

## SEVENOAKS ZONE A RESIDENTS' PARKING SCHEME - MEMBER UPDATE

Sevenoaks Joint Transportation Board - 6 December 2016

**Report of** Chief Officer, Environmental and Operational Services

**Status:** For Information

**Key Decision:** No

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**Executive Summary:** The consideration of a report updating Members on the parking situation in Sevenoaks Zone A Residents' Parking Scheme

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**This report supports the Key Aim of:**

- Local Economy (by improving travel arrangements and reducing congestion)
- Safe District (preventing danger and obstruction on the highway)
- Value for Money (providing good value services to residents)

**Portfolio Holder** Cllr. Dickins

**Contact Officer(s)** John Strachan ext. 7310

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### **Recommendation to Sevenoaks Joint Transportation Board:**

That the Board notes the report from Officers on the Sevenoaks Zone A Residents' Parking Scheme

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### **Introduction and Background**

1. Sevenoaks District Council (SDC) administers on street parking schemes as the Agent of Kent County Council, the Highway Authority in the District. The administration of these schemes includes:
  - a. carrying out public consultations in response to requests for parking schemes
  - b. designing parking schemes
  - c. implementing and amending Traffic Regulation Orders
  - d. issuing parking permits
  - e. installing and maintaining signs and lines
  - f. carrying out enforcement patrols

2. Over the years a number of residents' parking zones have been implemented in the Sevenoaks District, generally in response to requests from residents to provide on-street parking in their neighbourhood.
3. SDC administers 15 parking schemes in Sevenoaks town, close to the town centre and Sevenoaks Station, Zones A, B, C, D, E, F, G H, J, K, L, M, N, R and S.
4. A majority of the zones in Sevenoaks are "dual use", in that they accommodate resident and non-resident parking, along with parking by any vehicle for up to 2 hours free of charge.
5. To help regulate the numbers of permits issued to a particular property, permit charges increase based on the number of permits held and the number of off-street parking spaces a property has. The table below details these charges.

Number of off-street spaces/permits held	1 <sup>st</sup> permit price	2 <sup>nd</sup> permit price	3 <sup>rd</sup> permit price	4 <sup>th</sup> permit price
0	£35	£70	£125	£250
1	£70	£125	£250	£250
2	£125	£250	£250	£250
3	£250	£250	£250	£250

6. Resident Permit holders can park in marked bays without any time limit, as can their guests, by using a Resident Visitor voucher. Generally, all other vehicles have to vacate a bay after 2 hours, and they cannot return until a further hour has passed.
7. The 2 hour free period provides short-stay parking for residents' guests and for visitors to local organisations and amenities, many of which are located close to the town centre.
8. The schemes are effective in protecting resident parking and supporting the local economy. Spare parking capacity enables SDC to offer non-resident permits to residents who reside just outside of schemes, local workers and commuters.

## Issues

9. In 2015 resident permit holders in Gordon Road complained that there was insufficient parking for residents in Gordon and Argyle Roads. Residents also complained that many of the spaces in Gordon Road were taken up by staff working in local businesses, and that there were insufficient enforcement patrols.
10. SDC took various steps in response to the complaints including:
  - a. Reviewing enforcement policies:
    - i. preventing vehicles from moving between bays in a road
    - ii. increasing patrol frequency to generally a daily presence
    - iii. tackling visitor voucher misuse by some residents
11. SDC undertook both internal and independent external surveys of roads in Zone A. Outcomes of the surveys indicated that there were parking spaces available in all of the roads in Zone A throughout the day. The independent survey results are contained in Appendix 1.
12. Following further complaints from a number of residents in Zone A, in February 2016 Officers met with residents. The outcome of the meeting was that the Council would undertake a questionnaire survey of all of the residents of Zone A, to gauge satisfaction with the scheme.
13. Summarising the survey, 680 questionnaires were sent out to residential properties in Zone A, along with a pre-paid return envelope.
14. 195 completed questionnaires were returned. Of those 90 said the scheme was good or very good at protecting resident parking, 86 said it was poor or very poor, 18 made no comment.
15. Some regard should be given to 485 residents who did not complete the questionnaire survey.
16. A copy of the questionnaire survey and findings of the survey are contained in Appendix 2.
17. Analysis of enforcement patrols in roads in Zone A since 1 January 2016 indicated the following:
  - a. Argyle Road, 313 visits, 1,466 vehicles logged, 54 penalties issued.
  - b. Eardley Road, 164 visits, 688 vehicles logged, 50 penalties issued.
  - c. Gordon Road, 227 visits, 1,703 vehicles logged, 58 penalties issued.
  - d. Granville Road, 290 visits, 934 vehicles logged, 56 penalties issued.

## Conclusions

18. There is pressure on parking across Sevenoaks town, in the roads around the town centre and the station.
19. A more restrictive regime in some roads in the day would make the schemes less efficient and it would not best serve the needs of the town and the wider community.
20. The schemes operated by SDC in their current form are “fit for purpose” and they have the support of a majority of residents.
21. SDC is currently exploring the development of a multi decked car park in Sevenoaks town. If the development is progressed arguably pressure on on-street parking will reduce.

## Key Implications

### Financial

There are no financial implications to this report.

### Legal Implications and Risk Assessment Statement

There are no legal implications to this report.

### Equality Assessment

Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of parking bays for disabled persons' vehicles helps to improve accessibility for disabled people.

### **Appendices**

Appendix 1 - Survey Results

Appendix 2 - Copy of Questionnaire and Findings

### **Background Papers:**

None

**Richard Wilson**

**Chief Officer, Environmental and Operational Services**