

TRO 2009 AMENDMENT 7

Weald Road / Turners Gardens (on behalf of Kent Highway Services)

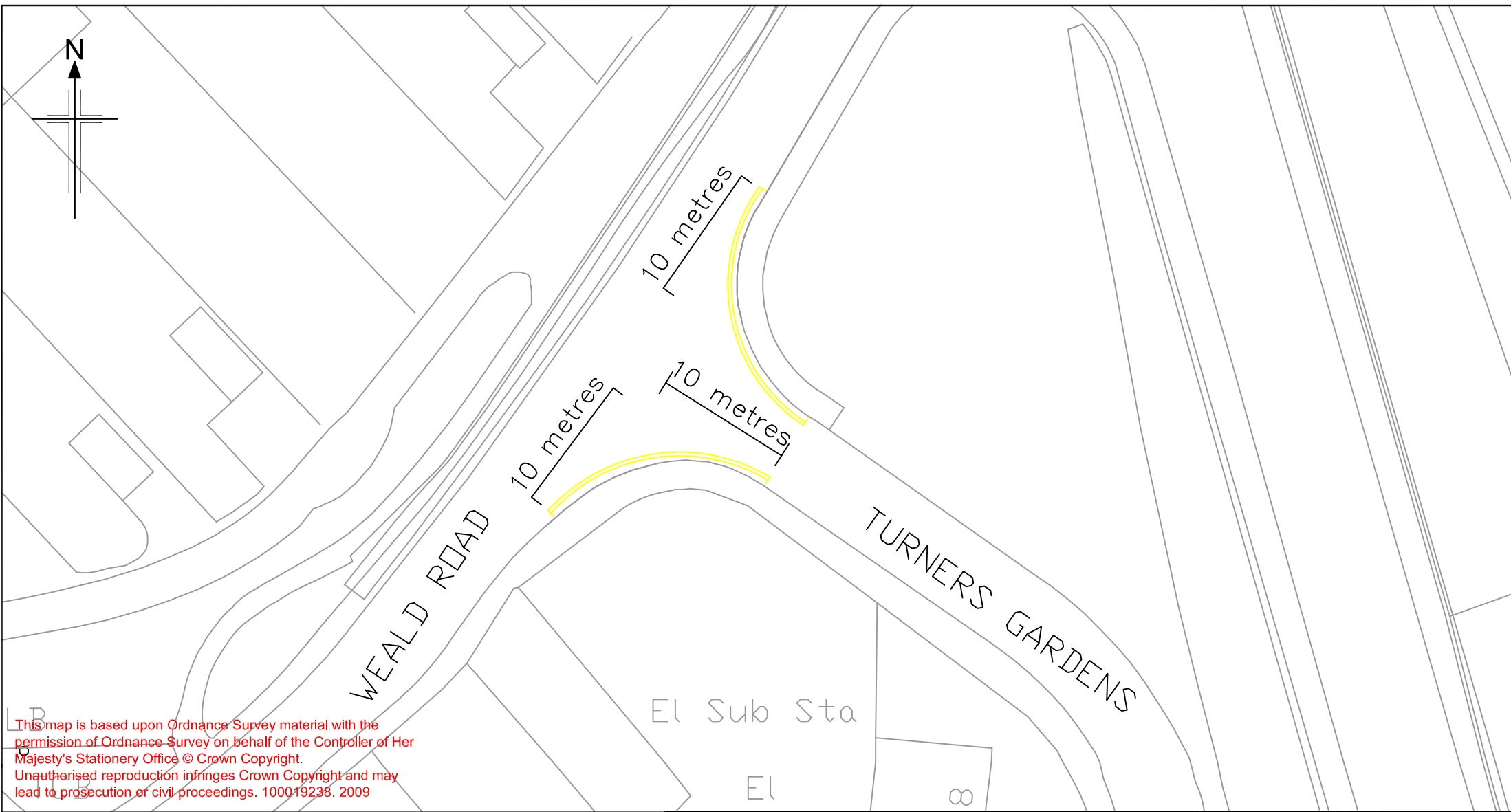
Plan ref : Turners Gardens, Sevenoaks J12374000

The proposal is to introduce minimum junction protection parking restrictions around the Weald Road / Turners Gardens junction.

Reponses received	2
In favour	1
Against	0
Unsure / not indicated	1

Kent Police have indicated their support for the proposal.

As the proposals were made and drawn up by Kent Highway Services, the responses are to be considered by them.



0	19.10.09	New Issue	RJW				
Rev	Revision Date	Purpose of revision	Drawn	Checked	Reviewed	Approved	
<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>							

Client



JACOBS

Miller House, 43 - 51 Lower Stone Street, Maidstone, Kent, ME15 6GB, England
Tel: 01622 666000 Fax: 01622 695085 www.jacobs.com

Project

Double Yellow Lines

Page 2 of 70

Drawing title

**Turners Gardens
Sevenoaks**

Drawing status

For Information

Scale

@ A4

Do not scale

Drawing number

J12374000

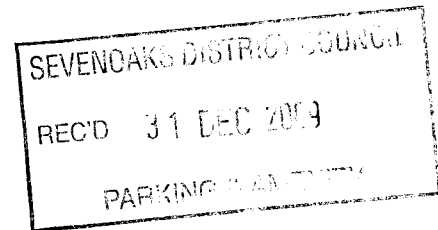
Rev

0



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10423/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Turners Gardens & Weald Road Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing number J1237400 Rev 0 concerning the above subject.

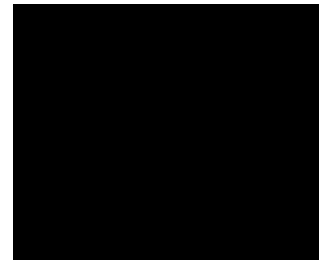
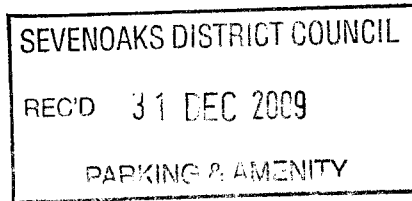
Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.



Ref: Amendment No. 7

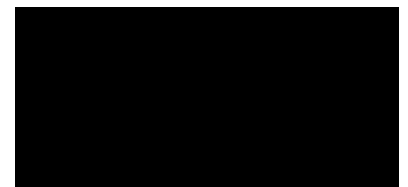
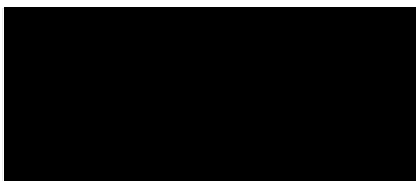
Dear Madam/Sir

We are writing with regard to the proposed new parking restrictions at the junction of Weald Road and Turners Gardens, Sevenoaks.

The proposal is all right so far as it goes, but does little to improve safety in the area concerned. It fails to deal with the main hazard facing traffic entering and exiting Turners Gardens. Since restrictions were introduced into other areas of Sevenoaks, principally Solefields Road, commuters have in increasing numbers taken to parking in Turners Gardens. Often they do this indiscriminately, frequently stopping on the inside edge of the blind bend which falls more or less adjacent to number 18, about 30 metres into the Road. This completely obscures visibility in both directions and presents a real and obvious danger. At the very least we would suggest that in order to prevent a likely accident (already there have been several near misses and cars have been damaged by hitting the high kerb whilst taking avoidance action) additional double yellow lines should be introduced on both sides of the road at the bend.

However, we believe a more appropriate line of approach would be either to place a single yellow line on both sides of the Road throughout its entirety, or restrict all parking between 0800 and 1000 in the morning and 1600 and 1800 in the afternoon. One or other of these moves might help overcome some of the nuisance caused by inconsiderate commuter parking, (during the week beginning 21 December the police had to deal with a car which had been parked some feet from the kerb in what is a narrow road).

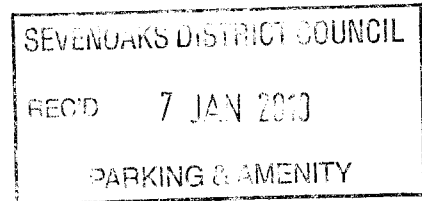
Yours faithfully



Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
TN13 1 HG

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

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

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Turners Gardens and Weald Road.

Comments
<p>While I support the planned changes, I fear they will not be sufficient to fully overcome the problems caused by parking in Turners Gardens. Restricting parking only at the top of the road will encourage drivers to park further down and merely move the problems of congestion, safety and visibility etc. closer to our homes, where children often play. However, this could be overcome if an additional restriction was placed on the whole of Turners Gardens between the hours of (say) 7 am and 10 am. Such a control would be actively monitored by the residents and discourage commuters from parking, while still providing access to the occasional driver visiting Knole Park later in the day.</p>

Signed: [Redacted]	Dated: 6/1/10
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TRO 2009 AMENDMENT 7
Granville Road (outside 45 Granville Road)

Plan ref : Sevenoaks – Granville Road 1 – 191109.pdf

The proposal is to shorten parking bays and to extend double yellow lines accordingly to improve visibility for vehicles accessing 45 Granville Road.

Reponses received	1
In favour	1
Against	0
Unsure / not indicated	0

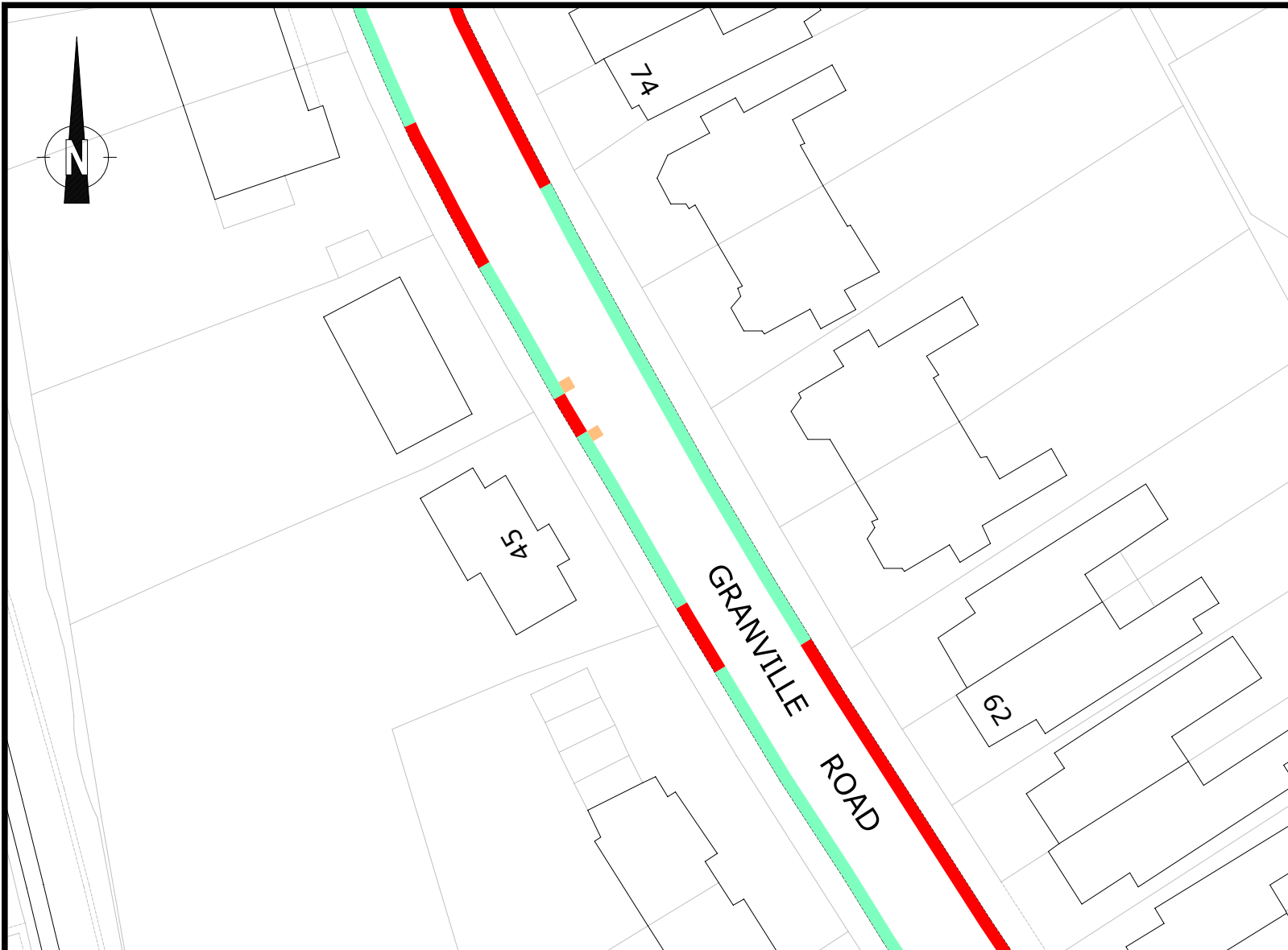
Kent Police have indicated their support for the proposal.

As no objections have been received, it is recommended that the Portfolio Holder for the Built Environment approve the introduction of the proposal.

Agreed - Signed



Cllr Williamson



- ### Key
- Existing double yellow lines
 - Existing limited waiting 2hr
Mon-Sat, 8.30-6.30pm
& Area A permit holders
 - Proposed double yellow line

Date	Revision	Ref	Drawn

Title

Proposed Waiting Restrictions - Consultation Granville Road 1 Sevenoaks

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Sevenoaks - Granville Road 1 - 191109.pdf



Drawn by : ACB
Scale 1:500 Date : 19/11/09
File ref : T/Sevenoaks/4

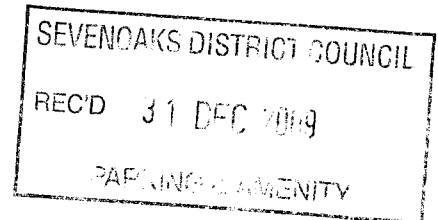


Kent Police

Working to keep **Kent** safe

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10416/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Granville Road 1 Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

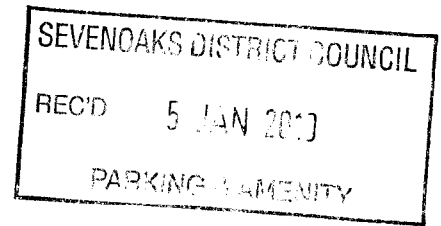
Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[Redacted]
Address	Sevenoaks Kent [Redacted]
Phone number:	[Redacted]
Email:	N/A

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Granville Road.

Comments
Yes please. The sooner the better! We are currently having great difficulty backing in around overhanging parked cars.

Signed: [Redacted]	Dated: 5.1.2010
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TRO 2009 AMENDMENT 7
Granville Road (outside DeWinter House)

Plan ref : Sevenoaks – Granville Road 2 – 191109.pdf

The proposal is to shorten parking bays and to extend double yellow lines accordingly to improve visibility for vehicles accessing DeWinter House, Granville Road.

Reponses received	1
In favour	1
Against	0
Unsure / not indicated	0

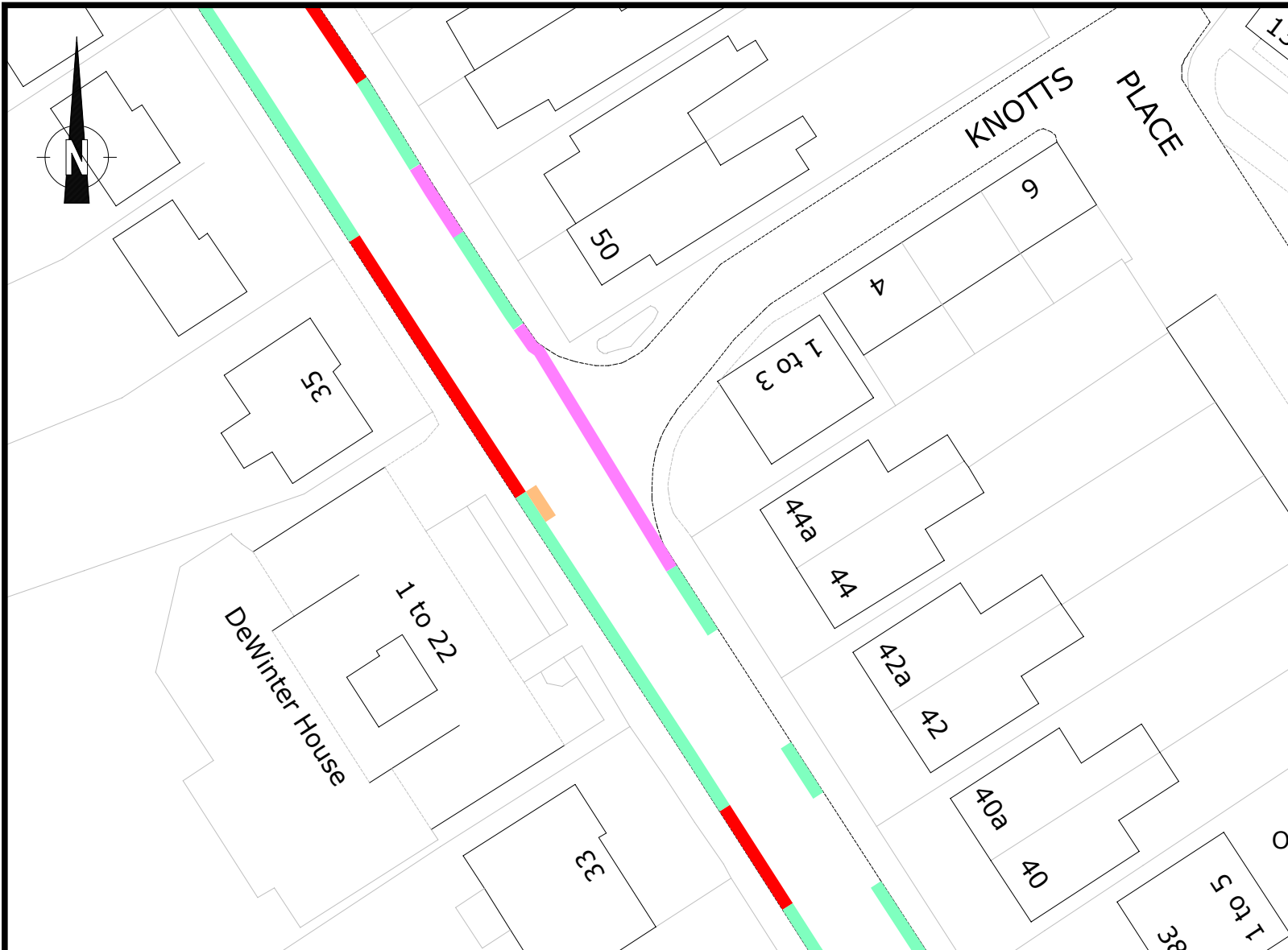
Kent Police have indicated their support for the proposal.

As no objections have been received, it is recommended that the Portfolio Holder for the Built Environment approve the introduction of the proposal.

Agreed - Signed



Cllr Williamson



Key

- Existing double yellow lines
- Existing limited waiting 2hr
Mon-Sat, 8.30-6.30pm
& Area A permit holders
- Existing no waiting, Mon-Sat
8.30-6.30pm
- Proposed double yellow line

Date	Revision	Ref	Drawn

Title

Proposed Waiting Restrictions - Consultation Granville Road 2 Sevenoaks

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Sevenoaks - Granville Road 2 - 191109.pdf

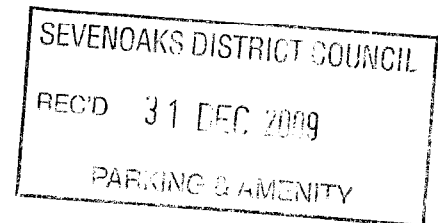


Drawn by : ACB
 Scale 1:500 Date : 19/11/09
 File ref : T/Sevenoaks/4



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10417/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Granville Road 2 Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

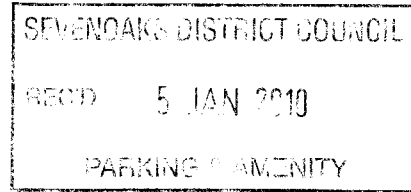
Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Granville Road (outside DeWinter House).

Comments
<i>It is extremely difficult to have a clear view of oncoming traffic when exiting De Winter house. The new proposal will certainly help</i>

Signed:		Dated:	4/1/2010
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TRO 2009 AMENDMENT 7
Vine Court Road

Plan ref : Sevenoaks – Vine Court Road – 251109.pdf

The proposal is to amend the existing parking bays to reflect the construction of 2 new vehicle accesses and to introduce new restrictions across those accesses.

Reponses received	0
In favour	0
Against	0
Unsure / not indicated	0

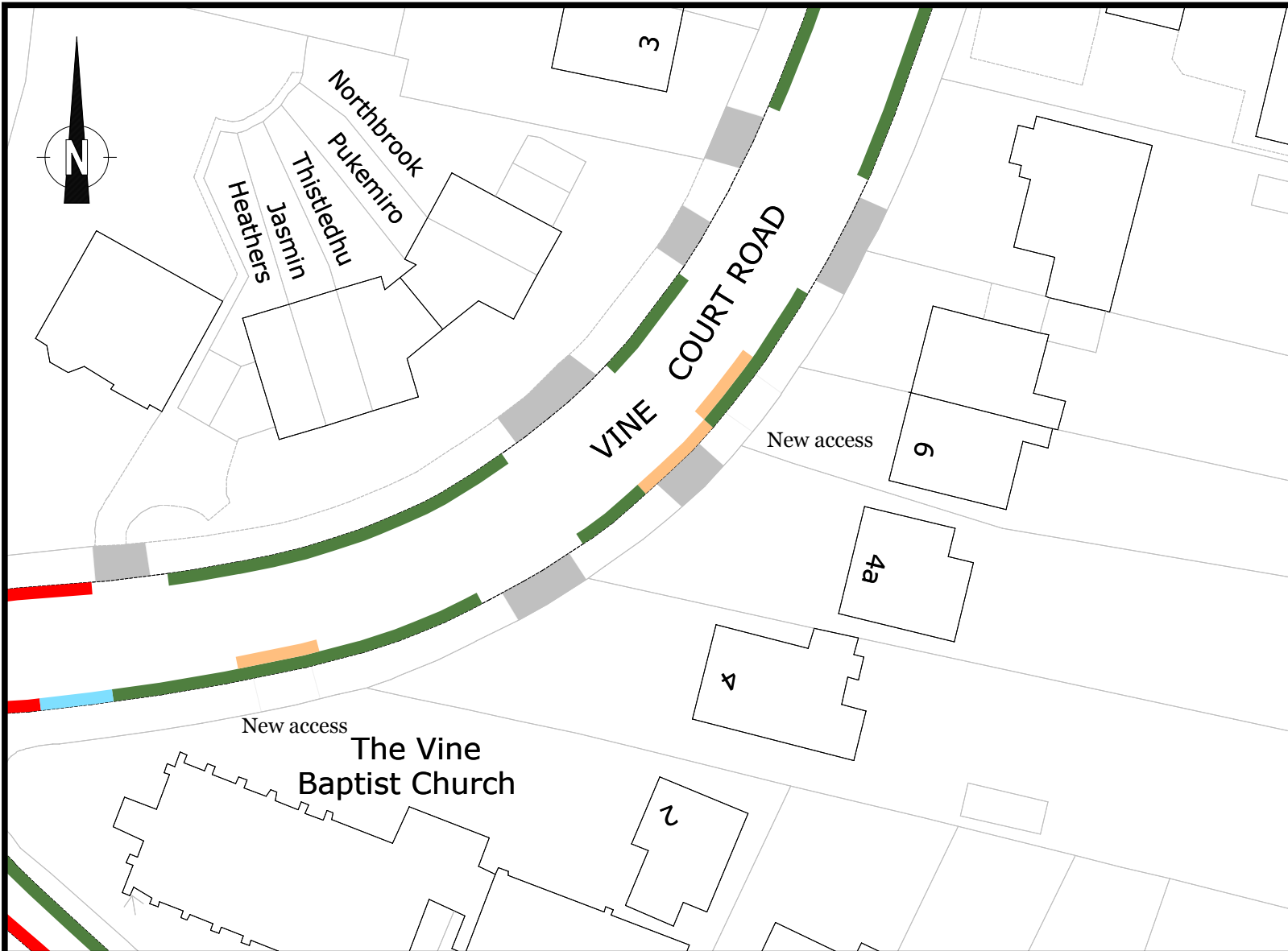
Kent Police have indicated their support for the proposal.

As no objections have been received, it is recommended that the Portfolio Holder for the Built Environment approve the introduction of the proposal.

Agreed - Signed



Cllr Williamson



- ### Key
- Existing double yellow lines
 - Existing disabled parking bay
 - Existing limited waiting
Mon-Fri, 8.30-6.30, 2hr /1hr
and Area F permit holders
 - Proposed double yellow lines
to conservation standard

— Vehicle access

Date	Revision	Ref	Drawn

Title

Proposed changes to waiting restrictions Vine Court Road Sevenoaks

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Sevenoaks - Vine Court Road - 251109.pdf



Drawn by : ACB
 Scale 1:500 Date : 25/11/09
 File ref : T/Sevenoaks/4

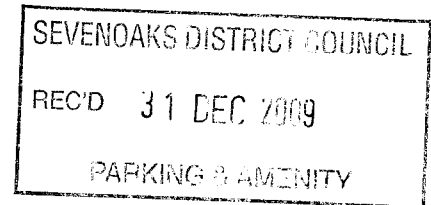


Kent Police

Working to keep **Kent** safe

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10418/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Vine Court Road Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.

**TRO 2009 AMENDMENT 7
Hop Garden Lane**

Plan ref : Sevenoaks – Hop Garden Lane – 181109.pdf

The proposal is to extend existing double yellow lines away from the Grassy Lane / Hop Garden Lane junction, and to introduce single yellow lines to prevent all-day commuter parking.

Reponses received	12
In favour	10
Against	0
Unsure / not indicated	2

Kent Police have indicated their support for the proposal.

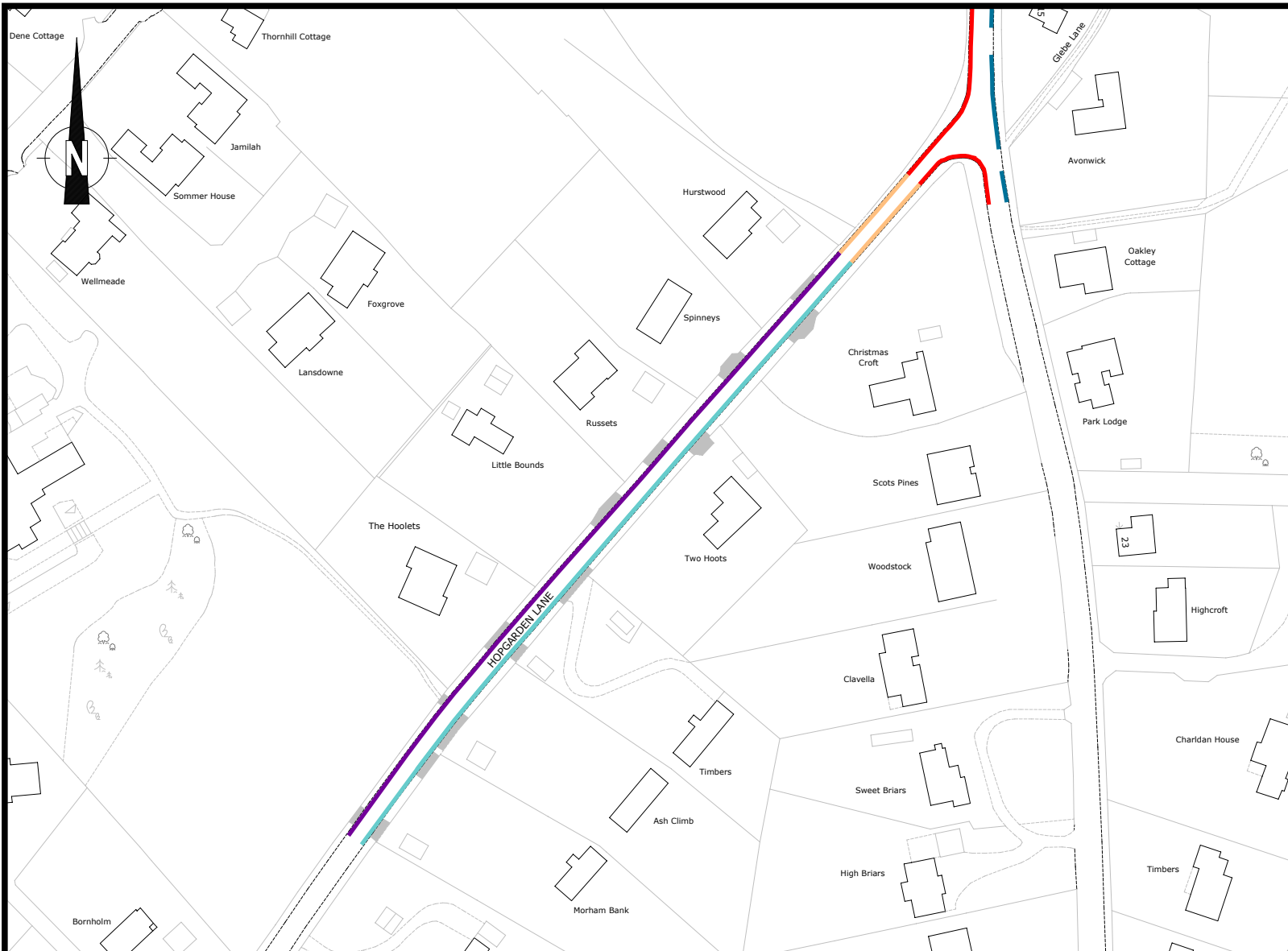
The comments were broadly in favour of the proposals, but the 2 ‘Unsure / not indicated’ responses both suggested that the restrictions should be extended as far as St Julians Hill.

The ‘unsure / not indicated’ comments are not formal objections under the Local Authorities Traffic Orders (Procedures) Regulations 1996, but requests to extend the restrictions beyond that proposed. With this in mind it is recommended that the Portfolio Holder for the Built Environment approve the introduction of the proposal.

Agreed - Signed



Clr Williamson



- ### Key
- Existing double yellow lines
 - Existing single yellow lines
Mon-Fri, 11am-noon
 - Proposed double yellow lines
 - Proposed single yellow lines
Mon-Fri, 11am-noon
 - Proposed single yellow lines
Mon-Fri, 2pm-3pm

— Existing accesses

Date	Revision	Ref	Drawn

Title

Proposed Waiting Restrictions - Consultation Hop Garden Lane Sevenoaks



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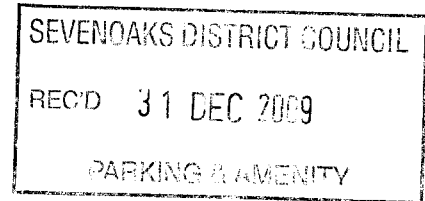
If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Sevenoaks - Hop Garden Lane - 181109.pdf

Drawn by : ACB
 Scale N.T.S. Date : 18/11/09
 File ref : T/Sevenoaks/4



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10419/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Hop Garden Lane Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.

MR ANDY BRACY
SENIOR ENGINEER
TRAFFIC PARKING.

SDC

ARGYLE RD. SEVENOAKS

5th JAN 2010

SEVENOAKS DISTRICT COUNCIL	UN
REC'D	7 JAN 2010
PARKING & AMENITY	

DEAR MR BRACY,

I wish to comment briefly on the proposed amendments to the parking restrictions in Hopparden Lane.

1. The proposed double & single yellow lines will add 2½ mins to the walk into Sevenoaks to anyone wishing to park at the end of the new lines. This will not deter parking and will probably push the parking further up the Lane to the end of the new lines. It would be sensible to extend the single lines to St Julians & Whitefriars on the respective sides of the road.
2. The school children leaving the gate of Sevenoaks School at the bottom of Hopparden Lane need vision in both directions and it would, therefore, be appropriate to ^{extend} ~~move~~ the double yellow lines, so that there is a clear view at least 25m in both directions.
3. Would you please advise Kent C.C. that there are now a ^{large} number of lethal potholes in Hopparden Lane - traffic has to weave in & out to avoid them in driving up & down the lane. Urgent attention is required.

Yours sincerely,

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 6 JAN 2010
PARKING & AMENITY

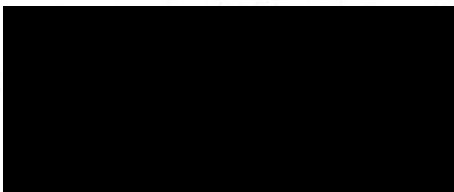
Formal consultation response


Name:	
Address:	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments

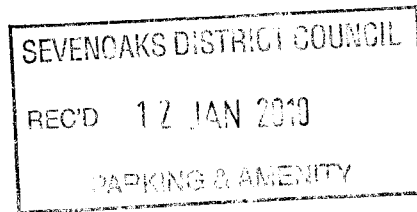
BUT
I BELIEVE SINGLE YELLOW LINES
SHOULD EXTEND TO LITTLE JULIANS HILL.





9th January 2010

Sevenoaks District Council
P O Box 183
Algyle Road
Sevenoaks
Kent TN13 1GN



Attention Andy Bracey Senior Engineer Traffic and Parking

Re: Hopgarden Lane Parking

Dear Sir


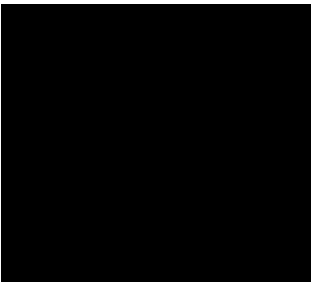
Being a resident of Hopgarden Lane for the past 35 years I have been most concerned about the parking of vehicles not belonging to Residents at the junction of Hopgarden Lane

This narrowing of the entrance to Hopgarden Lane has been emphasised by the recent adverse weather conditions

I consider it is not only dangerous for the motorists but is more so for the amount of school children who use this junction on foot

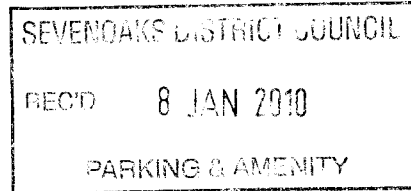
Therefore my Wife and I are fully behind the new proposal

Yours sincerely



If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[REDACTED]
Address	[REDACTED]
Phone number	[REDACTED]
Email:	[REDACTED]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments
<p>We fully support the proposal to be considered by the District Council which will deter the all day vehicular parking currently occurring in Hop Garden Lane causing unsafe access to & from our property. We await its early implementation</p>

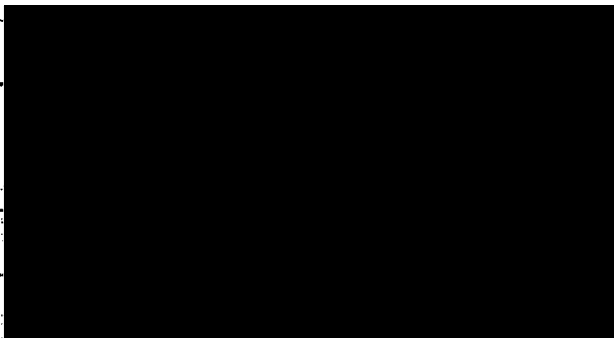
Signed: [REDACTED]	Dated: 6th Jan 2010.
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If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG


SEVENOAKS DISTRICT COUNCIL	
REC'D	8 JAN 2010
PARKING & AMENITY	

Formal consultation response

Name:		
Address		
Phone number:		
Email:		

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments
<p>I am in favour of the proposed parking restrictions as the current system is both untenable and very unsafe for Sevenoaks Boarders walking from Johnsons Boarding House.</p> <p>I think the new system would deter all day parking but do sincerely hope that it will not simply encourage people to park further up Hopgarden Lane towards our own property.</p>

Signed:		Dated:	7/1/10
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Bracey, Andy

From: Hawkins, Janet
Sent: 07 January 2010 11:42
To: Bracey, Andy
Subject: FW: For the attention of Mr. Andy Bracey, Senior Engineer, Traffic and Parking.

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

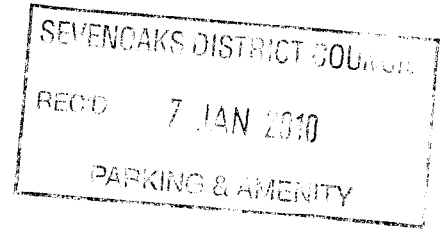
From: [REDACTED] [mailto:[REDACTED]] Posted At: 07 January 2010 11:40
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: For the attention of Mr. Andy Bracey, Senior Engineer, Traffic and Parking.
Subject: For the attention of Mr. Andy Bracey, Senior Engineer, Traffic and Parking.

A. Brady, Esq.,
Community & Planning Services,
Sevenoaks District Council,
PO Box 183,
Argyle Road,
Sevenoaks,
Kent TN13 1GN.
Thursday, 7th. January, 2010.

Dear Mr. Bracey,
We refer to your letter reference T/Amend 7/Formal dated 16th.
December, 2009 regarding new parking restrictions proposed for the Hopgarden Lane area of Sevenoaks.
As you will note from our address we are residents of Hopgarden Lane.
We warmly support the appropriate changes you are proposing at the Grassy Lane end of Hopgarden Lane to ease access to residential properties, and to deter all-day parking (changes shown in the A4 atachment to your letter). We trust these changes will be introduced as soon as possible before a serious accident occurs.
We frequently, two or three times a day, exit from, and enter into, Hopgarden Lane via Grassy Lane. More often than not, particularly on weekdays, there are upwards of 12 cars parked in a line at the end of Hopgarden making it difficult and dangerous entering and leaving the road. You are forced over on one side of the road and could easily be hit by cars, which you cannot see, coming out of residential properties. We have friends at that end of Hopgarden Lane and it is difficult to enter and leave their properties by car because of the parked vehicles in the road. Exiting the properties is particularly hazardous when cars flash past forced by parked cars onto the wrong side of the road.
It goes without saying that for the residents at the Grassy Lane end of Hopgarden Lane the current parking arrangements which allow all-day parking in a residential area are are regarded as being unacceptable because of the danger they cause on a daily basis. We would appreciate being informed of the outcome of your deliberations and hope the proposed changes will be introduced quickly.
Yours sincerely,

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[REDACTED]
Address	[REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

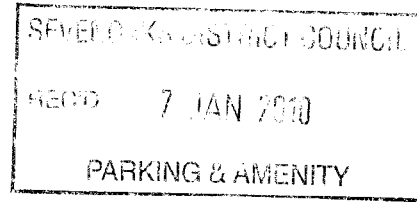
Comments
Currently parked cars at the Grassy Lane end of Hopgarden Lane, combined with school boys walking from the boarding house for Sevenoaks School, coming out of the boarding house and crossing the road at that corner create a safety hazard, which this amendment should alleviate.

Signed: [REDACTED]	Dated: 5 th January 10.
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On a separate point the state of the road surface of Hopgarden Lane is a disgrace and will lead to injury and damage. The pavement where not recently re-surfaced, combined with overgrown hedges, also forces pedestrians to walk in the road, leading to further safety issues.

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	[REDACTED]
Address	[REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

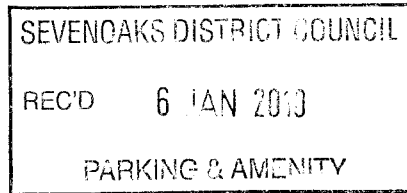
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments
As previously commented would propose extending double yellow lines further along Hop Garden Lane.

Signed:	[REDACTED]	Dated:	5 th JANUARY 2010
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If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments
WE FULLY SUPPORT PROPOSED CHANGES FOR REASONS SET OUT IN PREVIOUS CORRESPONDENCE. THESE INCLUDE - HAZARDS TO MOTORISTS AND PEDESTRIANS CAUSED BY ALL DAY PARKING DANGERS CAUSED TO SEVENOAKS SCHOOL PUPILS RESIDENT AT SCHOOL HOUSE AND ISHAGAN BOARDING HOUSE IN HOPGARDEN LANE RESTRICTIONS OF FREE MOVEMENT OF TRAFFIC CAUSED BY REDUCTION TO A SINGLE LANE AT GRAY LANE END, OBSTRUCTION OF RESIDENTS' DRIVEWAYS

Signed:		Dated:	5TH JANUARY 2010
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Bracey, Andy

From: Hawkins, Janet
Sent: 06 January 2010 07:28
To: Bracey, Andy
Subject: FW: (no subject)

From: [REDACTED]
Posted At: 05 January 2010 19:58
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: (no subject)
Subject: (no subject)

From: [REDACTED]
for Mr. A Bracey (ref: T/Amend 7/Formal)

Thank you for your consultative letter of 16th. December. Please forgive this form of reply; the form you asked me to fill in, was not enclosed.

I welcome an extension of the restrictions, mainly on safety grounds: for traffic using the junction with Grassy Lane, drivers turning into Hopparden are immediately faced with a single-lane situation with cars, invisible until that moment, coming the other way; similarly for cars turning out of Hopparden Lane. It is also the case that coming out of the gate as matters at present stand, it is impossible to be sure that one is not turning in front of a car that has just turned into the single-line problem. An added consideration is the near-by entrance to Sevenoaks School grounds.

I know that some residents further along Hopparden Lane fear that the new restrictions would merely transfer the existing problem; one must sympathise with this belief, but the safety question is frankly more important than individual convenience. There is some, admittedly slight, evidence that the pressure of parking would not in fact simply move along: when the side-walk was being repaired and the parking restrictions were extended a long way up the Lane, it was noteworthy that cars were not parked beyond that point.

I hope that these comments are helpful - and I am sorry not to submit them on the proper form.

[REDACTED]

[REDACTED]

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 23 DEC 2009
PARKING & AMENITY

Formal consultation response

Name:	[REDACTED]
Address	[REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

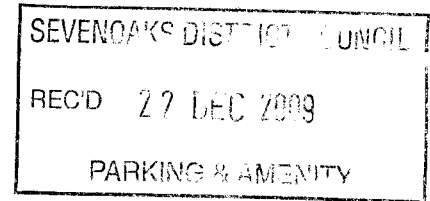
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments
<i>I wholeheartedly support this proposal which will relieve the access/safety issues at northern end of Hop Garden Lane.</i>

Signed:	[REDACTED]	Dated:	18/12/09
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If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Hop Garden Lane.

Comments
<p>I am fully in support of the proposed changes for Hop Garden Lane. I hope that they are quickly approved and then implemented without delay.</p>

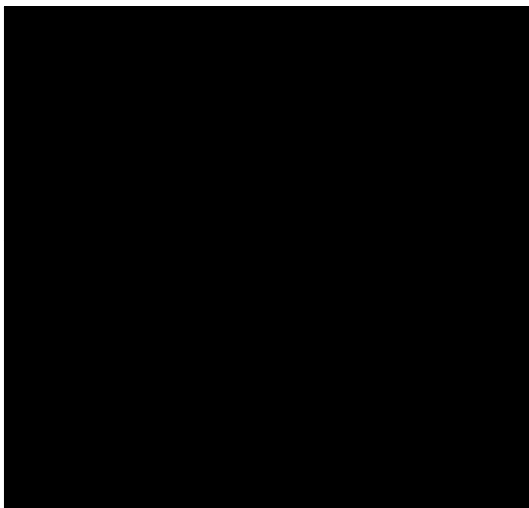
Signed:		Dated:	18/12/2009
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Bracey, Andy

From: Hawkins, Janet
Sent: 11 January 2010 07:17
To: Bracey, Andy
Subject: FW: For Mr Andy Bracey ref: T/Amend 7/Formal

From: [REDACTED]
Posted At: 08 January 2010 14:17
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: For Mr Andy Bracey ref: T/Amend 7/Formal
Subject: For Mr Andy Bracey ref: T/Amend 7/Formal

Due to adverse weather conditions we are sending you our letter with regard to Hopgarden Lane Parking via email.



Mr Andy Bracey
Senior Engineer, Traffic & Parking
Sevenoaks District Council
Argyle Road
Sevenoaks, Kent TN13 1GN

Dear Mr Bracey

The Kent Council County (Various Roads in the District of Sevenoaks) Prohibition and Restriction of Waiting, Disables Person Parking Places, And On Street Parking Places (Amendment No. 7) Order 2009

As residents of Hopgarden Lane, who have been adversely inconvenienced by the current parking arrangements, we support the proposed new parking regulations for Hopgarden Lane without reservation.

The Hopgarden Lane carriageway is the narrowest in the area yet it currently has more all-day parking than any neighbouring road.

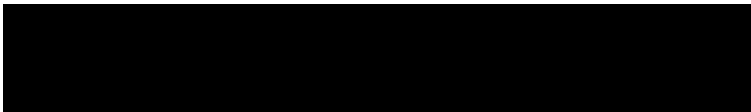
Motorists seeking to enter Hopgarden Lane often have to wait while the entrance, which effectively becomes a single narrow carriageway, clears. Particularly at school set down and pick up times, this leads to congestion because Grassy Lane is heavily used by parents of children at Solefield School.

Because of the all day parking we have watched while a lorry has had to reverse all the way back to Whitefriars.

Motorists approaching Hopgarden Lane from the Burntwood Road side of Grassy Lane are completely blind and have no idea what they will encounter until the last moment.

Despite the narrow carriageway, Hopgarden Lane is much busier than Burntwood Road which has a much wider carriageway. There are many more properties served by Hopgarden Lane - 64 in total. The Lane is widely used by learner drivers. Traffic coming from Ashgrove Road tends to use Hopgarden Lane as a through road to the town because the entrance into it is more friendly than the one into Burntwood Road.

Yours sincerely



If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am _____ in favour of the proposed changes for the Hop Garden Lane.

Comments

We know that we are at the other end of Hopgarden Lane but we think that the extended parking restrictions are a good idea. When the cars park on the left hand side (as you come in from Grassy Lane) it can create problems when driving as you have to drive on the other side of the road to go past them. On a few occasions we have had to stop suddenly because occupants from the houses opposite the cars are trying to exit their driveway. When the section was coned off recently for work on the footpaths nobody parked along there nor did they seem to park further up the road. Hopefully if the parking restrictions were passed this would continue to be the case.

Regards

Signed:		Dated:	8 th Jan 2010
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TRO 2009 AMENDMENT 7
Bradbourne Road & Sackville Close

Plan ref : Sevenoaks – Sackville Close – 130110.pdf

The proposals are;

- to introduce residents parking and limited waiting on Bradbourne Road to deter all-day parking by non-residents.
- to introduce yellow line restrictions in Sackville Close to prevent obstructive parking and to deter displacement commuter parking.

This is the second time that proposals have formally been made for the area in the last 2 years, the previous proposals being abandoned due to conflicting views of the residents of Sackville Close and Bradbourne Road.

Responses received	9
In favour	3
Against	6
Unsure / not indicated	0

Kent Police have indicated their support for the proposal.

The responses are clearly divided between the residents of Sackville Close (6 - all against) and the residents of Bradbourne Road (the 3 who responded are broadly in favour).

Bradbourne Road

All of the comments supported the proposal, but the resident of No.81 asked that the proposed double yellow lines outside their house be changed to parking bays to match the others in the road as they run a business from their property would like that area to be available for their visitors. The proposal for double yellow lines has been drawn up to cover the driveways of neighbouring and opposite properties and this should not be changed. There are a number of existing and proposed parking bays nearby that could be used by visitors that would not cause inconvenience to vehicles turning in to and out of neighbouring properties.

Sackville Close

The proposals for Sackville Close are broadly to deter displacement and to ease access.

All of the residents of Sackville Close responded, objecting to the proposals. No's 2, 3, 4, 5 & 6 all responded asking for restrictions that are not possible on the public Highway due to the alignment and width of the road, and the public nature of the road. It is not possible to make the entirety of one side of the road 'limited parking 8.30am-6.30pm except for residents' permits as there are a number of driveways that access the road. Parking bays would need to be marked to allow this (thus excluding the driveways) and this was proposed at the informal consultation stage, but was widely objected to by residents.

The resident of No. 1 echoed the views of the other residents of Sackville Close, but also wrote separately requesting the restrictions on the first part of Sackville Close be introduced as per the current proposals.

The residents of Sackville Close are also commenting that if restrictions are not introduced in Sackville Close then they require that the proposals for Bradbourne Road be 'scrapped'.

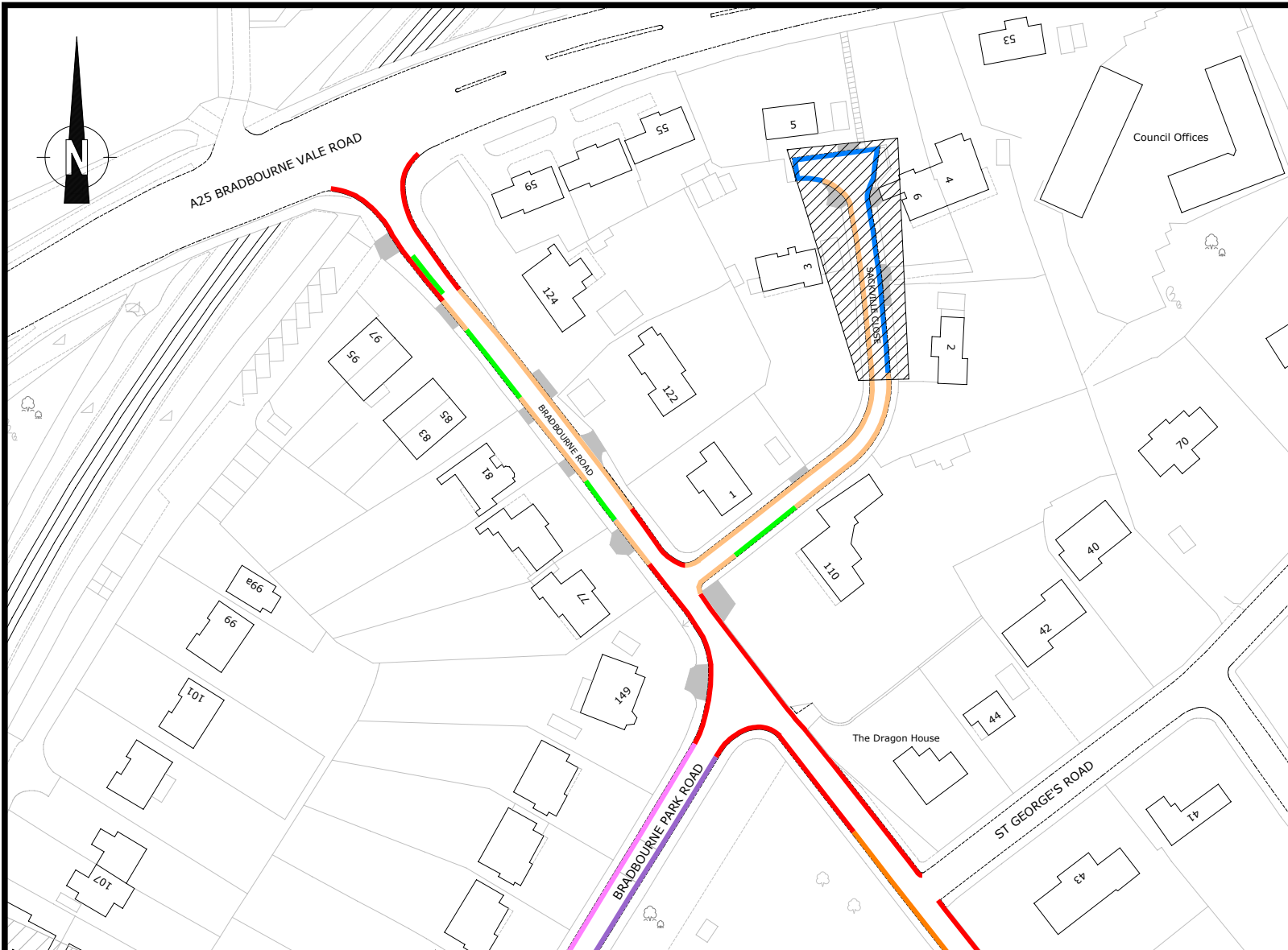
With these comments in mind it is recommend that the proposals for Bradbourne Road be introduced as proposed and that the proposals for Sackville Close be introduced in part, on the both sides from the junction of Bradbourne Road to a point in line with the southern flank wall of No.2 Sackville Close.

It is recommended that the Portfolio Holder for the Built Environment refer the issue to the Sevenoaks Joint Transport Board for resolution.

Agreed - Signed



Cllr Williamson



- ### Key
- Existing double yellow lines
 - Existing School Keep Clear
Mon-Fri, 8.30-9.30am & 3-4pm
 - Existing No Waiting
Mon-Sat 8.30am-6.30pm
 - Existing limited waiting
Mon-Fri, 8.30-6.30, 2hr/1hr and permit holders
 - Proposed double yellow lines
 - Proposed No Waiting
Mon-Fri 8.30am-6.30pm
 - Proposed limited waiting
Mon-Fri, 8.30-6.30, 2hr/1hr and permit holders
 - Proposed restrictions to be omitted
 - Vehicle access

Date	Revision	Ref	Drawn

Proposed Waiting Restrictions - Consultation
Sackville Close & Bradbourne Road
Sevenoaks

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Sevenoaks - Sackville Close - 130110.pdf

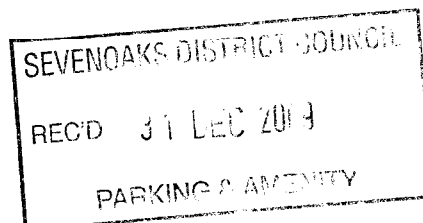


Drawn by : ACB
 Scale 1:1250 Date : 13/01/10
 File ref : T/Sevenoaks/4



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10422/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Bradbourne Road & Sackville Close Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

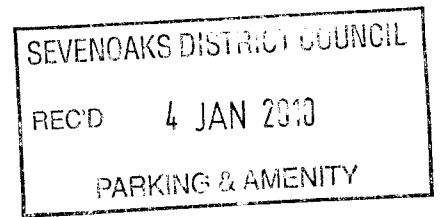
Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.

If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am not (delete where applicable) in favour of the proposed changes for the Bradbourne Road and Sackville Close.

Comments
We believe the proposed permit holders outside of 95 Bradbourne rd is entirely agreeable. Thanks for taking our previous comments into account.

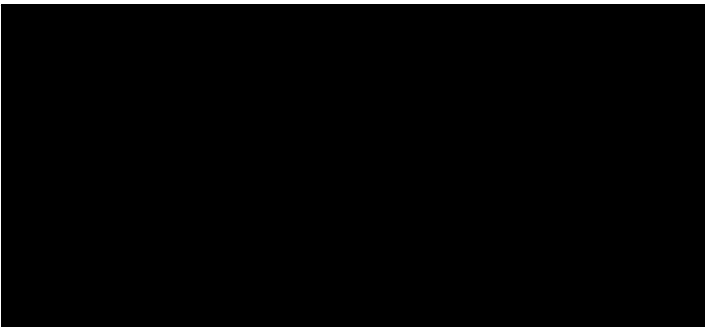
Signed:	Dated: 30.12.09
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If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

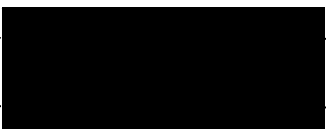
SEVENOAKS DISTRICT COUNCIL
REC'D 23 DEC 2009
PARKING & AMENITY

Formal consultation response

Name:	
Address:	
Phone number:	
Email:	

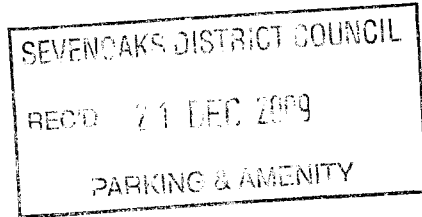
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Bradbourne Road and Sackville Close.

Comments
<p><i>My wife and I would be very grateful if these changes are implemented without undue delay.</i></p>

Signed:		Dated:	<i>19th. December 2009</i>
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If you wish to comment on the proposals, please return this completed form by 10th January 2010.

To:
TRO 2009 Amendment 7 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name:	
Address	
Phone number:	
Email:	

I am / am not (delete where applicable) in favour of the proposed changes for the Bradbourne Road and Sackville Close.

Comments
Limited waiting and permits for residents is what is needed in Bradbourne Rd. However, you have put double yellow lines outside our house. We have private pupils arriving hourly for lessons. Some are very young and their parents need to leave and collect them. We need two parking places outside our house all day. You have put parking outside each of our neighbours, most of whom have adequate off road parking. We do not! Please remove double yellow lines from outside our house. Thankyou!

Signed:	Dated: <input type="text"/>
---------	-----------------------------

01732 454099

Mr Andy Bracey,
Senior Engineer Traffic & Parking,
Sevenoaks District Council,
Argyle Road,
Sevenoaks.

Dear Mr. Bracey,



SEVENOAKS DISTRICT COUNCIL
REC'D 8 JAN 2010
PARKING & AMENITY

Suggested Parking Restrictions in Sackville Close

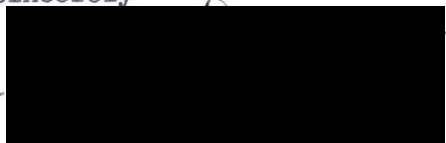
Further to my recent letter with comments on the above subject I thought it advisable to clarify the comments in the last paragraph of my letter about my concerns over parking at my end of the Close.

To this end I am enclosing part of the plan (provided by yourself) showing the protection I need to get proper access both to my garage and to my front drive.

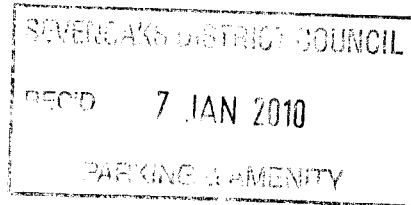
Unfortunately this copy is in black and white and the only colours I possess are green black and red. Consequently the green is as on the original plan but dotted red has to represent double yellow lines.

I trust this is not too confusing but does explain the written request in the last paragraph of my letter.

Yours sincerely



Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Monday 4th Jan 2010

Dear Sirs,

Consultation regarding parking restrictions in Sackville Close – reference amendment No. 7

Thank you for your letter dated 1st December 2009 setting out revised proposals for parking restrictions in Sackville Close. Whilst we are grateful that some of the suggestions residents made during the previous consultation period have been incorporated into your revised proposal, the current scheme clearly does not reflect the needs or wishes of the residents of the Close (as indicated in the previous correspondence submitted by residents) and will cause significant problems. To this end, we find the scheme in its current form to be totally unacceptable.

Our primary concern is the removal of daytime on-street parking at the northern end of the Close. This will cause problems for those residents who have limited or no off-street parking, and for daytime visitors to all residents. This scenario will mean that cars belonging to residents or their visitors which currently park in the Close will by necessity have to park in adjacent roads thus moving the problem of parking to other areas. It cannot be considered right to impose a scheme on residents against their wishes that prohibits parking of their own cars outside their own houses without providing a practical or fair parking alternative.

We are entirely happy with the proposal to have double yellow lines on the left hand side of the Close, and at the entry to the Close on the right hand side incorporating an area of limited waiting. However, your proposal for the right hand side beyond the double yellow lines causes us considerable concern.

We understand that you have put forward two options for this stretch: no parking 08.30 – 18.30 or no restrictions at all. Neither of these are suitable, and we fail to understand why a third option as previously proposed by the residents has been ruled out - namely limited parking 08.30-18.30 except for residents' permits.

We believe you have rejected this option due to concerns about access for refuse collection and other services. However, under the current conditions of zero parking restrictions, large vehicles manage to navigate the length of the Close (with cars parked in the road) without issue and would continue to do so if the third option was implemented. Also, if your proposal including unrestricted parking on this stretch is considered workable in this regard, then restricted parking on the same stretch must be

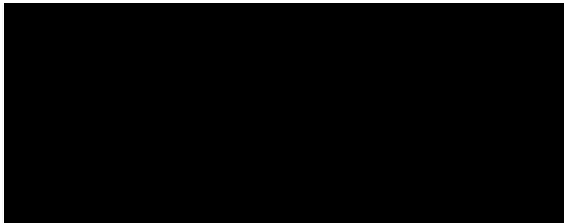
equally practical and should therefore be equally acceptable.

In our view the third option is strongly preferable to unrestricted parking on this stretch, as the new restrictions you are introducing both in the Close and in surrounding roads will increase the pressure on commuter parking, leading to them parking in the one remaining unrestricted area of the Close to the detriment of residents and in effect defeating the primary purpose of the scheme.

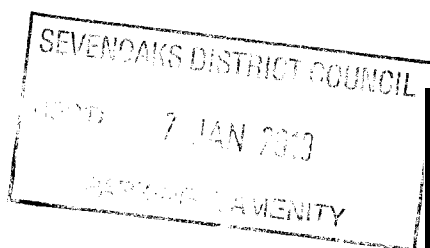
We would therefore ask you to reconsider the current proposals changing the blue restricted parking to green limited parking plus residents' permits. If for whatever reason this change cannot be accommodated, we require that the scheme (including the proposal for Bradbourne Road) be scrapped with the exception of a small section of double yellow lines immediately opposite the driveway of number 1 Sackville Close as the resident of this house has great difficulty manoeuvring when cars are parked directly opposite his garage.

We look forward to hearing from you

Yours sincerely

A large black rectangular redaction box covering the signature area.A thick black horizontal redaction bar.

Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Dear Sirs,

Consultation regarding parking restrictions in Sackville Close – reference amendment No. 7

Thank you for your letter dated 1st December 2009 setting out revised proposals for parking restrictions in Sackville Close. Whilst we are grateful that some of the suggestions residents made during the previous consultation period have been incorporated into your revised proposal, the current scheme clearly does not reflect the needs or wishes of the residents of the Close (as indicated in the previous correspondence submitted by residents) and will cause significant problems. To this end, we find the scheme in its current form to be totally unacceptable.

Our primary concern is the removal of daytime on-street parking at the northern end of the Close. This will cause problems for those residents who have limited or no off-street parking, and for daytime visitors to all residents. This scenario will mean that cars belonging to residents or their visitors which currently park in the Close will by necessity have to park in adjacent roads thus moving the problem of parking to other areas. It cannot be considered right to impose a scheme on residents against their wishes that prohibits parking of their own cars outside their own houses without providing a practical or fair parking alternative.

We are entirely happy with the proposal to have double yellow lines on the left hand side of the Close, and at the entry to the Close on the right hand side incorporating an area of limited waiting. However, your proposal for the right hand side beyond the double yellow lines causes us considerable concern.

We understand that you have put forward two options for this stretch: no parking 08.30 – 18.30 or no restrictions at all. Neither of these are suitable, and we fail to understand why a third option as previously proposed by the residents has been ruled out - namely limited parking 08.30-18.30 except for residents' permits.

We believe you have rejected this option due to concerns about access for refuse collection and other services. However, under the current conditions of zero parking restrictions, large vehicles manage to navigate the length of the Close (with cars parked in the road) without issue and would continue to do so if the third option was implemented. Also, if your proposal including unrestricted parking on this stretch is considered workable in this regard, then restricted parking on the same stretch must be

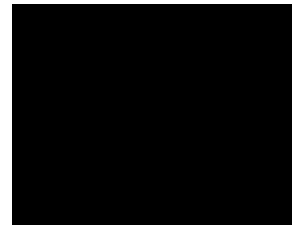
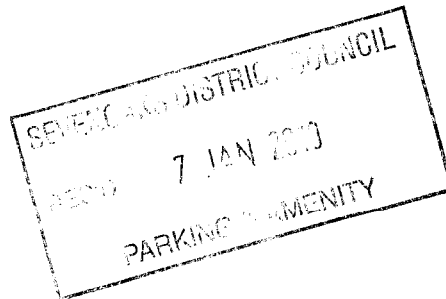
equally practical and should therefore be equally acceptable.

In our view the third option is strongly preferable to unrestricted parking on this stretch, as the new restrictions you are introducing both in the Close and in surrounding roads will increase the pressure on commuter parking, leading to them parking in the one remaining unrestricted area of the Close to the detriment of residents and in effect defeating the primary purpose of the scheme.

We would therefore ask you to reconsider the current proposals changing the blue restricted parking to green limited parking plus residents' permits. If for whatever reason this change cannot be accommodated, we require that the scheme (including the proposal for Bradbourne Road) be scrapped with the exception of a small section of double yellow lines immediately opposite the driveway of number 1 Sackville Close as the resident of this house has great difficulty manoeuvring when cars are parked directly opposite his garage.

We look forward to hearing from you





Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Dear Sirs,

Consultation regarding parking restrictions in Sackville Close – reference amendment No. 7

Thank you for your letter dated 1st December 2009 setting out revised proposals for parking restrictions in Sackville Close. Whilst we are grateful that some of the suggestions residents made during the previous consultation period have been incorporated into your revised proposal, the current scheme clearly does not reflect the needs or wishes of the residents of the Close (as indicated in the previous correspondence submitted by residents) and will cause significant problems. To this end, we find the scheme in its current form to be totally unacceptable.

Our primary concern is the removal of daytime on-street parking at the northern end of the Close. This will cause problems for those residents who have limited or no off-street parking, and for daytime visitors to all residents. This scenario will mean that cars belonging to residents or their visitors which currently park in the Close will by necessity have to park in adjacent roads thus moving the problem of parking to other areas. It cannot be considered right to impose a scheme on residents against their wishes that prohibits parking of their own cars outside their own houses without providing a practical or fair parking alternative.

We are entirely happy with the proposal to have double yellow lines on the left hand side of the Close, and at the entry to the Close on the right hand side incorporating an area of limited waiting. However, your proposal for the right hand side beyond the double yellow lines causes us considerable concern.

We understand that you have put forward two options for this stretch: no parking 08.30 – 18.30 or no restrictions at all. Neither of these are suitable, and we fail to understand why a third option as previously proposed by the residents has been ruled out - namely limited parking 08.30-18.30 except for residents' permits.

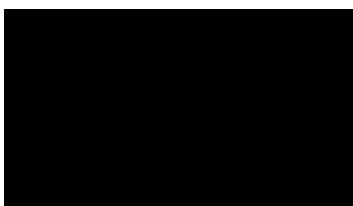
We believe you have rejected this option due to concerns about access for refuse collection and other services. However, under the current conditions of zero parking restrictions, large vehicles manage to navigate the length of the Close (with cars parked in the road) without issue and would continue to do so if the third option was implemented. Also, if your proposal including unrestricted parking on this stretch is considered workable in this regard, then restricted parking on the same stretch must be equally practical and should therefore be equally acceptable.

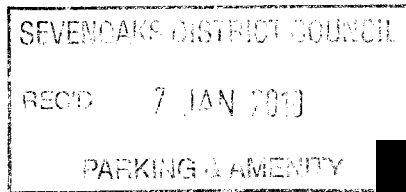
In our view the third option is strongly preferable to unrestricted parking on this stretch, as the new restrictions you are introducing both in the Close and in surrounding roads will increase the pressure on commuter parking, leading to them parking in the one remaining unrestricted area of the Close to the detriment of residents and in effect defeating the primary purpose of the scheme.

We would therefore ask you to reconsider the current proposals changing the blue restricted parking to green limited parking plus residents' permits. If for whatever reason this change cannot be accommodated, we require that the scheme (including the proposal for Bradbourne Road) be scrapped with the exception of a small section of double yellow lines immediately opposite the driveway of number 1 Sackville Close as the resident of this house has great difficulty manoeuvring when cars are parked directly opposite his garage.

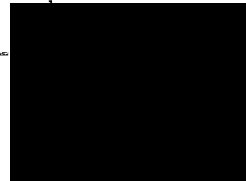
We look forward to hearing from you

Yours sincerely

A large black rectangular redaction box covering the signature area.A thick black horizontal redaction bar.



Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



4th January 2010

Dear Sirs,

Consultation regarding parking restrictions in Sackville Close – reference amendment No. 7

Thank you for your letter dated 1st December 2009 setting out revised proposals for parking restrictions in Sackville Close. Whilst we are grateful that some of the suggestions residents made during the previous consultation period have been incorporated into your revised proposal, the current scheme clearly does not reflect the needs or wishes of the residents of the Close (as indicated in the previous correspondence submitted by residents) and will cause significant problems. To this end, we find the scheme in its current form to be totally unacceptable.

Our primary concern is the removal of daytime on-street parking at the northern end of the Close. This will cause problems for those residents who have limited or no off-street parking, and for daytime visitors to all residents. This scenario will mean that cars belonging to residents or their visitors which currently park in the Close will by necessity have to park in adjacent roads thus moving the problem of parking to other areas. It cannot be considered right to impose a scheme on residents against their wishes that prohibits parking of their own cars outside their own houses without providing a practical or fair parking alternative.

We are entirely happy with the proposal to have double yellow lines on the left hand side of the Close, and at the entry to the Close on the right hand side incorporating an area of limited waiting. However, your proposal for the right hand side beyond the double yellow lines causes us considerable concern.

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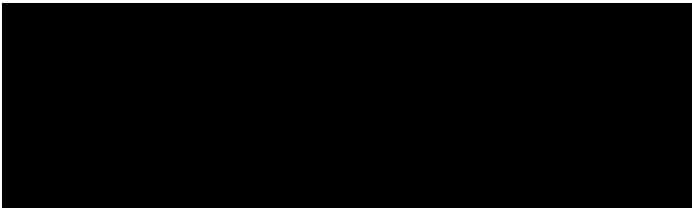
We believe you have rejected this option due to concerns about access for refuse collection and other services. However, under the current conditions of zero parking restrictions, large vehicles manage to navigate the length of the Close (with cars parked in the road) without issue and would continue to do so if the third option was implemented. Also, if your proposal including unrestricted parking on this stretch is considered workable in this regard, then restricted parking on the same stretch must be

equally practical and should therefore be equally acceptable.

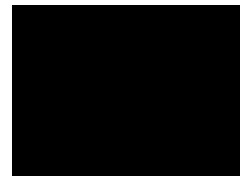
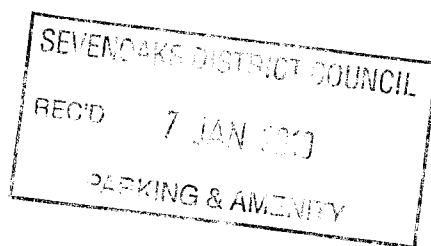
In our view the third option is strongly preferable to unrestricted parking on this stretch, as the new restrictions you are introducing both in the Close and in surrounding roads will increase the pressure on commuter parking, leading to them parking in the one remaining unrestricted area of the Close to the detriment of residents and in effect defeating the primary purpose of the scheme.

We would therefore ask you to reconsider the current proposals changing the blue restricted parking to green limited parking plus residents' permits. If for whatever reason this change cannot be accommodated, we require that the scheme (including the proposal for Bradbourne Road) be scrapped with the exception of a small section of double yellow lines immediately opposite the driveway of my house number 1 Sackville Close as I have great difficulty manoeuvring when cars are parked directly opposite my garage.

I look forward to hearing from you



Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



3rd January 2010

Dear Sirs,

Consultation regarding parking restrictions in Sackville Close – reference amendment No. 7

Thank you for your letter dated 1st December 2009 setting out revised proposals for parking restrictions in Sackville Close. Whilst we are grateful that some of the suggestions residents made during the previous consultation period have been incorporated into your revised proposal, the current scheme clearly does not reflect the needs or wishes of the residents of the Close (as indicated in the previous correspondence submitted by residents) and will cause significant problems. To this end, we find the scheme in its current form to be totally unacceptable.

Our primary concern is the removal of daytime on-street parking at the northern end of the Close. This will cause problems for those residents who have limited or no off-street parking, and for daytime visitors to all residents. This scenario will mean that cars belonging to residents or their visitors which currently park in the Close will by necessity have to park in adjacent roads thus moving the problem of parking to other areas. It cannot be considered right to impose a scheme on residents against their wishes that prohibits parking of their own cars outside their own houses without providing a practical or fair parking alternative.

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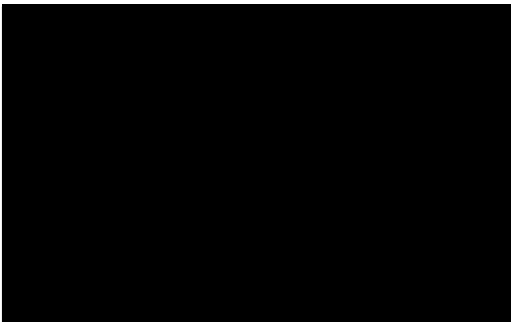
equally practical and should therefore be equally acceptable.

In our view the third option is strongly preferable to unrestricted parking on this stretch, as the new restrictions you are introducing both in the Close and in surrounding roads will increase the pressure on commuter parking, leading to them parking in the one remaining unrestricted area of the Close to the detriment of residents and in effect defeating the primary purpose of the scheme.

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We look forward to hearing from you

Yours sincerely





SEVENOAKS DISTRICT COUNCIL
 RECD 5 JAN 2010
 PARKING & AMENITY

Andy Bracey
 Senior Engineer, Traffic & Parking
 Sevenoaks District Council
 PO Box 183
 Argyle Road
 Sevenoaks TN13 1GN

Your reference:
 T/ Amend 7 Formal

Dear Mr Bracey

4th January 2010

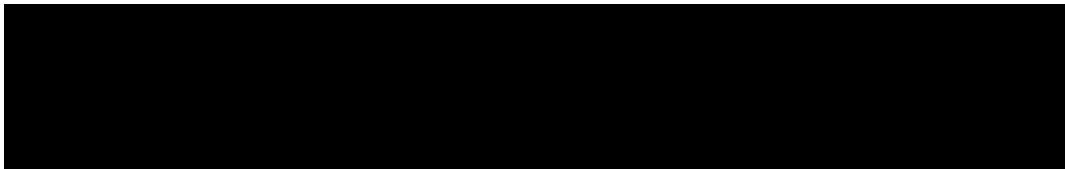
**The Kent County Council (Various Roads in the District of Sevenoaks)
 Prohibition and Restriction of Waiting, Disabled Persons Parking Places, and
 On Street Parking Places (Amendment No.7) Order 2009**

Thank you for your letter of 16th December 2009 with your revised proposals for parking restrictions in Bradbourne Road and Sackville Close. I note and welcome your criteria for introducing these restrictions:

- to ease access to residential properties
- to reduce congestion
- to provide facilities to residents with no off-street parking
- to deter all-day parking

Your recommendation to extend the double yellow line restriction in Sackville Close is excellent and meets the first, second and fourth of these aims; moreover it should not disadvantage the residents at the lower end of Bradbourne Road who all have off-street parking. However your current proposal to prohibit day time parking in the distal end of Sackville Close fails to satisfy your third criterion, particularly for the occupants of No.6 (and to a lesser extent No.5). It would therefore be consistent to your principle to designate this area as available for (resident) permit holders and their visitors. The obvious way to do this would be to set aside parking spaces for residents as required (and presumably paid for) and allow restricted [1hr/2hr] for visitors in other parts of this currently proposed restricted area.

I trust there will be no difficulty in your agreeing to the suggestions I make. Your existing proposal is unacceptable in removing current residents' parking (which currently causes no problems of congestion or access), never mind failing to meet your own standard. Cllr Williamson tells me that a general guide for his Committee is to respect the wishes of residents, so I am confident that you will agree to amending your "Formal" intention as indicated in your 16th December letter.



Bracey, Andy

From: Bracey, Andy
Sent: 21 December 2009 11:07
To: [REDACTED]
Subject: Suggested parking restrictions in Sackville Close

[REDACTED]

I am in receipt of your suggestions for parking restrictions in Sackville Close.

Unfortunately, as indicated in our telephone conversations, the carriageway width and the location of the vehicle accesses does not allow for parking bays outside No. 2 or alongside no. 6, and parking in the turning area at the end of the close would affect the manoeuvrability of vehicles and may require vehicles to reverse out of the close.

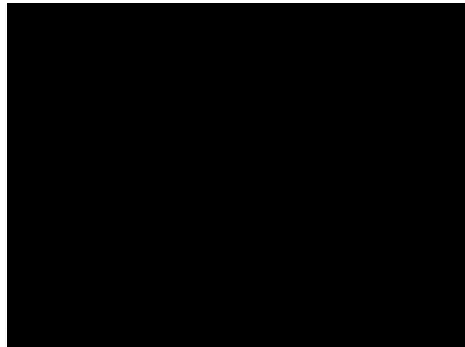
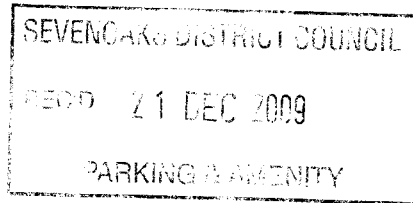
The road is part of the public Highway and as such we have to design parking restrictions to allow for the movement of large vehicles including refuse collection vehicles and fire engines. We also have to consider the necessary turning movements in to and out of residential driveways.

The restrictions currently proposed by the District Council try to meet those aims within the awkward confines of Sackville Close. If you are unhappy with the proposal you have the opportunity to object, but at present we are not looking to change the restrictions from that proposed.

It may be that if the residents object to the proposal (or part of the proposal) then that part of the proposal may be omitted.

All of the comments received would be put to the Portfolio Holder for the Built Environment at the end of the consultation process and may then be presented to the Sevenoaks Joint Transport Board for consideration.

Andy Bracey
Senior Engineer, Traffic & Parking



20th December 2009

Mr A Bracey
Traffic and Parking
Sevenoaks District Council
Buckhurst Avenue
Sevenoaks
Kent

Re: T/Amend 7/Formal

Dear Mr Bracey,

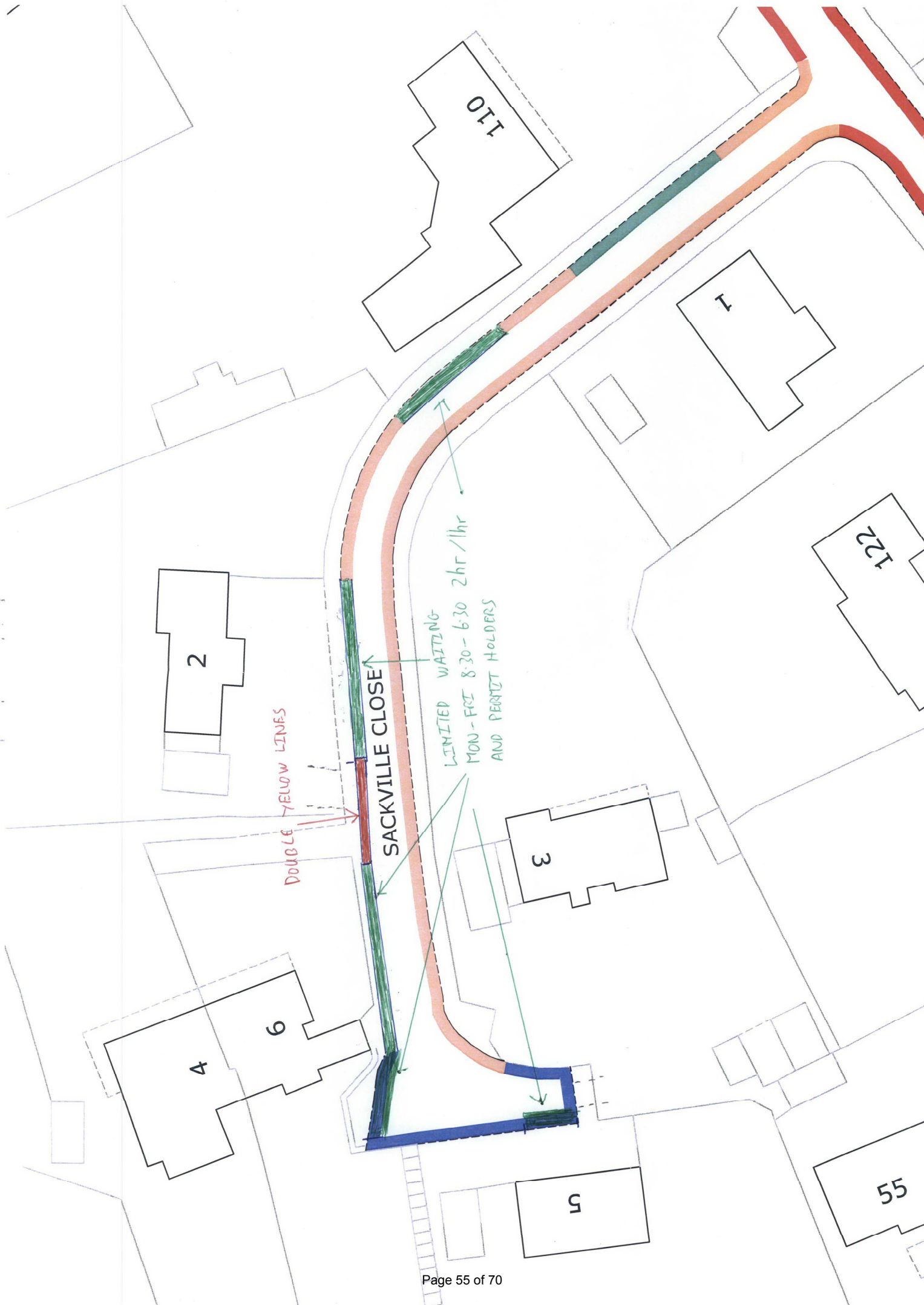
As discussed, please find enclosed a copy of my proposals for the parking scheme in Sackville Close. The purpose of sending you this drawing is so that prior to submitting a formal comment I can verify that my proposal is technically feasible.

To date I have consulted the majority of the other residents within the Close and all are unhappy with the scheme as it stands on the grounds of limited visitor parking and the inability of residents to park outside their own houses at certain times of the day.

I trust that it will be ok for me to call you in a few days time so that I can discuss my proposals with you.

Yours Sincerely





**TRO 2009 AMENDMENT 7
Oakfields**

Plan ref : Sevenoaks – Oakfields – 181109.pdf

The proposal is to introduce single yellow lines to prevent all-day commuter parking and double yellow lines to prevent parking in the turning area of Oakfields.

Reponses received	2
In favour	0
Against	1
Unsure / not indicated	1

Kent Police have indicated their support for the proposal.

The resident of 1 Oakfields

Commented that the existing sign in the turning area (unofficial, unenforceable and on private land) was already a complete deterrent to non-resident parking, but that on occasion residents or their visitors have parked there, and that this facility should remain for residents and the area be marked with a single yellow line.

Response: Single yellow lines were proposed at the informal consultation stage, but the informal consultation produced a number of comments from the other residents of the road, asking that the double yellow line restrictions be extended to cover the turning area.

The resident of 3 Oakfields

Objected that the double yellow lines did not cover all of the turning area in the road, and that some of the proposed double yellow lines ‘down the middle of the road’

Additionally the proposed restrictions would increase the number of people using the driveways to turn around.

Response: The proposed double yellow lines cover the turning areas and the driveways that front that turning area. The proposals do not have yellow lines ‘down the middle of the road’ (assuming this means the section between No’s 3 & 6) – access between No’s 3 & 6 is private and the restrictions follow the kerbline of the Public Highway around the cul-de-sac.

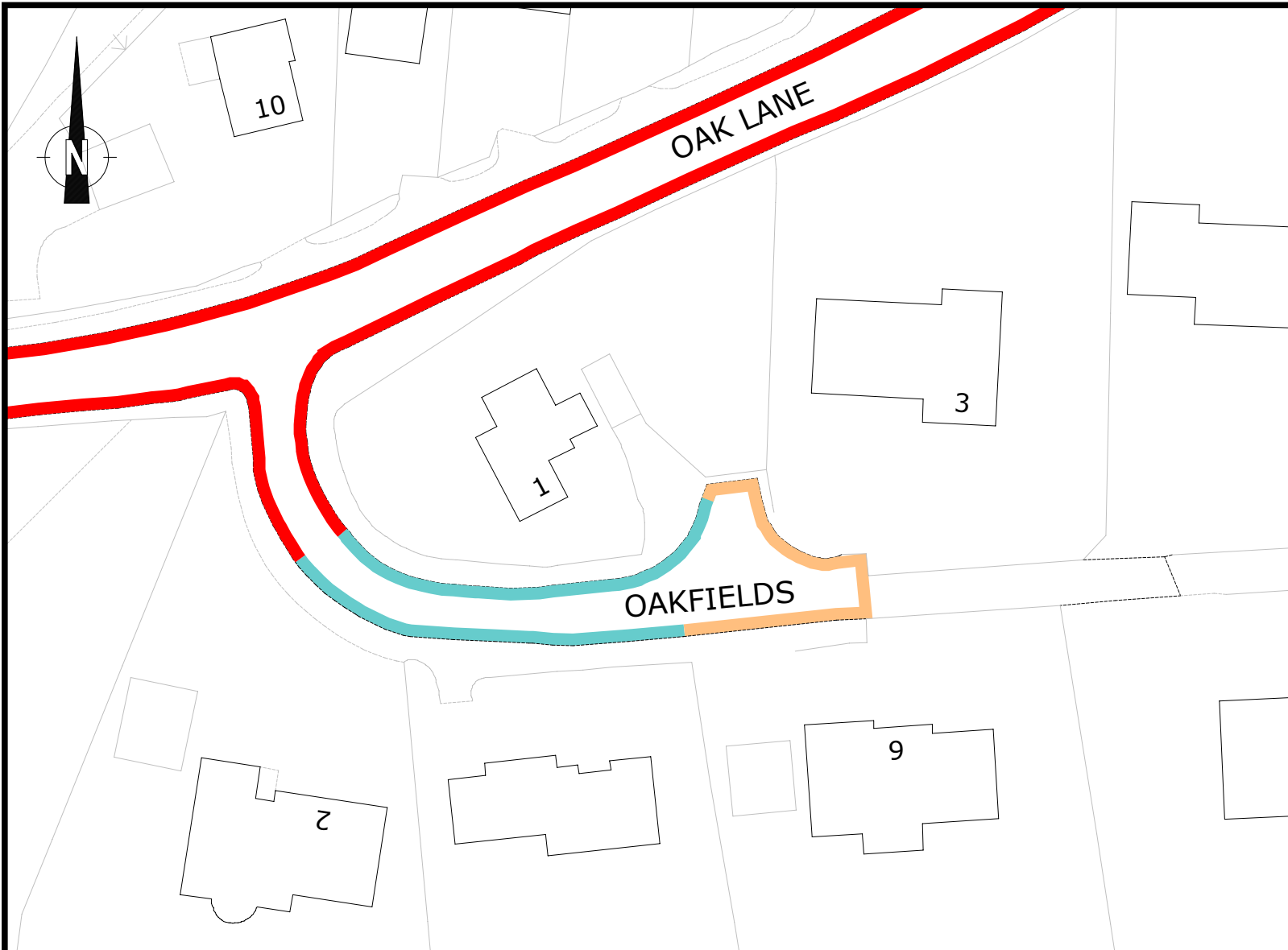
The proposed restrictions prevent obstruction of driveways, prevent all-day parking, maintain access to the turning area and allow residents some facility to park on-street for the majority of the day. This reflects the comments received during the informal consultation.

As an objection was received, it is recommended that the Portfolio Holder for the Built Environment refer the issue to the Sevenoaks Joint Transport Board for resolution.

Agreed - Signed



Cllr Williamson



- ### Key
- Existing double yellow lines
 - Proposed double yellow lines
 - Proposed single yellow lines
Mon-Fri, 11am-noon

— Existing accesses

Date	Revision	Ref	Drawn

Title

Proposed Waiting Restrictions - Consultation Oakfields Sevenoaks

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Sevenoaks - Oakfields - 181109.pdf

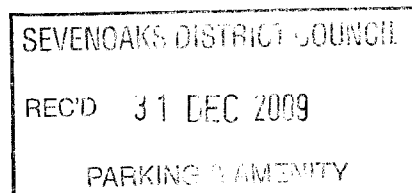


Drawn by : ACB
 Scale 1:500 Date : 18/11/09
 File ref : T/Sevenoaks/4



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10420/09

Date 24th December 2009

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting and Loading and Unloading and On
Street Parking Places (Amendment 7) Order 2009
Oakfields Sevenoaks**

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

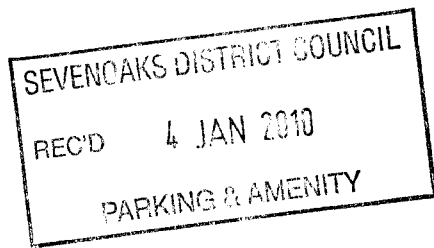
Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.



Dear Sir

Re Kent Council County (Various Roads in the District of Sevenoaks) Prohibition and Restriction of Waiting, Disabled Person Parking Places and on street parking Places (amendment no 7) order 2009. Oakfields Sevenoakse Kent TN13 1NJ

I refer to your letter of 16 December 2009 re the proposed parking restrictions in Oakfields and the accompanying map. I had previously written to you following the first consultation exercise suggesting double yellow lines in the turning area.

There seems to be some doubt about where the turning area in Oakfields is situated. You are showing double yellow lines over part of it but not all of it. In addition you have extended the double yellow lines far beyond what is necessary to protect the turning area including double yellow lines down the middle of the road.

I attach a copy of your map on which I have hatched the turning area. Cars either drive into the turning area, back up the road and then drive off down the road or drive up the road and back into the turning area and drive off forwards. As long as the whole turning area is free most cars will use it. As soon as one or more vehicle is obstructing part of it cars try and turn in the drives.

By including all of my drive and the drive and the drive of number 6 I think you will increase the number of people using the drives of 3 and 6 Oakfields to turn. Recently I watched a taxi swing in fast to number 6 and ground the bottom of his taxi on the drive while trying to turn round.





By not including all of the turning area on the side of 1 Oakfields you are not stopping vehicles parking across the front left hand side of the turning area and thus blocking part of the turning area. I am in favour of double yellow lines if they include all the area set aside for turning ie the area hatched on the accompanying map. I would also agree to double yellow lines by the pavement to the left, facing number 6. I object to the double yellow lines in front of the drives of number 3 and 6 Oakfields and down the middle of the road. If the full turning area ie including part of the pavement outside number 1 Oakfields (as shown on the attached copy of your map) is not included then I object to the double yellow lines in their entirety. In these circumstance I would suggest returning to the single yellow lines as shown on the map accompanying the original consultation exercise.

Finally is there anything you can do to reduce the number of vehicles turning into Oakfields that are not visiting any of the houses? Perhaps a larger sign showing Oakfields to be a cul-de-sac.

Yours faithfully



Key

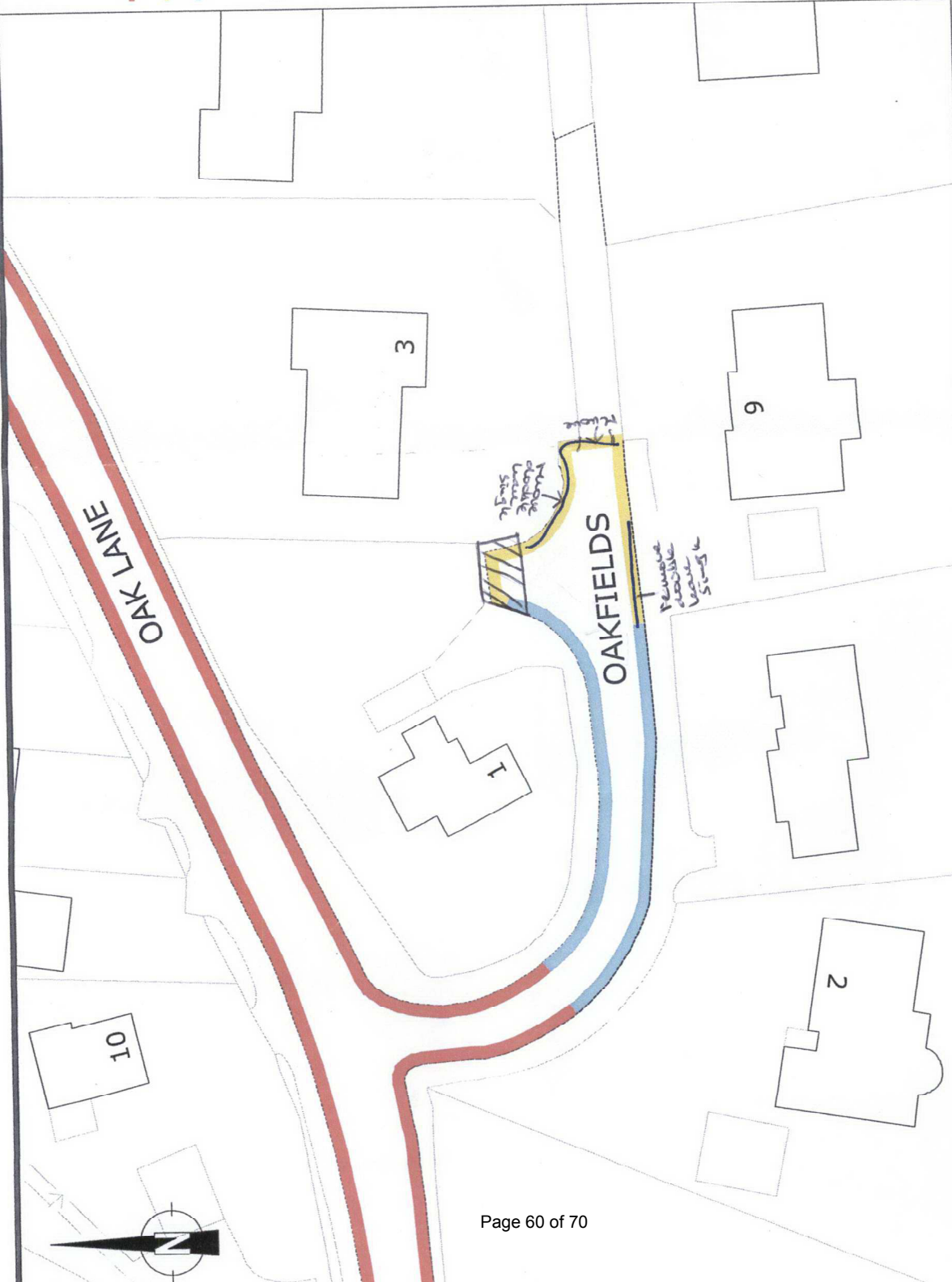
-  Existing double yellow lines
-  Proposed double yellow lines
-  Proposed single yellow lines
- Mon-Fri, 11am-noon
-  Turning over

Existing accesses



Drawn by: ACB
 Scale 1:500
 Date: 18/11/09
 File ref: T/Sevenoaks/4

Proposed Waiting Restrictions - Consultation Oakfields Sevenoaks



If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name: Sevenoaks - Oakfields - 181109.pdf

ate	Revision	Ref	Drawn

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Bracey, Andy

From: Hawkins, Janet
Sent: 11 January 2010 15:12
To: Bracey, Andy
Subject: FW: FAO Andy Bracey re T/Amen 7/Formal Oakfields

From: [REDACTED]
Posted At: 11 January 2010 14:30
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: FAO Andy Bracey re T/Amen 7/Formal Oakfields
Subject: FAO Andy Bracey re T/Amen 7/Formal Oakfields

Dear Sirs

Thank you for your letter of 16 December regarding the proposed introduction of parking restrictions in Oakfields.

We are resident at [REDACTED] and would like to make just one observation. A double yellow line is proposed for area in front of our garden fence where a "turning area - no parking" sign is currently hung. We have lived in our house for 6 years now and found that sign to have been a complete deterrent to non residents from parking there. However on occasion residents or their visitors have used that area to park if no other space is available. We would like for that to be able to continue and would therefore request that that area is only marked with a single yellow line.

Please let us know if further information is required.

Thank you for your consideration.

Yours faithfully

[REDACTED]

[REDACTED]

TRO 2009 AMENDMENT 7

Wickenden Road, St John's Hill, St James' Road, Hospital Road and Golding Road

Plan ref : Sevenoaks – Wickenden Road (north) – 130110.pdf

The proposals are;

- to introduce junction protection around the Golding Road / St James' Road junction to prevent obstruction and access problems.
- to update outdated restrictions on around the junctions of St John's Hill and Wickenden Road, Hospital Road and St James' Road designed to prevent obstruction safety issues.
- to extend restrictions along Wickenden Road to prevent obstruction and access problems.

Reponses received	4
In favour	0
Against	3
Unsure / not indicated	1

Kent Police have indicated their support for the proposals.

Wickenden Road

Cllr Purves has objected to the proposals on the basis that there existing single yellow lines should be sufficient to prevent parking.

Residents have reported problems with obstructive parking at all times, around the access to the rear of the commercial properties on St Johns' Hill, caused by other residents. The proposal would prevent this from occurring.

Hospital Road

Cllr Purves has objected to the proposals on the basis that there existing single yellow lines should be sufficient to prevent parking.

The proposed restrictions are designed to prevent parking at all times rather than just during the working day. The proposals would not only ease turning movements, but would preserve the view of and by pedestrians wishing to cross the road. The use of double yellow lines that prevent parking 'at any time' for junction protection is a national standard, and has replaced the long out-dated practice of using single yellow lines that cover the working week, as vehicle number and usage has increased.

St John's Hill

Cllr Purves has objected to the introduction of double yellow lines on St John's Hill as it would be harmful to trade.

The proposals are to replace the out-dated practice of using single yellow lines that cover the working week, as vehicle number and usage has increased.

The owner of 113-119 St John's Hill requested that the St John's and St James' car parks have better signing and a two hour free period as this would encourage shoppers but deter commuters.

The business tenant of 1a St James Road objects to the proposals as 'the proposed measures are totally unnecessary and will do nothing to improve either safety or traffic flow in the area'.

The owner of 99 St John's Hill (and a number of other commercial properties in the area) produced a number of questions about the process of assessment of parking restrictions and about other possible changes to the road infrastructure in the area, along with 3 objections to the proposals

- Point 1. To prevent obstructive parking. The existing single yellow lines allow enforcement. The unrestricted times (between 6.30pm and 8.30am) allow commercial activity without causing congestion. There is no need to introduce further restrictions.
- Point 2. Improve visibility at junctions. There are already single yellow lines on the junctions. I have yet to see a car or lorry park on the corners to these roads. What motorists would contemplate such a hazardous folly? Is this solely an academic exercise?

- Point 3. Reduce congestion. The only sensible and practicable way to reduce congestion in St John's Hill and its surrounding roads is to carry out urgent alterations to the road infrastructure at the Bat & Ball crossroads. There is a mounting opposition in St Johns to the proposed introduction of waiting restrictions. Why should shop keepers in St John's be penalised to allow the pretence of a fast flow of traffic to feed the car parks of warehouse traders along the Otford Road?

Response 1 & 2. Obstructive parking does not only affect other motorists, but puts pedestrians at risk as it impinges on sightlines at junctions, making them less visible and preventing them from seeing oncoming vehicles. The commercial activity in the area relies on pedestrian access and any parking that makes the situation less safe for pedestrians should not be condoned. The proposals are to replace the out-dated practice of using single yellow lines for junction protection that cover the working week, as vehicle number and usage has increased.

Response 3. The points raised relate to issues far outside the role of the District Council in managing parking enforcement. The occasional obstruction caused by parked vehicles on St John's Hill can cause significant disruption to the traffic flows in the area, putting more pressure on the already strained Bat & Ball junction and exacerbating the poor air quality issues in the area.

Golding Road

No comments were received relating to Golding Road

St James' Road

No comments were received relating to St James' Road

With these comments in mind it is recommend that the proposals Golding Road, Hospital Road, St James' Road and Wickenden Road introduced as proposed and that the proposals for St John's Hill be amended so that the double yellow lines south of St James' Road stop at the boundary of No's 4 & 5 Carlton Parade, providing an area where parking can occur during the evenings to service the local business premises.

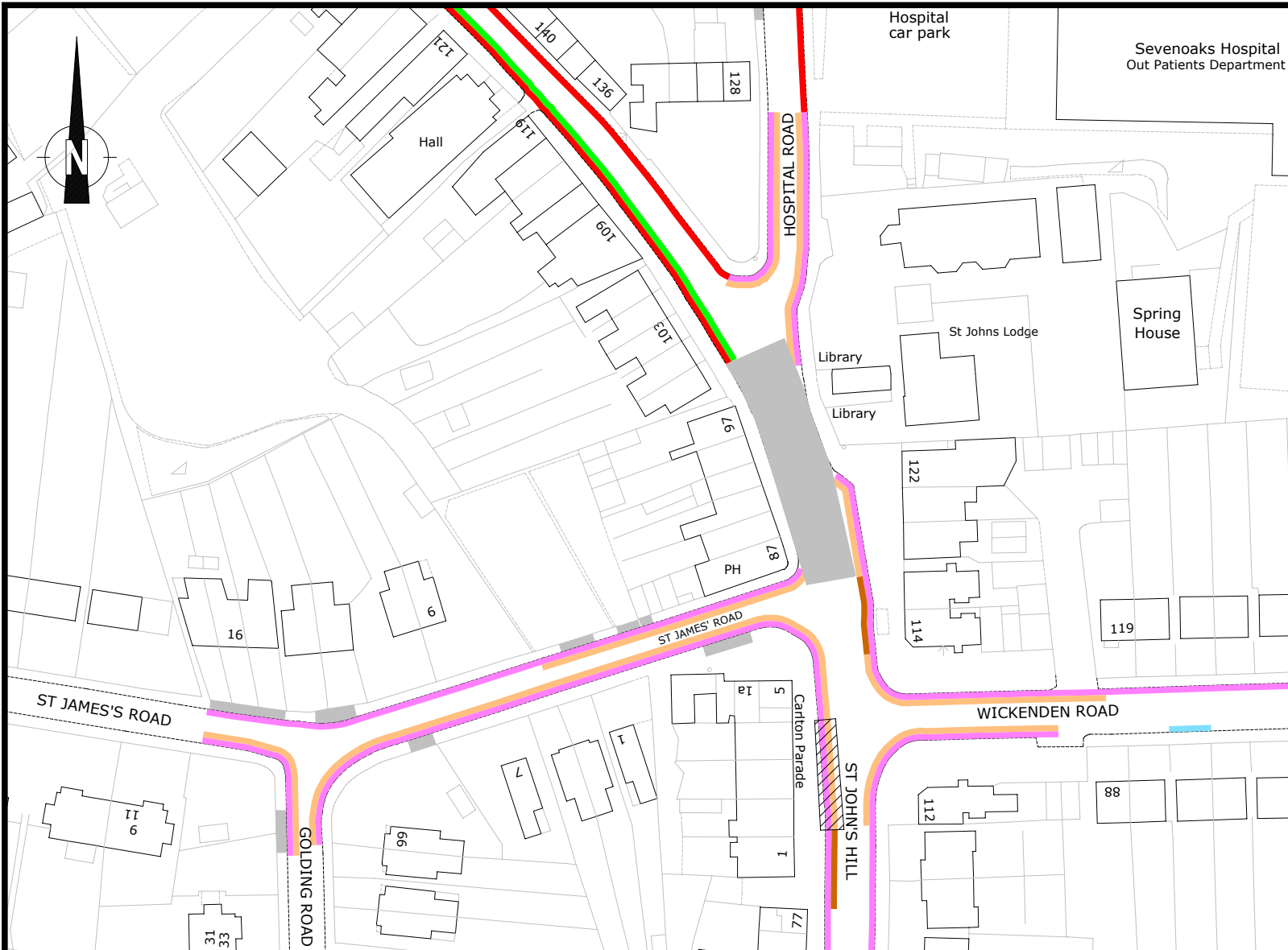
The traffic order be amended to show the section on the west side of St John's Hill, northwards from No.99 be corrected to 'No waiting, Mon-Sat, 8.30am-6.30pm' rather than 'No waiting at any time'

As objections were received, it is recommended that the Portfolio Holder for the Built Environment refer the issue to the Sevenoaks Joint Transport Board for resolution.

Agreed - Signed



Cllr Williamson



Key


- Existing double yellow lines
- Existing single yellow lines
Mon-Sat, 8.30am-6.30pm
- Existing disabled parking bay
- Proposed double yellow lines
- Proposed 7-7 bus stop clearway
- Lines to be corrected to reflect single yellow lines already in traffic regulation order
- Proposed double yellow lines to be omitted

- Pedestrian crossing zig-zag controlled area
- Existing accesses

Date	Revision	Ref	Drawn
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Proposed Waiting Restrictions - Consultation
Wickenden Road (north) & Hospital Road
Sevenoaks

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Sevenoaks - Wickenden Road (north) - 130110.pdf



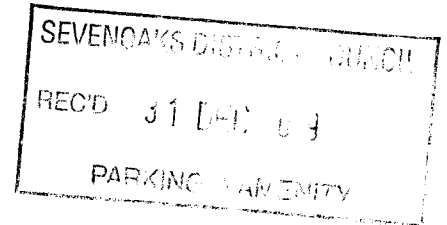
Sevenoaks
DISTRICT COUNCIL

Drawn by : ACB Scale 1:1000 Date : 13/01/10 File ref : T/Sevenoaks/4



Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Community & Planning Services Director
Parking & Amenities, Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 7/Formal
Our Ref: 235/PW/10421/09

Date 24th December 2009

The Kent County Council (Various Roads in the District of Sevenoaks) Prohibition and Restriction of Waiting and Loading and Unloading and On Street Parking Places (Amendment 7) Order 2009
Wickenden Road, Hospital Road, St Johns Hill, St James Road & Golding Road Sevenoaks

Dear Mr Bracey

Thank you for your letter dated 16th December 2009 and attached drawing concerning the above subject.

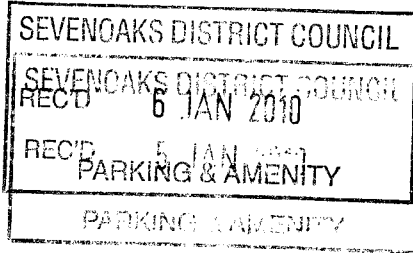
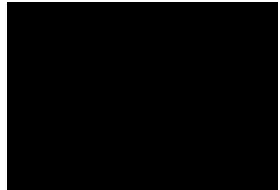
Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.



Our Ref: WJT/IT
Your Ref: T/Amend 7/Formal

5 December 2010

Mr A Bracey
Senior Engineer
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1GN

Dear Mr Bracey

**The Kent County Council (Various Roads in the District of Sevenoaks)
Prohibition and Restriction of Waiting, Disabled Person Parking Places
And On Street Parking Places (Amendment No.7) Order 2009**

Firstly, I would wish to draw to your attention the inconvenience your letter dated the 16th December 2009 has caused to those property owners in St Johns, Sevenoaks, who would wish to respond to your communication concerning the above heading. Your letter arrived to my office on Monday 21st December and it was not possible for me to deal with the matters you raised prior to the Christmas and New Year Holidays. This is the first opportunity that has afforded me to consider your revised proposals to impose further waiting restrictions in St Johns. I must also respectfully draw to your attention that the deadline that you have set for the receipt of objections is the 10th January 2010. Is the employment of the Sabbath just a little unusual for a time limit especially for a Local Authority ?

Having made the foregoing protest it allows me to reply more precisely to your letter.

I am compelled to ask exactly who has asked the Sevenoaks District Council (SDC) to introduce new parking restrictions in St Johns? Would you please furnish me with the names and addresses of those proposers ? Are the proposed waiting restrictions supported by the Kent County Constabulary ? Has the SDC any traffic data that indicates the incidents of road traffic accidents in the St Johns area over a given period of, say, five years ? Has the SDC instituted a traffic survey in St Johns and if so when was this last conducted ? Has the SDC any plan in the foreseeable future to implement traffic flow improvements at the Bat & Ball traffic lights, e.g. the construction of a roundabout to reduce traffic congestion on St Johns Hill and the subsequent air pollution generated ? Has the SDC taken any regard of the fact that there is no clear signage to indicate to the motorist the two public car parks in St Johns? Is the SDC not aware that there are businesses in St

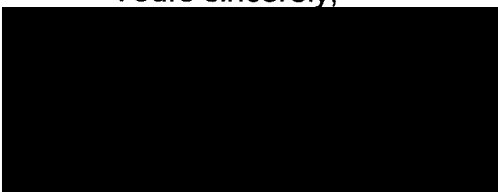
Johns that rely solely on evening trade for their livelihood ? St Johns is rapidly becoming the fast food takeaway centre of Sevenoaks and surely the Council should have some consideration for this fact by allowing on street parking during the evening time.

There are three reasons given for the changes in the zoning of the roads as depicted by the A4 plan that accompanied your letter. They are as follows.

1. **To prevent obstructive parking.** The existing single yellow lines now enforced allow the SDC's policing wardens to penalise motorists for unwarranted transgressions in waiting and parking. The unrestricted times, namely between 6.30pm to 8.30am, allows commercial activity to be conducted of an evening time without causing congestion. Double yellow lines exist on the east side of the A225 from the Bat & Ball traffic lights to the Hospital Road and these are, in general, respected by road users. There is no need to introduce further curtailment to the waiting and parking along this stretch of the highway.
2. **Improve visibility at junctions.** There are already single yellow lines to the junctions referred in the Consultative Plan. As a resident of Sevenoaks for over 60 years, I have yet to see a car or lorry park on the corners to these roads depicted. What motorist would contemplate such a hazardous folly ? Why then seek double yellow lines to these corners ? Is this solely intended to be an academic exercise ?
3. **Reduce congestion.** The only sensible and practical way to reduce congestion in St Johns and its surrounding roads is to carry out urgent alterations to the road infrastructure at the Bat & Ball crossroads. If the SDC wishes to cause the demise of the St Johns shopping centre, that it professes to wish to sustain, then let it proceed with the proposed waiting restrictions. It will find however that there are businesses in St Johns who will vigorously oppose the introduction of further intrusive yellow linage. I must make it lucidly clear that there is a mounting opposition in St Johns to the proposed introduction of waiting restrictions. Why should shop keepers in St Johns be penalised to allow the pretence of a fast flow of traffic to feed the car parks of warehouse traders along the Otford Road ?

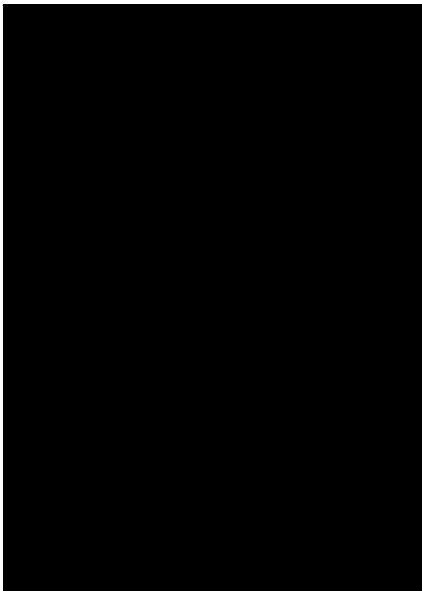
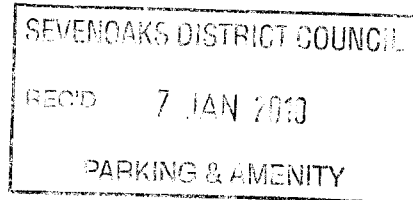
Should your Council proceed with these ill-conceived proposals then I can give you my assurance that they will be challenged and if necessary by seeking a Judicial Review of the proposals you propound.

Yours sincerely,



cc: Mr Peter Fleming , Council Leader
Kristen Paterson, Director of Community and Planning Services

Mr A Bracey
Senior Engineer
Sevenoaks District Council
Argyle Road
TN13 1GN



Your Ref: T/Amend 7/Formal

05/01/2010

Dear Sir

With reference to the above consultation, I should like to register my opposition to the proposed changes.

I have occupied these offices for the past 8 years and my office is on the first floor overlooking St Johns Hill.

It is apparent to me that the proposed measures are totally unnecessary and will do nothing to improve either safety or traffic flow in the area. The only thing that will improve the situation in this area is for the highways authority to stop prevaricating and deal with the Bat and Ball junction in a proper manner. The money wasted on this consultation process would have been better used conducting a survey on the inefficiency of the junction in order to improve traffic flow and, reduce the pollution caused by the long delays in this area.

I repeat in my opinion the proposed measures will achieve nothing except waste even more tax payers money.

Yours sincerely



Bracey, Andy

From: Cllr Purves
Sent: 22 November 2009 15:59
To: Bracey, Andy; Cllr Loney; Cllr Fleming; Cllr Dawson; Cllr Walshe
Cc: Cllr Williamson; Wilson, Richard; Connor, Gary
Subject: RE: Proposed changes to parking - St John's Hill, St James' Road, Hospital Road & Wickenden Road (north) - informal consultation responses

Dear Andy

My comments relate to the proposals in Eastern ward only.

It is important for the viability of the shops in this area that parking is not made so difficult, customers who pop into shops, to buy the odd item, collect flowers, a video or a take away, do not find it so inconvenient to park they go elsewhere. I would object to the imposition of double yellow lines in St Johns Hill as I believe it would be harmful to trade.

Wickenden Road, northern end, junction with St Johns Hill. There are already single yellow lines on this junction. I believe this to be sufficient., but would not object if one side of the road only was changed from single to double, as in the southern end of Wickenden Road.

Hospital Road. Again, there are already single yellow lines. The road is a fair width. I can see no objection to cars parking after the restricted hours of the single lines.

Elizabeth

From: Bracey, Andy
Sent: Wed 11/18/2009 4:21 PM
To: Cllr Loney; Cllr Fleming; Cllr Dawson; Cllr Walshe; Cllr Purves
Cc: Cllr Williamson; Wilson, Richard; Connor, Gary
Subject: Proposed changes to parking - St John's Hill, St James' Road, Hospital Road & Wickenden Road (north) - informal consultation responses

Dear Cllrs Loney, Fleming, Dawson, Walshe & Purves

The Parking & Amenity team has received several comments about parking on and around the St John's Hill / St James' Road / Hospital Road / Wickenden Road junction. The issue was tabled at the Sevenoaks Parking Review Group and I was asked to carry out informal consultation on the proposals to alleviate the concerns that had been raised. These took the form shown on the attached plan **Sevenoaks - Wickenden Road North - 141009.pdf**.

The issues

The issues raised related to parking close to junctions, causing visibility issues and impeding the free flow of traffic. The existing junction protection restrictions are of an outdated type - it was common practice in the late 60's and 70's to use single yellow lines for junction protection as vehicle ownership and associated traffic volumes were much lower and it was thought unlikely that motorists would park on junctions over night and on Sundays, and if they did, then the Police were likely to take enforcement action. It is now the norm to use double yellow lines as junction safety should be managed at all times, and the Police have indicated a reluctance to respond to parking issues where other parking controls can apply.

There is also an inconsistency in the traffic regulation order for St John's Hill (north of St James' Road), which is legally described as double yellow lines, but is only marked on-street as single yellow lines. This needs to be corrected and is not suitable for correction under the normal errata process.

It is now good seen as good traffic engineering practice (and Kent Highways Policy) to make convert all well-served bus stops in to bus stop clearways.

Consultation responses

The informal consultation has produced 6 comments (from 72 letters), with 3 in favour and 3 against.

The comments in favour came from;

- a resident of St James' Road, who requested that the double yellow line restrictions on St James' Road should go further than proposed
- a resident of Wickenden Road who wanted the double yellow line restrictions to extended further along Wickenden Road
- a resident of Wickenden Road who wanted the proposals 'as is'

the comments against the proposals came from;

- a resident of St James' Road who is opening a new business at the junction of St James' Road and St Johns Hill, commenting that the proposals are unnecessary.
- a resident of St John's Hill who runs a retail business on the east side of the road, who commented that they frequently had to load and unload in the area.
- the freeholder of 11 commercial properties in the area, who commented that there was no need for further restrictions, and that any further constraints would affect local businesses. Restrictions into the evening would significantly affect local takeaway food businesses, and that parking for those takeaways provided a form of traffic calming and speed reduction on St John's Hill. The lack of an existing accident record for the area was also raised.

There has also been an indication from Kent Highway Services that double yellow lines may be introduced to the junction of St James' Road and Golding Road, in response to a request from the Ambulance Service who have had problems accessing the area.

Responses & recommendations

In response to the comments, I recommend that;

- the proposed double yellow lines be extended along the southern side of St James' Road, to encompass the southern side of the junction of Golding Road
- the proposed double yellow lines be extended along the north side of the northern section of Wickenden Road to the western flank wall of No.119, and the southern side to the previous extent of the single yellow lines
- the effective operation of commercial premises is important, but should be secondary to public safety. Car parks are available near by and patrons of local businesses should be encouraged to use those facilities rather than park against the advice set out in the Highway Code.
- loading and unloading would still be allowed under the proposals so they should have minimal impact on the daytime management of the local businesses (the only difference between a single yellow line and a double yellow line is the time of operation)
- the error in the restrictions on the west side of St John's Hill (north of St James' Road) should be corrected by changing the markings to double yellow lines

The details of the amended proposals are attached on **Sevenoaks - Wickenden Road North 181109.pdf**

Please can I have your views on the consultation responses and an indication of support (or otherwise) to proceed to formal consultation on the amended proposals.

It would be helpful if I could have your comments by 27th November so I can arrange formal consultation (if appropriate) before Christmas and then take any outstanding objections to the March meeting of the Joint Transport Board.

Andy Bracey
Senior Engineer, Traffic & Parking