

Suggery ①

T25 am 50.

Dear Sirs

Re: Order 2012

Double Yellow Lines & School Zig Zag Markings outside Tunstall School

We should like to formally write and support the above order, as we have been campaigning for a number of years to make Tunstall Road safer for pedestrians & vehicle users.

When Tunstall School had 150 pupils and before our new Village Hall was built, the parents used to drive and drop the children off or collect them at the front of the school, queuing from Hearts Delight Road, which we remember from 1995.

Since the new Village Hall was built, pupil numbers have increased to 210, and a drop off and collect facility for parents was instigated to ease traffic through the village. The unfortunate side effect is the increase in pupil numbers (the school has a very wide catchment area) has increased the traffic from parents, and the number of school staff who drive.

Tunstall School had onsite parking for staff, but removed this in favour for an extra mobile classroom, and the consequence is staff are now parking on the front lawn, in front of the Grade II listed building, in the layby opposite and regularly on the road outside the main entrance.

The residents of Tunstall Parish have already made their feelings known, by completing the KCC Survey, previously submitted to Swale Joint Transportation Board, by over 60% in favour of parking restrictions on the road.

This order will in no way compromise the parents dropping off/collecting their children, but will stop the school staff from parking on the road, all day, restricting traffic flow through the village, and allow it safer for children crossing the road, and surely that should be priority.

Yours faithfully

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Date 5/11/12

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**Sent:** 19 November 2012 18:51

**To:** Mike Knowles

**Subject:** Support for Traffic Order Zig-zag & Double Yellow Lines Outside Tunstall School

Dear Mr Knowles

We are writing to you to formally register our support for the above mentioned traffic scheme. As local residents living directly opposite the school and once having children at the school ourselves we know how dangerous this road is when cars are parked along this stretch outside Tunstall School and have experienced first-hand trying to cross between parked cars, and witnessed near misses. We truly believe this will vastly improve the road safety on the highway for both the pedestrians and vehicle users as visibility will be improved, pedestrians and children crossing to use the School's main entrance will not have to dodge between parked cars, it will prevent parents parking outside the school and allowing their children to step directly into the highway when they open their car doors as there is no footpath and it will prevent pedestrians and children walking in the road around the parked cars when using the school as there is no footpath. It will also prevent congestion which is often caused along this road when the staff, visitor and parent cars are parked outside.

Yours sincerely

FORWARD 05/11/11  
①

TRD 5B,

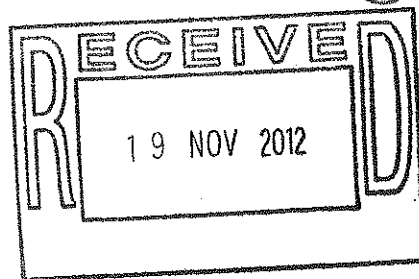
Dear Mr Knowles

I wish to object to the plan to place double yellow lines and zigzag lines outside Tunstall School. The school has taken the parking issues very seriously and come up with a solution to alleviate the problem. They have arranged with the local landowner for ten parking places to be allocated on his land, which will take the parking away from the road outside the school - so problem solved!

It would make sense to defer the yellow lining until the school's off road parking solution has bedded in and residents can be assured it has been successful.

Yours sincerely

No 53.



Dear Mr Knoles,

*Formal Consultation re Parking outside Tunstall School.*

*I wish to object to the outcome of the informal consultation carried out in the Summer of this year. I do not wish to see markings of any kind outside/in the vicinity of Tunstall School.*

*Following the recent consultation which was carried out, I wish to make the following observations.*

- 1. I consider the initial informal consultation to have been flawed making the outcome null and void. When it was distributed it was known by local Councillors that there was a plan to provide alternative parking alongside the school on a piece of land temporarily released by a local land owner. No mention was made of this in the informal consultation distributed to residents and had it been known, consultees may have responded differently. (A nearby resident who is also the Chairman of Governors at the school informed the JTB Meeting of this plan last December but it was ignored and the consultation went ahead.) Surely it was important to provide this information in the consultation document since it provided an alternative solution/option but more importantly to have awaited the outcome of this planning application submitted by the school and soon to be considered. Mention of a possible alternative solution to the parking problem would also have enabled consultees to make an informed decision based on all the known facts. I have submitted a formal complaint regarding this matter over what, I consider, to be a serious omission.*
- 2. Based on a flawed consultation, a total of 89 out of 678 residents on the electoral roll for Tunstall responded to the informal consultation showing that it is a very localised problem of no interest to the majority of the households. Based on the options presented with no*

mention of an alternative solution, 26 respondents, opted for double yellow lines, for no parking 24/7, and also zigzags outside the school. This is draconian and, I am given to understand, highly unusual outside a school.

3. 23 of the respondents asked for single yellow lines. I know we live in a democratic society but since numbers between the two sets of respondents are so close, neither would appear to be conclusive and give a definitive view. Why, therefore, should one have any more validity than the other.
4. I believe the recommendation by Kent Highways to be prejudicial under the Human Rights Act and encompassing the equality and discrimination legislation. I consider it to be one which has not 'been thought through' by those people opting for this. Enforceable double yellow lines will mean that at no time of the day or night could a visitor or a tradesperson park outside my property or the one the other side of the school. This is not the case for those residents living opposite the school who wish to ban parking outside the school and will still be able to park outside their homes after school and during school holidays. This thereby prejudices my well-being and means that I am being discriminated against. At least single yellow lines could be for a restricted time of the day and term time only, excluding weekends. Should it come to it, I would, therefore, implore councillors to undertake a serious review of the recommendation by Kent Highways. (Double yellow lines in the Oakwood Park area to solve a periodic problem have proved disastrous for residents)
5. In reality the cars are parked for only a short while outside the school. The school is in session roughly from 9 - 3.30 for 42 weeks, (210 days) of the year, 5 days a week and which over the course of a year amounts to 1365 hours maximum. Divided out this amounts to only 56.8 out of 365 days of the year. Surely, common sense would dictate that what is being suggested is too stringent.
6. To go for double yellow lines and zigzags is not appropriate in a conservation village and, I would contend, in view of the alternative parking proposal unnecessary. Double yellow lines would also have the effect of encouraging traffic to speed through this section of Tunstall Road which is a 'rat run'.
7. A detailed planning application has been submitted for parking alongside the school and off the road for 10 cars. This will have the effect of removing any parking outside the school and negate the need for any lining.

## *Proposal*

1. *That the outcome of the informal consultation which had a serious omission be disregarded and the process begun again in order that consultees may make an informed choice based upon all the options available. Alternatively, set it aside for the moment and await the outcome of the planning application for off-road parking submitted by the school.*
2. *Assuming that this planning application submitted by the school for off-road car parking along the side of the school is approved, and knowing the limited options presented in the consultation document, I would suggest that no lining, other than possibly zigzags outside the school is done until the effect of providing car parking at the side of the school is seen and then reviewed - say 6 months after the works have been completed.*
3. *Should the planning application for off-road parking be rejected, that councillors review the extreme recommendation which has been recommended by Kent Highways.*

## *Further observation.*

*Last December at the JTB meeting much was made of the local community effecting its own solution to this local problem. A solution has been found and fits in with the localism agenda. Surely it would make sense to acknowledge this and see how this works out in practice rather than wielding the yellow lines sledgehammer at this moment in time.*

*Yours sincerely,*