

**SEVENOAKS JOINT TRANSPORTATION BOARD – 21 SEPTEMBER 2010**

**2009 TRAFFIC ORDER AMENDMENT 12**

**PARKING RESTRICTIONS IN PLYMOUTH DRIVE, SEVENOAKS**

Report of the: Community and Planning Services Director

Status: For decision

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- 1. Executive Summary:** This report requests that Members approve the introduction of a traffic regulation order to amend the parking restrictions in Plymouth Drive, Sevenoaks.

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**This report supports the Key Aim** of safer communities and the effective and efficient use of resources.

**Portfolio Holder** Cllr. Williamson

**Head of Service** Head of Environmental and Operational Services – Mr. Richard Wilson

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**Recommendation:** It be RESOLVED that

The comments and objections to the changes in the on-street parking Traffic Regulation Order 2009 Amendment 12 be noted and the officer recommendations set out within this report be implemented.

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**History**

- 1 In June 2008 the District Council introduced a parking scheme in Sevenoaks to manage commuter and resident parking. As part of that scheme, pay & display parking (with residents permits) parking bays were introduced on Plymouth Drive, Sevenoaks.
- 2 At that time, residents of Plymouth Drive commented that there should be a gap in the parking bays opposite Warren Court to allow for turning vehicles and for traffic to pass.
- 3 Plymouth Drive is 6.9 metres wide near to Warren Court (which is well above the minimum width appropriate for parking on one side whilst maintaining two-way traffic flow), and parking bays could have been installed opposite Warren Court, but the District Council chose to amend the proposals to ameliorate the concerns of residents by not introducing parking bays at this point.

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- 4 The parking bays have operated successfully and have proved popular with motorists. Residents in Plymouth Park (a side road from Plymouth Drive) requested that one space be removed from the end nearest the Plymouth Park junction to improve visibility, and this was done later that year.
- 5 The resident of No. 1 Plymouth Drive has submitted planning proposals for the re-development of the garden of that property to provide a new dwelling, which would take over the existing vehicle access to the Highway. This is subject to the normal planning process and is not part of this proposal.
- 6 The resident of No. 1 also proposed a new vehicle access and other amendments for the existing property to replace that which is now associated with potential new dwelling. The application for amendments to the existing property were approved by the planning process.
- 7 The Highway Authority, Kent Highway Services has given permission for the new vehicle access to No. 1 Plymouth Drive.
- 8 The construction of a new access will require the amendment of the existing parking bays so that the resident's statutory right of access is not impeded by parked vehicles.
- 9 The resident of No. 1 employed a consultant to approach the District Council to arrange the amendment of the parking facilities.

**Proposal**

- 10 The District Council drew up proposals to amend the parking bays to allow for a 2 space gap where the new access is to be constructed, and to extend the parking bays westwards towards Warren Court by a similar 2 spaces so that parking capacity is maintained.
- 11 The District Council also proposed the extension of existing parking bays west of Warren Court, eastwards by two spaces.
- 12 The District Council carried out informal consultation on the changes to the parking arrangements which produced a number of responses from residents, most of whom were unhappy with the proposal (Appendix A)
- 13 Even though the response to the informal consultation was strongly against the proposal, the District Council has **no grounds** to deny a resident access to the public highway if permission for that access has been given by the Highway Authority and it is constructed to the appropriate standards.

**Formal Consultation**

- 14 Following the applicants request to continue, the District Council carried out formal statutory consultation on the proposed changes to the parking restrictions in Plymouth Drive (Appendix B – plan).

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- 15 A number of responses objecting to the proposals were received (Appendix C). The Police also commented on the proposals indicating 'no objection' and Kent Fire & Rescue Services confirmed that the means of access 'is considered satisfactory'.
- 16 Details of the Traffic Regulation Order are available on CMIS and in the Members Room as Appendix D.

**Recommendations**

- 17 The District Council understands the concerns of residents over the proposals, but has to reflect the permission already given by the Highway Authority for the construction of the new access.
- 18 The road width has proved sufficient to allow parking on one side of the road without hindrance to the free flow of traffic. It is also of sufficient width to allow turning movements from vehicle accesses on the opposite side of the road.
- 19 In recognition of the concerns of residents the proposals retain an area opposite Warren Court to assist passing traffic (even though this exceeds the design requirement)
- 20 The parking restrictions should be made as proposed as this fulfils the statutory requirements associated with the new access and maintains parking facilities for those wishing to park in the road.

**Key Implications - Financial**

- 21 The costs of the consultations, staff time and any physical works required are being met privately by the resident requesting the change.
- 22 A reduction to the parking bays to facilitate the access without a commensurate extension elsewhere would reduce the availability of pay & display parking in the area and it is likely that there would be a loss of income to the Council of approximately £2.20 per day per space, equating to £880 per year (based on 200 chargeable days)

**Community impact and outcomes**

- 23 The District Council will be able to maintain its existing facilities whilst meeting its legal requirements.

**Legal, Human Rights, etc.**

- 24 The District Council has a requirement to maintain access to the Highway for those with an appropriately authorised and constructed access.

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- 25 The procedures appropriate to the promotion, advertisement and introduction of a traffic regulation order (as set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been followed and exceeded.

**Risk Assessment Statement**

- 26 The proposals should have no increased level of risk beyond the normal for managing on-street parking.

**Sources of Information:** Existing on and off-street parking traffic regulation orders held by the Parking and Amenity team

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**KRISTEN PATERSON  
COMMUNITY AND PLANNING SERVICES DIRECTOR**