **Portfolio Holder's Views**

37. The Portfolio Holder's views were unavailable at the time of publication but will be provided verbally at the meeting.

**Contact:** Ray Wilkinson (01233) 330299

**Email:** ray.wilkinson@ashford.gov.uk

# Appendix 1a

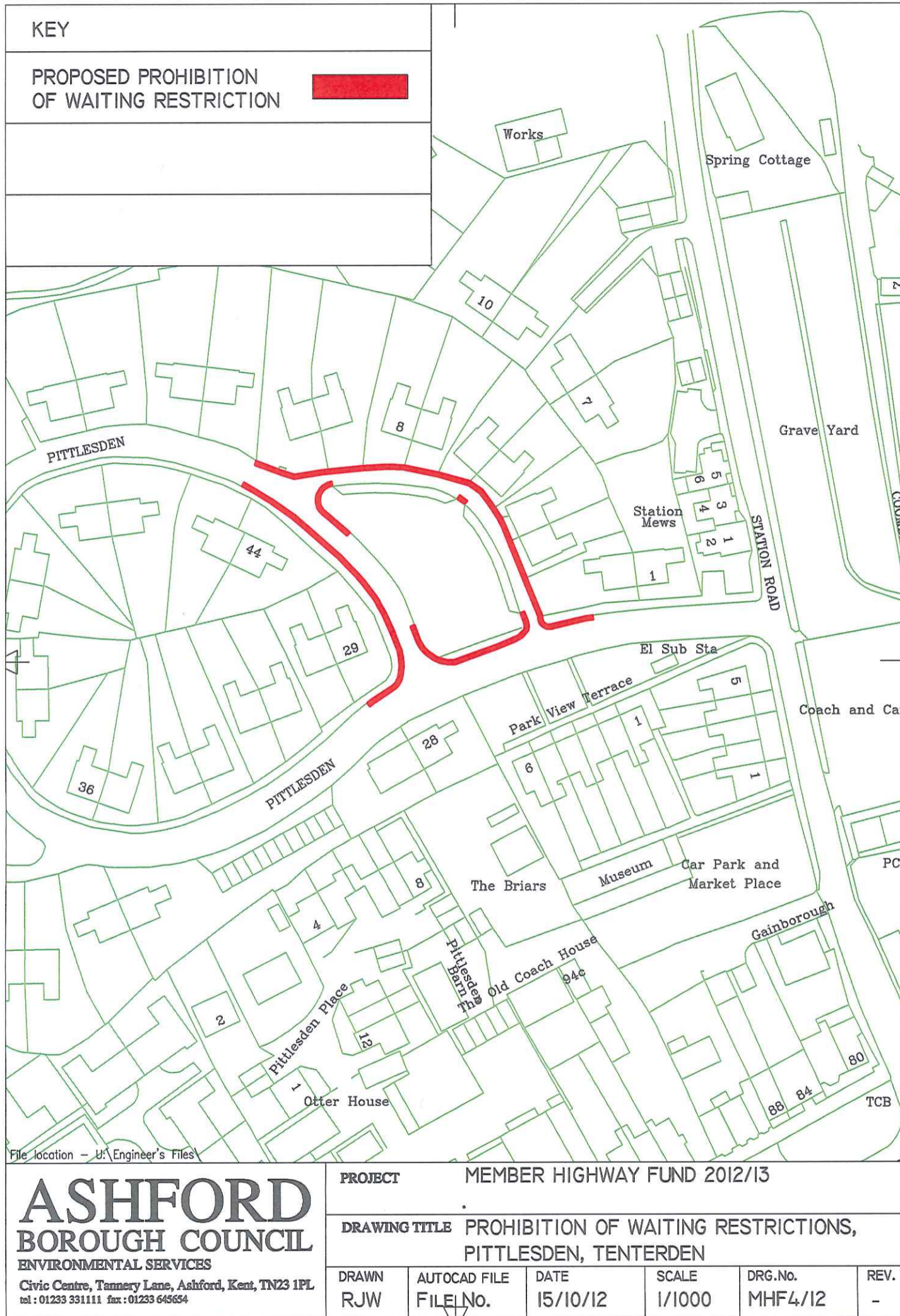




**Smarden Representations**

Ref.	Representation	Officer Comments
Am22/SmarSch/01	<p>I would just like to say I am very much for the extension of the 'Double yellow lines' opposite Smarden Primary School and at the end of Green Lane Smarden.</p> <p>I live at 10 Green Lane Smarden and since the first parking restrictions were put in place the road has become very unsafe and I requested that the lines were extended to include opposite the School and slightly round Green Lane as many cars are parked in both these locations making driving conditions very unsafe, especially at school drop off and pick up times.</p> <p>I feel this is the safest option and any loss of parking should not be an issue when Parents can park at The Charter Hall car park and walk to school, which would take approximately 5 minutes, ensuring that Children arrive safely.</p>	<p>This representation obviously supports the proposals and view of Officers.</p>

# Appendix 2a



## Pittlesden Representations

Ref.	Representation	Officer Comments
Am22/Pittl/01	<p>I am a Council tenant. I live at ** Pittlesden, Tenterden. I am writing to you about the proposed 'No waiting' restrictions you are putting in on Pittlesden estate. The no waiting zone goes the whole length of my house. Where am I supposed to park – my wife is disabled, she has ***** and has to get about on a mobility scooter. She is a vulnerable tenant who you have cut off access to her own home as she can't even park outside her own house. Please tell us where do we park. This whole episode is affecting my wife's health. Please get back to me as soon as possible.</p>	<p>Discussion is currently underway between ABC's Customer Homes &amp; Property Services, the Ward Member and Tenterden Town Council regarding the potential implementation of a dropped kerb to serve the existing hard standing. The family have therefore indicated that with the provision of an off-street parking facility they are not opposed to the restrictions.</p>
Am22/Pittl/02	<p>We agree that yellow lines on the corners surrounding the green would prevent people parking in appropriately and avoid limiting access for emergency vehicles etc. However we would like to raise an objection to the proposed yellow lines on the piece of road opposite Parkview Terrace. As residents of the terrace, we know that when parking is not available on that side of the road (for example when recent road repairs were taking place) the impact is that people park outside of our houses instead, making it harder for us to park near our houses.</p> <p>In general, while these proposals are designed to limit congestion, they do nothing to address the fact that the congestion is caused by non-residents using the area as free parking during the day. 5 of the 6 properties in</p>	<p>As discussed in the report, there is insufficient space to accommodate parking along the southern kerb line of the green without allowing parking within 10 metres of one or both junctions.</p> <p>It should also be remembered that the highway is a publicly maintained facility, the primary function of which is the facilitation of movement along its network, and as such there is no right to park directly outside your home. The previous proposals referred to are the Tenterden &amp; St Michaels Parking Review 2007 proposals. Under these proposals Pittlesden would have been part of a controlled parking zone with 2 hour limited waiting (operational between 8am-10pm Mon-Sat) bays in those locations where it is safe to park and 'no waiting at any time' restrictions in all other locations. Residents would</p>

Appendix 2b

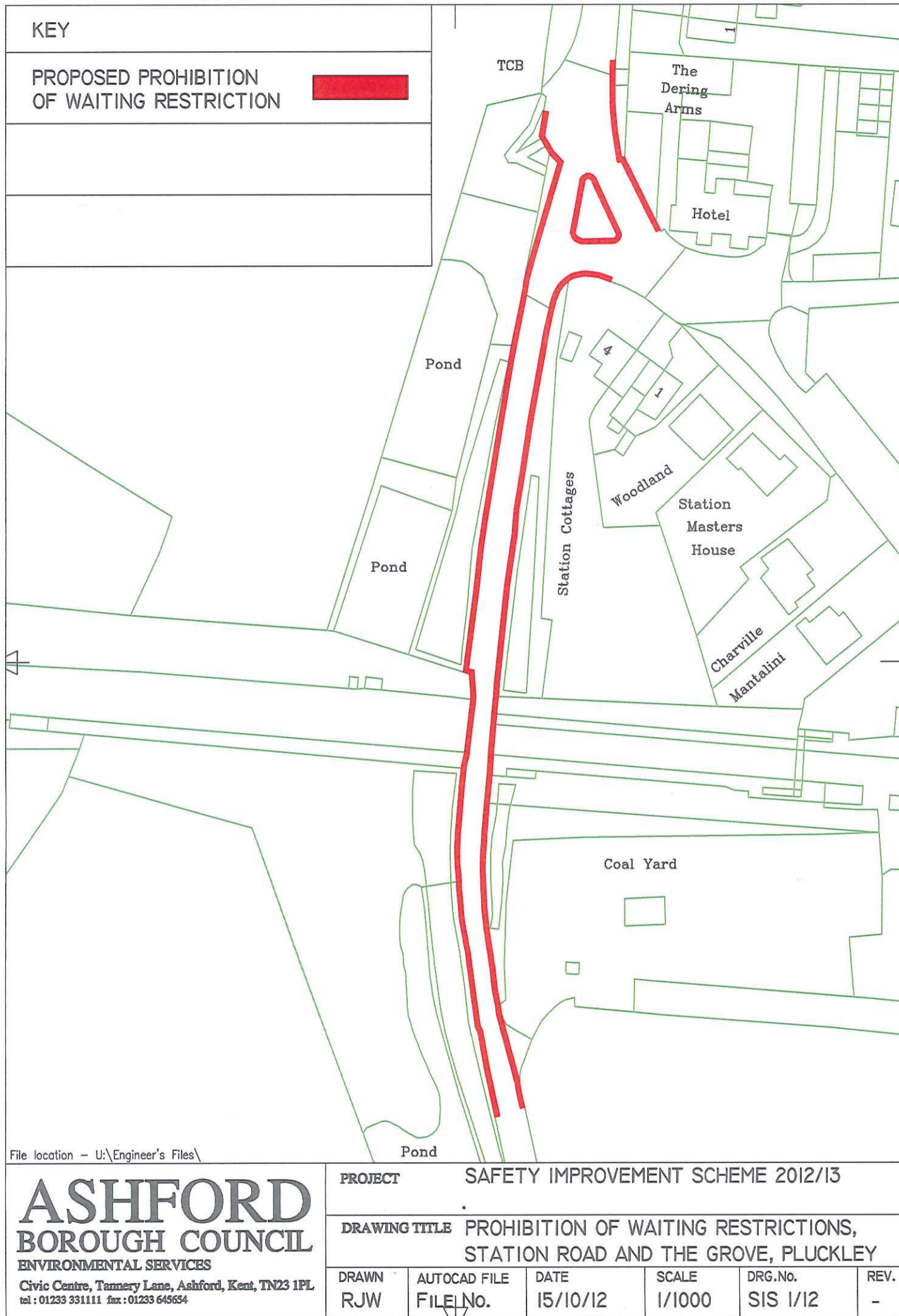
	<p>Parkview Terrace do not have driveways or garages, unlike many of the Pittlesden houses. We are therefore particularly affected by congestion. Since the additional car parking spaces have been introduced, we have not seen any reduction in congestion, it has simply meant that more non-residents are able to park here.</p> <p>We welcomed previous proposals to introduce residents parking permits and would appreciate an update as to whether these proposals are still under consideration.</p>	<p>have had the option to apply for an annual exemption permit (and purchase daily visitor exemption permits) to the 2 hour restriction. Following formal consultation the decision was however taken by the Board at its meeting of 11<sup>th</sup> December 2007 to shelve the scheme until such time as an additional public town centre car park were made available due to concerns raised by Tenterden &amp; District Chamber of Commerce and Tenterden Town Council over the displacement of commuters.</p>
Am22/Pittl/03	<p>Whilst we acknowledge that the additional parking adjacent to the green has addressed the issue of parking in unsuitable locations on the narrow roads which run round three sides of the green I do not consider that the introduction of double yellow lines will benefit either the local community or visitors to the town.</p> <p>We would disagree with the assertion in your letter heading that this is a “safety scheme”. In the thirteen years that we have lived in Pittlesden, we are not aware of any accident having occurred and our neighbours of even longer standing in the area confirm that in their experience there have been no road traffic accidents other than the very smallest of dented bumpers for many years. Indeed, one could argue that the presence of parked vehicles on both sides of the road actually slows traffic speeds and makes drivers ever more vigilant (as it does in the town-centre driving scheme in Ashford).</p> <p>We have no objection to the current parking situation in Pittlesden and clearly, the full scheme as proposed will severely restrict residents’ parking, particularly adjacent</p>	<p>The restrictions proposed in the scheme protect only those locations in which the Highway Code states motorists should not park (i.e. within 10 metres or opposite of a junction and where the road is too narrow). Although there is no recent history of personal injury crashes on Kent County Council’s Crash Database, there are regular examples of obstruction.</p>

Appendix 2b

	<p>to the green fronting Park View Terrace. This particular stretch of the road is useful for local workers and small commercial vehicles on weekdays; visitors to the town and to the railway at weekends and residents in the evenings.</p> <p>Since the road here is not narrow, parking does not cause congestion and may we therefore suggest a compromise: that double yellow are not introduced for the short stretch of approximately 15 metres running along the top of the green fronting 5-6 Park View Terrace and that unrestricted parking is retained.</p>	
Am22/Pittl/04	<p>While I support the proposal to put yellow lines around the corners, I am wondering why you intend to prohibit parking along the entire top of the green. The dust cart drives through every week and if you increase the width you will probably also increase the speed at which vehicles enter and leave the estate, plus you are removing 2 parking spaces and there are relatively few families who have only one car per household.</p>	<p>As discussed above provision of the minimum 10 metre junction protection does not leave sufficient kerb length between the junctions to accommodate any parking. In respect to the suggestion that the removal of parking at this location will increase traffic speeds, it should be remembered that parking on the other side (south) of the carriageway will remain unrestricted.</p>



Appendix 3a



File location - U:\Engineer's Files\

<b>ASHFORD</b> <b>BOROUGH COUNCIL</b> ENVIRONMENTAL SERVICES Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL tel : 01233 331111 fax : 01233 645654		PROJECT		SAFETY IMPROVEMENT SCHEME 2012/13			
		DRAWING TITLE		PROHIBITION OF WAITING RESTRICTIONS, STATION ROAD AND THE GROVE, PLUCKLEY			
DRAWN	AUTOCAD FILE	DATE	SCALE	DRG.No.	REV.		
RJW	FILE No.	15/10/12	1/1000	SIS 1/12	-		

**Pluckley Representations**

Ref.	Representation	Officer Comments
Am22/PlucStn/01	<p>I have received the drawing for the intended road safety scheme.</p> <p>Whilst I recognise that something has to be done about the commuters, abandoning their cars all along the road causing some obstruction.</p> <p>I feel that yellow lines restricting parking throughout the day, a little harsh.</p> <p>There is some up-side to the parking, as the congestion slows the traffic to a crawl ! Therefore making any incident a minor problem.</p> <p>The main danger is the railway bridge, as now the parking has crept to near the top creating a potential disaster.</p> <p>Can the lines not run just, say 100 yds either side of the bridge ? This will leave the ' traffic calming' parking in place ! Whilst clearing the hazard.</p> <p>Also by removing the parking in the area, as intended. This, no doubt will just push the cars further up the road to the Chambers Green Road junction,- not a lot better or safer !</p> <p>I am mostly concerned about the intention to yellow line the western boundary of my property, The Dering Arms.</p> <p>This will restrict parking for my guests and customers once my parking spaces are full, leaving them to either pay £4.50 to park in the station OR move on to another establishment.</p>	<p>As discussed in the report, the restrictions were agreed on site with Kent Police and Kent County Council following formal notification by the police of their concerns regarding the danger posed by the current parking situation.</p> <p>The introduction of double yellow lines in Station Road for 100 yards on either side of the humpback bridge would mean their northern extent would terminate in line with Station Road's southern junction of The Grove. This would not only leave the junction unprotected but, by the close proximity of the unprotected junction to the restricted section of carriageway would indicate to motorists that this was a suitable location for parking.</p> <p>In respect to the displacement of vehicles to locations further north along Station Road, it is anticipated that the displaced vehicles will be accommodated without extending as far north as the Chambers Green Road junction.</p> <p>Regarding the proposed restrictions around the junction of The Grove / Station Road, these extend only the minimum 10 metres around the junction where the Highway Code states parking should not take place. Parking around this junction currently causes issues not only in respect to sight lines around the junction but also obstruction in respect to larger vehicles. Not only did the police highlight parking</p>

Appendix 3b

	<p>This I feel is unfair and harmful to my business, where we are all trying to keep ahead in these tough times. Especially now when the changing economy has hit small local businesses pretty hard !</p> <p>It would also help if the Railway reduced the parking fees considerably, but I guess pigs will fly first !</p> <p>My proposal would be that;--</p> <p>Surely there must be other options, maybe restricted parking around the junction, say 8am till midday. This would prevent the commuters leaving their cars all day ! But still allow some gentle sensible parking further up the road and would not affect my business. Also to double yellow line either side the bridge, say 100 yds, to prevent a potential accident.</p> <p>The parking problem aside, having no chance of a station car park with sensible charges, we don't want to loose the commuters and face the possibility of the station closing !</p> <p>There is still the old coal yard on the south side of the track, empty and unused for 20 years ! This has been the ideal spot for a car park but there seems to be too many objections regarding access. Surely some sort of traffic light control could sort this ? What a waste of space !</p>	<p>around this junction in their 1412a form to the Highway Authority but it has also been the subject of numerous complaints from local residents.</p> <p>The introduction of a single yellow line restriction as suggested would only solve the problem only for a few hours a day and would also effectively condone parking on the junction outside the hours of operation. Obviously the kerb side within 10 metres of a junction is an unsafe place to park at any time of day by any user group (e.g. commuters, patrons etc).</p> <p>As discussed in the main body of the report, South-Eastern recently carried out a review of all their rural station car parks and found that there was currently sufficient spare capacity within their existing car park at Pluckley but that usage was sufficiently high that it did not qualify for a reduction in tariffs to encourage greater custom.</p> <p>In respect to the suggested development of an additional car park on the old coal yard south of the railway line, it is unclear whom it is envisioned would provide and manage the facility should it be possible to overcome any access issues. As mentioned above South-Eastern Trains are currently satisfied that they have sufficient spare capacity within their existing car park to accommodate any foreseeable increase in demand.</p>
Am22/PlucStn/02	<p>Ref. Proposed prohibition of waiting restriction in Station Road. This needs to go past our garage (<i>Station Garage</i>) and the houses on both sides. Otherwise they will be parking outside our garage and</p>	<p>The proposals represent a safety scheme only rather than a parking management scheme and therefore protect only those locations where parking would cause a danger or obstruction. It is unclear from the</p>



Appendix 3b

	<p>there will be no room for customers to park.</p>	<p>representation whether the concerns relate to commuters using on-street spaces which would otherwise be available to customers or whether commuter vehicles obstructing the businesses accesses is the concern. In the case of the former, it is unclear how the extension of the double yellow lines would help – obviously no one would then be able to park outside the Garage. In the case of the latter should obstruction of accesses become an issue this would be best dealt with by an application to Kent County Council for a white access marking which are designed for this kind of issue.</p>
<p>Am22/PlucStn/03</p>	<p>I am in agreement with your scheme for the vicinity of Pluckley Station. The only problem I have with it is the semi circular area I have indicated on your map (<i>corner at junction of The Grove / Station Approach</i>). This is full of cars week days for commuters, making it difficult for myself and Woodlands to reverse out of our drives. Also the No Through Road, the other side of it does not have visibility of traffic coming from the Station and lorries trying to get through to the coalyard. When they park three cars on a small area, some four wheel drives, it is impossible - no thought for us. I and other neighbours call the police regularly. Please could we have a 'No Parking' sign on the grass area behind it. The area has barred lines people seem to be confused as to what they mean. So it is regularly occupied.</p>	<p>This would appear at present to be more of a nuisance parking issue rather than a significant safety concern and was not identified either by Kent Police in their 1412a form or at the multi-agency site meeting at which the proposals were agreed. Should however this be found to be an issue (there is a risk the issue may be exacerbated by the displacement of vehicles from other locations) this would be most effectively dealt with by the introduction of double yellow lines around the corner. Such restrictions would have to be implemented with the permission of the train operator however because to fully cover the whole corner the restrictions would have to extend slightly onto railway maintained road.</p>

Appendix 3b

Am22/PlucStn/04	<p>As a resident in Chambers Green Road and a co-owner to the Coal Business in Pluckley Station, I'm disappointed that the waiting restrictions do not go as far as the junction with Chambers Green Road. The offending vehicles will just move further up Station Road and my walk to work and back will be just as dangerous. The amount of large vehicles delivering to the Coal Yard and the large tractors working from FGS (Stanford Bridge) the road needs to be completely clear.</p>	<p>As discussed in the main body of the report, the while parking on the section of Station Road between its junctions with The Grove and Chambers Green Road is not ideal, it represents a considerably safer location (being both straight and relatively level) than those where the restrictions are proposed. It is anticipated that the displaced vehicles will not extend as far at Chambers Green Road junction and will therefore not cause similar safety concerns here as are currently the case around the junction of The Grove and Station Road.</p>
Am22/PlucStn/05	<p>With regards to parking restrictions, I believe that whilst they will improve safety over the railway bridge, as they do not extend sufficiently far north, they will only serve to make the area immediately North of the Dering Arms Public House more dangerous for the following reasons ;</p> <p>1- The cars that would other wise have parked in the restricted area will simply move North, there will be increased density of parking outside Station Garage, New Dering Lodge, Dering St Mary and on the Western Verges all the way up to Chambers Green Road.</p> <p>2- Nearly all pedestrian access to the Station is from the North. Most people walk from the village down Station Road to the Station. These pedestrians will have to encounter increased density of parking approaching / leaving the station from / to the North.</p>	<p>As discussed in the main body of the report, the while parking on the section of Station Road between its junctions with The Grove and Chambers Green Road is not ideal, it represents a considerably safer location (being both straight and relatively level) than those where the restrictions are proposed.</p> <p>Preventing any parking in this area would be likely to have a detrimental effect on the rail station, local businesses, residents' visitors and tradespeople. If the proposals are approved for implementation however a standard review will be carried out following installation of the restrictions in order to identify any potential issues.</p>

Appendix 3b

	<p>There are no footpaths in this area and the cars park close into the grass verges forcing pedestrians to walk in the road. I regularly see families with pushchairs weaving in and out of parked cars trying to negotiate their way from the station dodging oncoming traffic.</p> <p>3- Cars wishing to access/ egress New Dering Lodge, Dering St Mary, Dering Close, and Station Garage have to pull out into a 60mph road around densely parked cars in the verge. This is not only very dangerous now, but with the increased density of parking that will be caused by the proposal in this area, will become a significant risk, exacerbated by the presence of pedestrians walking between the parked cars. I believe that to address the safety issues in the area, the introduction of parking restrictions must extend at least 110m North of the Dering Arms. This would go beyond the position of Dering Close. Combined with a similar extent of a 30mph scheme would provide far better protection for pedestrians, local residents, and road users. The risk of the introduction of the proposed scheme is that the already bad situation North of the Dering Arms Pub will become far worse.</p>	
Am22/PlucStn/06	<p>We are writing to say that we wholeheartedly endorse the scheme proposed for the introduction of double yellow lines near Pluckley Station. The safety issues arising from the use of the neighbouring roads for parking by commuters has been a concern of ours for a number of years. There is a significant risk to</p>	<p>Parking in the location in which the additional restrictions are requested are not considered to represent a significant danger or obstruction. While it is understood that parking here is not ideal, the issue is not considered to be sufficient to justify its inclusion in the current scheme. It must be borne in mind that</p>

Appendix 3b

	<p>pedestrians from having to walk in the middle of road to skirt round the cars parked on the approach to the station and on the bridge over the railway line. There is also a risk to motorists having to pull out into the junction to see round the parked cars. Frequently there is congestion in the area because the cars parked on the bridge reduce the road width to a single lane. In addition, because large vehicles are forced to drive on the verge while crossing the bridge, there is damage to the verge and to the hedge. As the amount of space available for parking will be reduced, we would urge you to consider extending the double yellow lines along the east side of Station Road up to Dering Close so that commuters do not park between the drives on this section of road as this would add considerably to congestion and be an inconvenience to residents.</p>	<p>the proposed restrictions are intended to deal solely with dangerous / obstructive parking rather than nuisance parking. Parking restrictions are not the 'norm' as should only be introduced where considered necessary.</p>
<p>Am22/PlucStn/07</p>	<p>Firstly I should like to say that I appreciate that the matter of safety in this area is being addressed. The danger to all who use this stretch of road is of great concern, as the number of motorists parking on the verges, along with the volume of traffic, has increased considerably recently.</p> <p>I see, from the plan you sent, the extent of the proposed double yellow lines and I understand that the proposed 30mph restriction will extend from Dering Close north of the railway line to New House Lane on the south side.</p> <p>At present, on weekdays, there are often cars parked nose to tail on the verge up to 16 metres from the entrance of Fairlight which usually reduces the width of</p>	<p>A number of surveys were conducted during the formulation of proposals. The survey in which the most vehicles were recorded (Mon 11<sup>th</sup> Jun, 9:30-10:00am) indicated a total of 31 vehicles parking in locations where restrictions are proposed. There remained however sufficient on-street space to the north of the proposals (extending toward Chambers Green Road) to safely accommodate approximately 10 vehicles and an additional 19 empty spaces in the Station Car Park. Combined with the anticipated move of some commuters toward alternative modes of transport (e.g. cycling, walking, car share, kiss &amp; ride etc) it is believed that even on days of particularly heavy demand there will be sufficient space to accommodate</p>

Appendix 3b

	<p>the road, depending on the size of the vehicle, to a single track.</p> <p>Currently there are approximately 25 empty spaces in the station car park and up to 50 cars parked outside this area. If 25 of these were to park in the paying area this would leave 25 needing to park on the roadside, from Dering Arms up towards Fairlight (and beyond?). This area is not covered by your proposals and, i think, constitutes a continuing danger to all road users here. I use this road frequently as a car driver, cyclist and pedestrian, as do my family, some of whom have a baby buggy and small children to manoeuvre round the parked cars – a difficult and sometimes very frightening operation.</p> <p>I feel that the speed of traffic travelling south towards the station needs to be reduced before the junction with Chambers Green Road where the hazard of parked cars begins. Cheap, or free, off-road parking would, I'm sure, be welcomed, though!</p>	<p>all vehicles. Should demand increase sufficiently there may also be opportunity for the rail operator to extend their car park to increase capacity.</p> <p>In respect to the section of Station Road where restrictions are not proposed, as discussed this section, while not ideal, represents a considerably safer area for parking than those sections covered by the proposals where parking currently takes place. It is important that parking is maintained where feasible to minimise any impact on commuters, local businesses and residents &amp; their visitors.</p>
Am22/PlucStn/08	<p>We write further to your letter of 17th October concerning the proposed introduction of a no waiting restriction / double yellow lines in the vicinity of Pluckley Station and would like to put on record our full support for the proposals. Indeed we feel the lines could have been extended further, at least beyond Station Garage as we are concerned that the area in front of Dering Terrace will become treacherous once commuters start parking there (as they will undoubtedly will once yellow lines in the immediate area of the station are implemented).</p>	<p>The area fronting Dering Terrace has not been included in the proposals because, while not an ideal location for parking, it does not represent the same level of concern in terms of potential danger / obstruction as those locations within the scheme; this section of road is relatively straight and level. The scheme will however be reviewed following implementation and any issues in the vicinity of the restrictions identified for action as necessary. In respect of the request for the renewal of the hatched area and introduction of 'no parking' signage</p>

Appendix 3b

	<p>We have lived close to Pluckley Station for 13 years and although there were some problems with parking when we first moved here, the situation has deteriorated significantly over the past 5 years so that the whole area has become extremely dangerous for local pedestrians, cyclists, horse riders and car drivers. Although we accept that there are not enough car parking spaces at the station for all who park locally, we believe that there are sufficient that people do not need to park dangerously. We would point out the following hazards which exist at present;</p> <ul style="list-style-type: none"> <li>- Due to the cars parked almost up to the summit of the station bridge, walking safely over the bridge in the direction of Bethersden is almost impossible as pedestrians are forced to walk on the wrong side of the road with cars coming up behind them. Walking in the opposite direction is equally hazardous as cars coming towards pedestrians have no where to go to avoid them due to the cars parked opposite.</li> <li>- -The large numbers of tractors, many of which are wide and long and which travel very fast in both directions to and from Stanford Bridge make the situation even more dangerous.</li> <li>- A number of local school children cycle to and from the station and they have complained that cars can only just avoid them due to parked cars</li> <li>- Visibility when leaving The Grove / Pluckely Station is appalling at present. If turning left,</li> </ul>	<p>at the corner of The Grove and Station Approach, as discussed in the main body of the report if deemed necessary this would be most effectively dealt with by the introduction of 'no waiting at any time' restrictions rather than hatching / signage.</p>
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Appendix 3b

	<p>cars have to pull out without being able to see if cars are coming towards them on the wrong side of the road (due to the cars parked all the way up to the bridge). The situation is made even worse by the fact that cars park all the way up to the junction of The Grove so that exiting cars are on the wrong side of the road to start with.</p> <ul style="list-style-type: none"><li>- When exiting right towards Pluckley village, there are usually several cars parked right round the junction onto Station Road so that it is impossible to see if any cars are coming (and cars coming from the bridge direction are on the wrong side making it difficult to edge out gradually). The situation is usually made worse by the number of commuters who are clearly late for trains and who come at speed into Pluckley Station approach.</li></ul> <p>We are also aware of a number of minor accidents that have taken place in the vicinity recently including “whole wings” of cars being dragged off and wing mirrors broken. We are keen to make sure that the dangerous parking does not lead to a bad accident or a pedestrian or cyclist being injured.</p> <p>Finally we would also like to request that the “yellow hatched” area marked on the attached plan (<i>corner at junction of The Grove / Station Approach</i>) is renewed and that a sign is put up warning that parking is not permitted. The yellow markings were painted around 10 years ago to prevent commuters parking there and</p>	
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Appendix 3b

	<p>blocking the visibility for vehicles exiting The Grove alongside The Dering Arms. This worked well for some years and deterred people from parking there but the lines have faded and there are now regularly 2 to 3 cars parked there all day. A number of local residents (including ourselves) have complained to the local police on several occasions about the practice as it is impossible to see cars coming from the station to the left as the parked cars completely obstruct the view. Despite the lines the police have informed us that they are unable to enforce the apparent “no parking” restriction as there is no sign point out that parking is prohibited. We would therefore be very grateful if this could be considered as part of the safety scheme, including the renewal of the yellow hatched area and a no parking sign.</p>	
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