

08 March 2016 at 7.00 pm

**Conference Room, Argyle Road, Sevenoaks
Despatched: 29.02.16**



Sevenoaks Joint Transportation Board

Membership:

Chairman, District Cllr. London; Vice-Chairman, County Cllr. Chard

District Councillors

Barnes, Clack, Edwards-Winser, Esler, Layland and Williamson

The County Councillors for the 7 County Electoral Divisions representing the Sevenoaks District

Brazier, Brookbank, Mrs. Crabtree, Gough, Parry and Pearman

The representative from the Kent Association of Local Councils (non voting) Parish Cllr. Robson (Reserve Cllr. Dilley)

Agenda

	Pages	Contact
Apologies for Absence		
1. Minutes	(Pages 1 - 6)	
To agree the Minutes of the meeting of the Board held on 8 December 2015, as a correct record		
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 7 - 8)	
4. To receive any petitions	(Pages 9 - 10)	
Presentation of a petition by residents of Springshaw Close, Bessels Green concerning parking restrictions.		
Presentation of a petition by White Hart Residents Association concerning parking restrictions.		

5.	Informal consultation results - Parking Proposals	(Pages 11 - 42)	Jeremy Clark, John Strachan Tel: 01732227323, Tel: 01732227310
6.	Sevenoaks Highway Works Programme	(Pages 43 - 58)	KCC - Carol Valentine / Julian Cook 03000 418181
7.	Notes of the Cycling Strategy Working Group - 2 February 2016	(Pages 59 - 62)	Cllr Edwards-Winser

EXEMPT ITEMS

At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

Should you need this agenda or any of the reports in a different format, or have any other queries concerning this agenda or the meeting please contact Democratic Services on 01732 227247 or democratic.services@sevenoaks.gov.uk.

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 8 December 2015 commencing at 7.00 pm

Present: Cllr. London (Chairman)

County Cllr Chard (Vice Chairman)

Cllrs. Brazier, Crabtree, Gough, Parry, Pearman, Barnes, Clack, Edwards-Winser, Layland and Brookbank

Apologies for absence were received from Cllrs. Robson, Esler and Williamson

Cllrs. Dickins, Mrs. Hunter and Purves were also present.

21. Ruling by the Chairman regarding Urgent Matters

In accordance with Section 100B (4) of the Local Government Act 1972, the Chairman advised the Committee he had agreed to accept an urgent matter - 'Kippington Parking'.

At the previous meeting of the Board it had been requested that a report on the parking issues in Kippington be brought to this meeting, but the item was delayed due to the need to conduct a comprehensive site visit and subsequent preparation and multiple plan amendments with the local representative, and therefore missing the statutory despatch date. Considering the report at the meeting in March 2016 would cause undue delay.

The urgent matter was taken as Agenda Item 5.

22. Minutes

Resolved: That the minutes of the meeting held on 3 September 2015, be approved and signed by the Chairman as a correct record.

23. Declarations of interest

County Councillor Crabtree declared that she was a Member of the Hollybush Residents Association.

County Councillor Parry declared that he was a resident in one of the streets being discussed for minute item 26.

Councillor Edwards-Winser declared that he was also a Member of Otford Parish Council.

24. Matters Arising/Update (Including Actions from Previous Meetings)

The Chairman advised that action 1 had now been superseded as street lighting was progressing under safe and sensible street lighting. Members were advised that action 4

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was down to funding and it was queried whether it would be possible the KCC Local Member to consider meeting with KCC Officers to discuss Village gateway signage.

Resolved: That the KCC Local Member for Brasted meet with KCC Officers to discuss Village gateway signage.

25. On-street Parking Restriction Changes - Various Roads - Bessels Green, Otford and Sevenoaks (TRO 2013 Amendment 15)

The Parking Engineer presented a report detailing proposed new on street parking restrictions at Bessels Green (Park Place), Otford (Bubblestone Road, Sevenoaks Road, Station Road and Warham Road) and Sevenoaks (Avenue Road), provided an overview of the responses received to the informal and statutory consultations and described Officer recommendations, which were contained in the appendices to the report.

He also advised the Board that all responses received to the Bessels Green proposals were in favour of the proposed permit parking area in Park Place described in proposal 1a of Appendix 1, but one objection had been received in respect of the proposed "dual use" parking bay described in proposal 2a of Appendix 1 to the report.

It was moved from the Chair that the objection received in relation to 1b be set aside, and that proposals 1a and 1b in Appendix 1 be implemented.

In the case of the Otford proposals, the Board was advised that all of the original proposals requested in the petition considered at the March 2015 meeting were included in the informal and statutory consultations, and that some alternative options had also been included in the consultations, and were described in Appendix 2.

The Chairman used his discretion and allowed a Member of Otford Parish Council to address the Board who expressed concern as to whether the responses received were from residents or commuters. In response to this concern, the Parking Engineer advised that under legislation the proposal had to go out to public consultation and was available in the papers and the Council's website, local addresses were also contacted and therefore, it was possible that commuters had submitted comments. He also advised the Board that if changes were required that were more restrictive than the proposals included in the statutory consultation, then another consultation would have to take place.

Members discussed the Otford proposals detailed in Appendix 2 in depth. It was moved from the Chair and agreed by Members that proposal 2a be implemented and that proposals 2b and 3a be abandoned.

It was further agreed that proposal 4a be implemented, and that proposal 4b in respect of east side of Sevenoaks Road be implemented and the west side be abandoned, that proposals 4c, 6a and 6b be implemented and proposals 6c and 6d be abandoned. It was also moved that the implementation of proposal 5a be deferred until a review 3 months after implementation, at which time there would be a decision to implement, change or abandon proposal 5a.

In the case of the Sevenoaks proposal in Appendix 3, the Board noted that no objections were received in respect of the proposed replacement of part of the existing dual parking

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bay on the south side of Avenue Road (in front of the new vehicle access) with double yellow lines, and hence proposed restrictions could proceed without the need for a decision from the Board.

The motion was put to the vote and it was

Resolved: That the objections received to the parking restriction proposals contained in The Kent County Council (Various Roads in the District of Sevenoaks)(Prohibition and Restriction of Waiting and Loading & Unloading and On-Street Parking Places)(Amendment 15) Order 2016 be set aside, and the Order made in respect of the following proposals contained therein

- a) Appendix 1 - Proposal 1a – Park Place, Bessels Green - (resident) permit holders only between 8.30am and 6.30pm every day, be implemented;
- b) Appendix 1 - Proposal 1b - Park Place, Bessels Green – A two-space parking bay for (resident) permit holders/2 hours limited wait (no return within 2 hours) between 8:30am and 6:30pm every day to replace some existing double yellow lines on the east side, near the junction with Bessels Green Road be implemented;
- c) Appendix 2 - Proposal 2a – Bubblestone Road, Otford - Single yellow lines on north side, east of Sevenoaks Road (where there were currently no parking restrictions), prohibiting parking between 7am and 8am, Monday to Saturday be implemented;
- d) Appendix 2 - Proposal 4a – Sevenoaks Road, Otford - 2 hours waiting restriction (no return 1 hour) 8.30am- 6.30pm, Monday to Saturday on the west side between the Pond and Warham Road (where there were currently no parking restrictions), be implemented;
- e) Appendix 2 - Proposal 4b – Sevenoaks Road, Otford - Double yellow lines on the entire east side between the Pond and Bubblestone Road, excluding on the west side opposite the vehicular entrance to Bubblestone Farm (where there were currently no parking restrictions), be implemented;
- f) Appendix 2 - Proposal 4c - Sevenoaks Road, Otford - 2 hour waiting restriction (no return 1 hour) 8.30am - 6.30pm, Monday to Saturday in the existing parking bays on the west side of the service road outside the parade be implemented;
- g) Appendix 2 - Proposal 5a – Station Road, Otford - Double yellow lines on both sides of (where there are currently no parking restrictions), be included in the Order but implementation deferred until after the implementation of the other parking restrictions in Appendix 2, and following a review of these restrictions after a period of 3 months;
- h) Appendix 2 - Proposal 6a – Warham Road, Sevenoaks - Double yellow lines to replace the existing single yellow lines in the turning head, be implemented;

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- i) Appendix 2 - Proposal 6b – Warham Road, Otford - Single yellow lines (where there are currently no parking restrictions) be implemented; on the south/west sides prohibiting parking between 9am and 10am, Monday to Friday, and on the north/east sides prohibiting parking between 2pm and 3pm, Monday to Friday; and
- j) a review of the parking restrictions in Otford agreed by the Board under this item be undertaken 3 months after implementation, and a report on the outcome be made to the Board.

26. Kippington Parking

The Traffic Engineer – KCC Highways, Transportation & Waste advised that at the previous meeting of the Sevenoaks Joint Transportation Board in September 2015 it was raised that parts of Kippington ward was experiencing levels of parking that was inconsiderate and hazardous to residents and other road users. Funding from the KCC's Casualty Reduction Programme had been identified for the introduction of no waiting restrictions but had not currently been identified for, time limited single yellow line restrictions in Grassy Lane, Burntwood Road and Wellmeade Drive and proposals had not been put forward for Turners Garden. He advised that the proposals and costings would go to informal consultation first.

The Local Ward Member addressed the Board and suggested that restrictions be placed for an hour on each side of the road. The Chairman suggested that as the Local Ward Member and County Councillor were aware of the problems in Turners Garden that a discussion with Officers for a proposal for Turners Garden take place and be included in the informal consultation.

Resolved: That the Local Ward Member, County Councillor and Officers discuss parking restrictions for Turners Garden and these proposals be included within the informal consultation for parking restrictions in Kippington.

27. Applications For Disabled Persons' Parking Bays

The Parking Engineer presented a report which detailed the latest applications for disabled parking bays. He advised that the applications in the tabled document ([Appendix 1](#)) did not meet Kent County County's (KCC's) assessment criteria and that the applications in Appendix 2 to the report, had met KCC's criteria and had gone to informal consultation.

In Appendix 2 the application for Knockholt Road, had previously been to the Joint Transportation Board for consideration and had been rejected. Officers were asked to review the application in light of a change in circumstances. However, subsequent to this, a new driveway to an adjoining property had been created, which now meant there was insufficient space to install a minimum standard length disabled persons' parking bay outside the applicant's home.

The Parking Engineer advised that application for Forge Lane had received five objections and in light of these, Officers explored various options and recommended that the current disabled person's parking bay be extended for both users.

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Resolved: That

- a) the disabled persons' parking bay application for Knockholt Road be refused; and
- b) the disabled persons' parking bay application for Forge Lane be approved and the existing disabled persons' parking bay be enlarged to accommodate two vehicles.

28. Seal Hollow Road - Speed Survey and reactive signs

The KCC Manager (Sevenoaks) presented a report detailing a speed survey summary following the B2019 Seal Hollow Road Petition that was received at the September 2015 Joint Transportation Board. He advised that as the average speeds were below 30mph, the road did not qualify for KCC safety criteria.

The Chairman used his discretion to allow the lead petitioner and a resident to address the Board who expressed concerns as to whether a safety risk assessment for pedestrians had been carried out and that the issues were not only speed of the traffic but visibility and narrow pavements. Concern was also raised by the Local Member that preventative measures should be implemented.

It was advised that a safety assessment had been organised. Members thought that people drove more carefully on that particular stretch of road due to the weight of the traffic and size of the road and because of the few number of collisions and accidents funding was not available. The KCC Manager (Sevenoaks) advised that resources and funding had to be focused on other priority locations.

Resolved: That the report be noted.

29. Sevenoaks Highway Works Programme

Members considered a report which gave an update on the identified schemes approved for construction in 2015/16. Members were advised that the recent fatality on Pilgrim's Way East Road would be included in the Casualty reduction measures following the receipt of the report from the Coroner.

Resolved: The report be noted.

30. Street Lighting Update Report

Members considered a report that updated Members on Phase 1 of the Safe and Sensible Street Lighting which the County Council began implementing to reduce the costs of providing street lighting across the County. 8 sites in the Sevenoaks District were identified for trial switch offs and an additional 2 sites were identified for part night operation. He advised Goldsel Road and Tonbridge Road experienced some adverse impact and surveys indicated that there was regular use by pedestrians during morning and evenings. As a result all the light in Goldsel Road and some in Tonbridge Road were switched back on.

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In response to questions Members were advised once a column had been removed, the structure would not exist and could not be returned to operation without the erection of a new column and light. A decision was needed to be taken as to whether a column should be kept due to the continuous running costs that included maintenance, replacement and energy costs.

The Local County Council Member for Sevenoaks advised that she objected to the recommendation that the street lights that remained in the trial were removed and that LED lights should be installed to provide the street lighting where it is required, especially with regards to Tonbridge Road. Members objected to the street lights also being removed in Wheatsheaf Hill, Halstead and Morants Court Road, Dunton Green. Members expressed concern that it was unclear whether Town and Parish Council's had been consulted, however it was noted that the Parish and Town Council's had been consulted at the outset of the trial.

Resolved: That the comments made by the Board be submitted to the KCC Cabinet Member for Environment and Transportation.

31. Sevenoaks Cycling Working Group - review of membership

Members considered a report detailing the membership of the Sevenoaks Cycling Strategy Working Group. The Chairman of the Working Group advised that cycling accident statistics in the District and in Kent had been discussed and it had been agreed that the working group would meet four times a year prior to each Sevenoaks Joint Transportation Board meeting to provide an update.

Resolved: That there be no changes to the Sevenoaks Cycling Strategy Working Group Membership.

THE MEETING WAS CONCLUDED AT 9.10 PM

CHAIRMAN

ACTIONS FROM THE MEETING HELD ON 8 DECEMBER 2015 AND UPDATES FROM PREVIOUS MEETINGS

	Action date	Description	Status and last updated as at 24/2/16	Contact Officer
1	3.09.2015	A report be brought to the December meeting looking into lorries stopping and parking and therefore affecting visibility.	<p><i>This relates to the Kippington / Grassy Lane area, and the impact of parked vehicles on visibility splays at junctions.</i></p> <p>The informal consultation closed on 5th February. 87 responses received by post or email representing 104 Kippington residents. There was a large and significant majority broadly supporting the proposals.</p> <p>A number of suggestions were also made and these will be discussed with the local KCC Member, Mrs Margaret Crabtree before formal the TRO is written and formal consultation commences in the Spring.</p>	Julian Cook Tel: 03000 418181
2	(3.09.2015) 8.12.2015	<p>A25 Brasted Footway, possible improvements and funding options - Minute 24 "Members were advised that action 4 was down to funding and it was queried whether it would be possible the KCC Local Member to consider meeting with KCC Officers to discuss Village gateway signage.</p> <p>Resolved: That the KCC Local Member for Brasted meet with KCC Officers to discuss Village gateway signage."</p>	The footway extension is not viable and the local member has been advised of the potential costs for signing improvements. No works currently scheduled.	Steven Noad Tel: 03000 413243

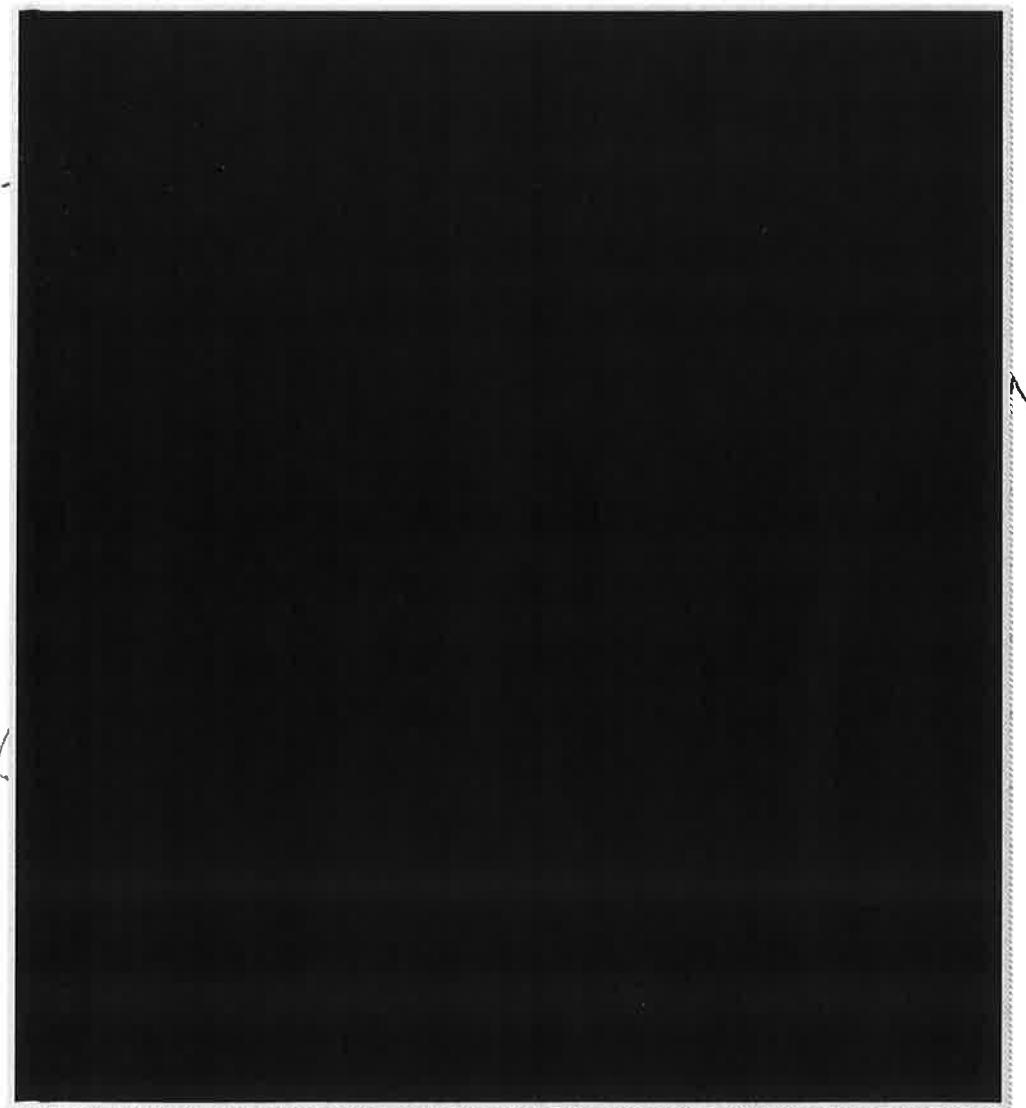
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**Parking in Springshaw Close
Bessels Green, Sevenoaks
TN13 2QE**

As a resident of Springshaw Close I support the introduction of parking restrictions that would address the problems caused by weekday parking. Vehicles park close to the top of the junction with the A25, which makes it potentially dangerous to turn into the road and reduces visibility when leaving.

There are also issues caused by vehicles parking on both sides of the road that gives access problems for delivery vans, refuse collection etc. There are also many young children living in the Close (over 20 with the majority under 10 years of age) and the parked cars presents an issue for them being seen by vehicles and for crossing the road safely.

Signed



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INFORMAL CONSULTATION RESULTS - PARKING PROPOSALS

Sevenoaks Joint Transportation Board - 8 March 2016

Report of: Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the results of the informal consultations on parking proposals for Cedar Terrace Road, Hollybush Recreation Ground and Hollybush Close in Sevenoaks and for Chevening Road and Church Road in Sundridge requested by local representatives

This report supports the Key Aim of caring communities and sustainable economy.

Portfolio Holder Cllr. Dickins

Contact Officer Jeremy Clark Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board: It be resolved that

- (a) the proposals for Cedar Terrace Road, Sevenoaks detailed the report are not progressed to a formal (statutory) consultation;
- (b) Should the District Council progress a formal (statutory) consultation in respect of its proposals for Hollybush Recreation Ground car parks, that a formal (statutory) consultation for the introduction of a Restricted Zone (no parking at any time) in the block paved area in Hollybush Close (fronting nos. 1-6) be commenced concurrently;
- (c) the proposed “dual use” parking bays for Chevening Road and Church Road are not progressed to a formal (statutory) consultation; and
- (d) Kent County Council officers be asked to investigate whether there is a requirement for them to introduce the proposed double yellow lines on the east side of Church Road at the junction with the A25 in isolation of the “dual use” parking bays.

Reason for recommendation: The recommended proposals are aimed at providing better management of the public highway and public car parks, in line with current legislation and the Highway Code, as requested by local representatives.

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Background

- 1 As the request of local representatives, informal consultations were recently undertaken during January 2016 in respect of parking proposals for Cedar Terrace Road, Hollybush Recreation Ground car parks (and access roads) and Hollybush Close in Sevenoaks and for Chevening Road and Church Road in Sundridge.
- 2 Plans of the parking proposals included in the informal consultations, which are described later in this report, are given in Appendices 1A, 2A and 3A.
- 3 The purpose of this report is for the Sevenoaks Joint Transportation Board to consider the results of the informal consultations, together with Officers comments and recommendations given in Appendices 1B, 2B and 3B of this report, and decide whether to:
 - (a) abandon some or all of the proposals
 - (b) modify some or all of the proposals and progress the modified proposals to a formal (statutory) consultation
 - (c) progress some or all of the proposals to a formal (statutory) consultation

Introduction

- 4 For the informal consultation, a letter/questionnaire/plan was sent to local addresses and information on the proposals, together with a link to a survey website, was provided on parking consultation page the District Council's website.
- 5 Public notices were also displayed in the roads and car parks concerned inviting comments on the proposals.

Cedar Terrace Road, Sevenoaks

- 6 The parking proposals for Cedar Terrace Road that were included in the informal consultation are shown in Appendix 1A, and consisted of the following:
 - Introducing a short length of double yellow line restrictions on both sides of Cedar Terrace Road at the junction with Bethel Road
 - Designating most of the unrestricted length of Cedar Terrace Road as a "permit parking area", which subject to some exceptions (for example blue badge holders and vehicles loading and unloading), would be reserved for the exclusive use of residents and their guests, every day between 8.30am and 6.30pm, when displaying a valid resident permit or visitor voucher in their vehicle
 - Introducing a two-space "dual use" parking bay on the south west side of Cedar Terrace Road near the junction with Cobden Road. Residents and

their guests would be able to use this parking bay, and other drivers would be allowed to park there for up to 2 hours (with no return within 2 hours) between 8:30am and 6:30pm. Outside of these times, parking would be unrestricted.

- 7 In response to the informal consultation, 48 completed questionnaires were received. Appendix 1B of this report contains a summary of the responses received, together with officers' comments and recommendations.
- 8 Appendix 1B also contains a redacted version of the individual comments received.

Hollybush Recreation Ground Car Parks and Hollybush Close, Sevenoaks

- 9 The Hollybush Recreation Ground car parks (and access roads) that were included in the informal consultation are shown in Appendix 2A.
- 10 The parking proposals consisted of the following:
 - Introducing a restriction to prevent obstruction by vehicles parked "out of bay".
 - Introducing a maximum stay period in the day to prevent all-day and long stay parking and to help protect parking for visitors to the recreation ground and its amenities.
 - Introducing permits to allow organisations associated with the recreation ground to park in certain areas and for longer than the maximum stay period.
- 11 The parking proposal for the Hollybush Close that was included in the informal consultation consisted of the following:
 - Designating the block paved part of Hollybush Close as a "Restricted Zone", which would prohibit parking without the need for double yellow lines, to mitigate the possible impact of the measures proposed at the recreation ground and deal with existing obstructive parking by commuters and workers.
- 12 In response to the informal consultation, 580 completed questionnaires were received. Appendix 2B of this report contains a summary of the responses received, together with officers' comments and recommendations.
- 13 The individual comments received via the online survey and email in respect of these parking proposals have not been included in this report, due to the high volume received. However, a redacted version of the individual comments is available as part of Appendix 2B on the District Council's website.

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Chevening Road and Church Road, Sundridge

14 The parking proposals for Chevening Road and Church Road that were included in the informal consultation are shown in Appendix 3A, and consisted of the following:

- Introducing a 10-space “dual use” parking bay on the west side of Chevening Road near its junction with the A25 Main Road
- Introducing a 7-space “dual use” parking bay on the east side of Church Road north of its junction with the A25 Main Road.

The “dual use” parking bays would allow residents and their guests to park unrestricted, when displaying a valid resident permit/visitor voucher in their vehicle. Other users would be allowed to park for up to 2 hours (with no return within 2 hours) between 8:30am and 6:30pm, Monday to Friday. Outside of these days and times parking would be unrestricted.

- Introducing a short length of double yellow line restrictions on the east side of Church Road at the junction with the A25 Main Road.

15 In response to the informal consultation, 35 completed questionnaires were received. Appendix 3B of this report contains a summary of the responses received, together with officers’ comments and recommendations.

16 Appendix 3B also contains a redacted version of the individual responses received.

Options

14 The options for the parking proposals in the informal consultation are to:

- (a) abandon some or all of the proposals
- (b) modify some or all of the proposals and progress the modified proposals to a formal (statutory) consultation
- (c) progress some or all of the proposals to a formal (statutory) consultation.

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the Board’s decision, but if all the proposals are taken forward, the total cost would be in the region of £10,000. This cost would be met by the District Council from its parking account operated under the agency agreement with the County Council.

Legal Implications and Risk Assessment Statement.

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (RTA 1984) to cover the proposed on- and off-street parking changes.

Section 1 of the RTA 1984 states that a TRO may only be made for the following purposes:

- avoiding danger to persons or traffic (including for anti-terrorist purposes);
- preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
- facilitating the passage of traffic;
- preventing use by unsuitable traffic;
- preserving the character of a road especially suitable for walking or horse riding;
- preserving or improving amenities of the area through which the road runs; and
- for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).

To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be excepted.

Before making a TRO, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any formal objections received during this statutory consultation would be reported to the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO as proposed, to vary it (by reduction) or to abandon it.

There are no additional risks identified that are outside those already covered within the standard Risk Assessment for carrying out parking enforcement on the Public Highway.

Equality Assessment

The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

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Appendices

Appendix 1A - Plan showing the parking proposals for Cedar Terrace Road, Sevenoaks

Appendix 1B - Summary of informal consultation responses to the informal consultation for the parking proposals for Cedar Terrace Road, Sevenoaks, and officers' comments and recommendations

Appendix 2A - Plan showing the parking proposals for Hollybush Recreation Ground car parks and Hollybush Close, Sevenoaks

Appendix 2B - Summary of informal consultation responses to the informal consultation for the parking proposals for Hollybush Recreation Ground car parks and Hollybush Close, Sevenoaks, and officers' comments and recommendations
(Published on website only)

Appendix 3A - Plan showing the parking proposals for Chevening Road and Church Road, Sundridge

Appendix 3B - Summary of informal consultation responses to the informal consultation for the parking proposals for Chevening Road and Church Road, Sundridge, and officers' comments and recommendations

Background Papers:

The Traffic Signs Regulations and General Directions 2002, as amended.

www.legislation.gov.uk/ukssi/2002/3113

The Road Traffic Regulation Act 1984, as amended.

www.legislation.gov.uk/ukpga/1984/27

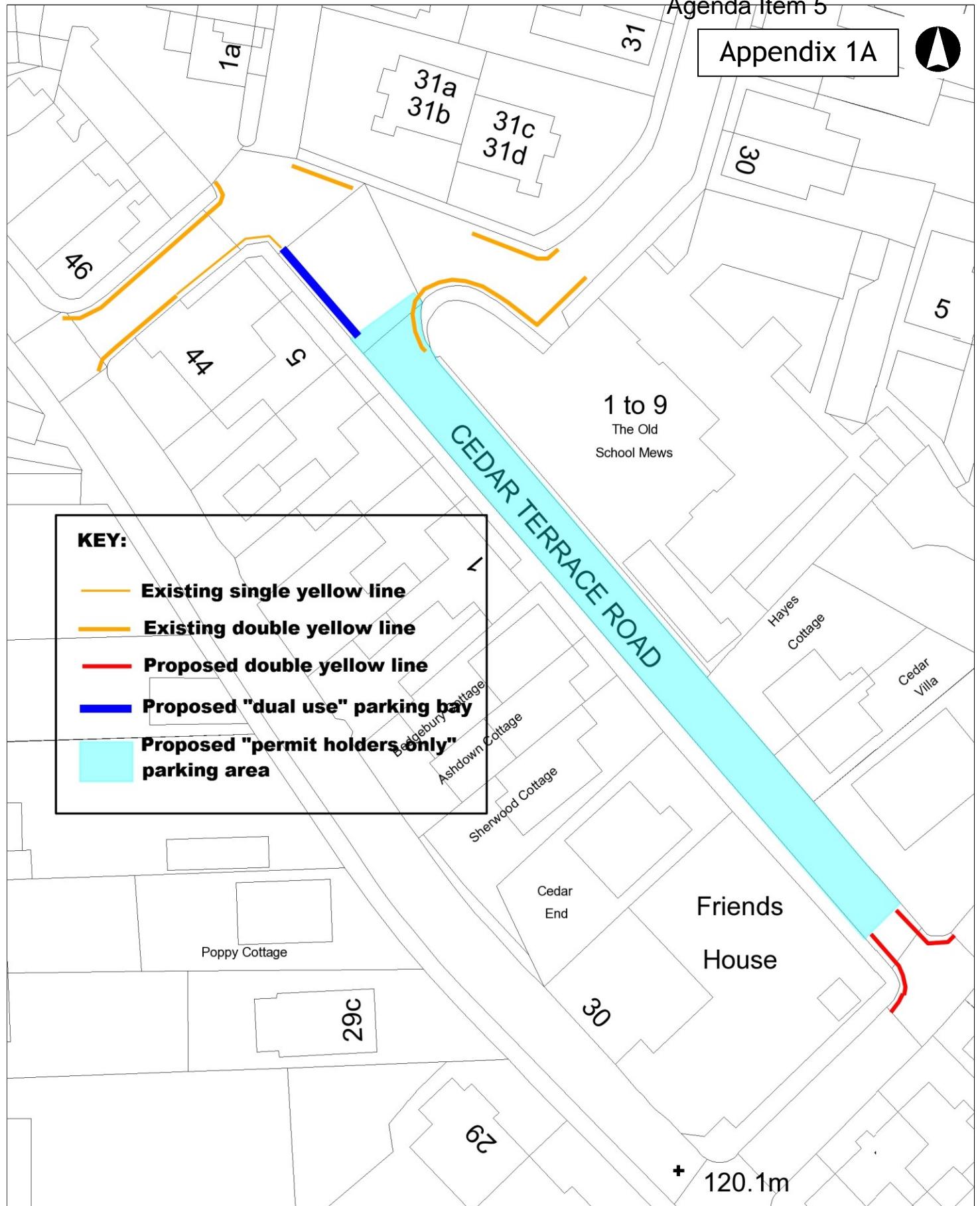
The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

www.legislation.gov.uk/cy/ukssi/1996/2489/made

The Highway Code.

www.gov.uk/browse/driving/highway-code

**Richard Wilson,
Chief Officer, Environmental and Operational Services**



Agenda Item 5

PARKING PROPOSALS CEDAR TERRACE ROAD, SEVENOAKS
Summary of Informal Consultation Responses and Officer
Recommendations/Comments

Cedar Terrace Road Proposals

Proposal 1	A (resident) permit holders only parking area operating between 8:30am and 6:30pm every day		
Informal Consultation Summary			
For	Against	No Comment	
15 (33%)	31 (67%)	1	
Proposal 2	A two-space “dual use” parking bay for permit holders/2 hours limited wait (no return within 2 hour) between 8:30am and 6:30pm on the south side, near the junction with Cobden Road		
Informal Consultation Summary			
For	Against	No Comment	
14 (35%)	26 (65%)	7	
Proposal 3	New double yellow lines (no parking at any time) on both sides of Cedar Terrace Road, to protect the junction with Bethel Road		
Informal Consultation Summary			
For	Against	No Comment	
15 (33%)	30 (67%)	2	
Officer Comments:	<p>Around a third of the respondents who expressed a view were in favour of the proposals for Cedar Terrace Road, with two-thirds opposed.</p> <p>Specific concerns were raised about parking displacement and the resultant exacerbation of existing parking in the area, the detrimental effect on local businesses and their customers, and the cost of parking permits.</p> <p>It is clear from the responses to the informal consultation that the parking issues in Cedar Terrace Road cannot be considered in isolation, as many residents of neighbouring streets with no off-street parking and limited on-street parking capacity are reliant on the ability to park there.</p>		
Officer Recommendation:	That the proposals for Cedar Terrace Road are not progressed to a formal (statutory) consultation.		

PARKING PROPOSALS CEDAR TERRACE ROAD, SEVENOAKS
 Summary of Informal Consultation Responses and Officer
 Recommendations/Comments

INDIVIDUAL COMMENTS RECEIVED VIA THE ONLINE SURVEY AND E MAIL

No.	Response Text
1	Re: Restricting parking to permit holders - I think this will just move on the problem of commuters parking to other nearby roads e.g Bayham Road, Hartslands Road, Kennedy Gardens etc. Commuters who can't afford to pay station or town parking aren't going to just start parking in the car parks. And I actually think most of the parking on is not actually commuter parking but Cedar Terrace is actually for people using the Quakers Hall - such as parents with young kids attending sessions like Musical Bumps and the local shops/cafes. Restrict parking will cause these local businesses to suffer.
2	It is important not to reduce the overall area available for parking - which is why I am sceptical about more double yellow lines. There is pressure for parking here not just from commuters (who should be excluded) but also from residents in nearby roads like Prospect and Bethel roads which have no pavements or parking available on street, but also from workers and customers for the Hollybush shops. This scheme needs to be accompanied by measures in Hollybush Lane to enable shoppers parking during the day, which can be used by residents at night. There is also a strong case for designating Cedar Terrace, and the roads which lead down from it to Quakers Hall Lane as 'living streets' - reserved for residents to make them safe for young families - and discouraging all through non-resident traffic. This is the most densely populated areas of Sevenoaks and is not suitable for through traffic.
3	By creating resident permit parking only in Cedar Terrace, it just shifts the parking problem on to Cobden Road which already has a huge parking problem.
4	1. Parking permits on Cedar Terrace Road would displace cars to Bethel Road. Bethel Road tenants would then need permits to park on Cedar Terrace Road; residents in the area use both roads to park in. 2. Double yellow lines would need to stretch round the corner into Bethel Road to the right as going from Cedar Terrace Road, along the grating and to the end of the grating, where there is a drain. When we park on the corner, behind the drain, four cars can easily park on that stretch of road, opposite us at number 2, and cars can get round the corner without difficulty. This also ensures that no car over-parks and blocks our driveway! It is important that we can use driveway so we do not take up an extra space on the road!
5	The parking available to customers of the newly established shopping area around hollybush lane, is already challenged by limited parking for our customers. This proposal would further negatively impact the businesses in the area.
6	I have lived at Cedar Terrace Road since May 2015, and in this period my husband and I have only been able to park on our street a handful of times, despite there being 16 spaces on the road, and since we own a double fronted house 2 of these are directly outside our property. We had experienced issues with workers, tradesman etc. refusing to be able to provide us with services as they cannot park nearby and therefore cannot carry out the work. A change is needed as soon as possible so I am very glad this is being looked into. I do not feel the dual use parking bay is needed as there are often spaces on Holly Bush Lane and Bradbourne Road for those accessing the shops. However, if this is the only option then implementing all 3 suggestions would be much better than the current situation.
7	I support the proposals and believe that a residents parking scheme would be good. Cedar Terrace Road is a small road with limited parking and it is very

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	frustrating when the available space is taken by residents of other streets or commuters meaning that residents of Cedar Terrace Road have to park elsewhere, sometimes some distance away from their house. It seems unfair to almost have to compete to be able to park close to your home. It is also very difficult for tradesmen visiting the houses who need access to their vehicles if they are not able to park close by. I do support and value our local shops and am pleased that provision would be made for them. Restrictions on the junction with Bethel Road would also be good as this junction is often very restricted by cars parking too close to the junction. I also think a residents scheme would encourage more careful parking. As residents we are proud of our street and its character. Repeated poor parking is damaging the older headstones which is a shame.
8	I am very strongly in favour of any measures to make it easier for residents to park within sight of our homes sometimes, rather than a few streets away as we often have to do! I do appreciate the pressure there is on parking space round here and the competing requirements of different people, but it's very frustrating to see commuters leave their cars here all day and head off to the station. At the very least I would welcome enough residents' parking bays on Cedar Terrace Road to allow those of us who don't have any off-street parking (I think about five or six houses) to park one car in the road. If there are local concerns about most of Cedar Terrace Road being restricted to residents, I think it could work if two-hour parking were available on more than two bays, as this would be helpful for the local businesses which we value very highly as an important part of the community. Two-hour parking would perhaps also be useful for people living in the surrounding roads, who must have similar problems to us in finding parking spaces for visitors and tradesmen.
9	I have been a shop owner for the past four years in Holly Bush Lane. I believe the changes you are proposing would be very damaging for our business as customers' parking has become increasingly difficult. Also myself and my staff have often driven around the area for half an hour to find a parking space. I hope you will take into account the worries of people who have invested a lot of time to regenerate an area. Without all our quirky boutiques Seven oaks would be a sadder place.
10	This is fine but all day parkers will now spill out into cobden road which is becoming impossible to park at anytime during the day
11	As a small business, we are heavily reliant on our customers being able to drive to the Holly Bush area and be able to park to come to our cafe and indeed visit other ships in the area. Restricting parking even more so than we have already - and lets be honest, it's not great - is just going to harm local businesses even more. Please can you reconsider this approach and offer more 2 hour parking bays - which will allow customers to visit the area, whilst at the same time stop commuters parking in the area.
12	As a local business owner, we already struggle for business, mainly caused by our customers having problems finding parking. If residents parking is brought in for Cedar terrace, that will further restrict the already very limited parking options for our customers and also for ourselves and our employees. It will also set a precedent for rolling out residents parking in other nearby streets, and I believe if that were to happen it would completely kill our business and cause many of the small businesses to have to withdraw from the area.
13	One of the reasons that area is so desirable to live is the independent boutiques and cafes in Hollybush Lane area as a local shop owner this will impact our customers parking further as my customers tell me that they already struggle to

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	park in the area and this puts them off coming to our shop already. It will also impact Myself and my staff who we already struggle to 'park all day in the area as it is. I am afraid that the more the council enforce parking restrictions in the area that cafe/ boutique culture that is so appealing will be forced out of the area leaving empty and undesirable shops which would be a real shame. I find at the end of the working day when I look up there is always plenty of parking spaces for residents. Please consider the local businesses too!
14	As a business owner, I am concerned that this plan will make it even more difficult for customers to park and shop in this area and will affect all businesses around. It is too restrictive. Thank you for considering an alternative to please residents and businesses.
15	Parking is a nightmare for all our customers along holly bush lane and by restricting it further would reduce our footfall horrendously.
16	There should also be parking restrictions put into place for surrounding roads, Prospect and Cobden in particular
17	I think it is important to provide sufficient parking for those who want to use the rec ground whilst deterring those who abuse the parking for all day use. Why not impose 2 hour free parking with an additional 2 hours paid, with a max stay of 4 hours? The only way for this to work however is that it MUST be strictly enforced.
18	I am a shop owner in Holly Bush Lane and am concerned that these proposals will further limit the availability of parking to customers visiting the Holly Bush area businesses, with the consequent effect of damaging these businesses. In addition it will make it even more difficult for business owners and their employees to travel and park anywhere near their place of work.
19	Simply this will limit the amount of places we can park. Perhaps it would make more sense to expand the permit parking area to include Cobden Rd.
20	I think that this is a totally ludicrous proposal that will only benefit a very few residents but will be detrimental to many other residents, shop workers/ owners and customers. There are only 5 houses on Cedar Terrace which do not have at least one off street parking space and at least 14 spaces will be allocated to just these few residents. This is clearly being driven by a few very selfish residents. Parking is always going to be an issue in this area because the area was developed before anyone had cars. However, it could be improved significantly. What is needed is a total overview of the parking issues in the whole of the Hasrtlands area to look at ways to maximise the number of spaces for local residents, local workers and customers to the shops on Hollybush lane.
21	Although we have a garage, we have not used it for some time as vehicles park too close to the dropped kerb (or even over it) which makes it impossible to access - especially as there's barriers and no pavement on the opposite side of the road.
22	I'm a shop owner in Cobden road, so making resident permit parking will actually ruin the business here, already we have lost customers due to lack of parking in the area. I'm sure I'm not the only shop owner that has found this. How do you expect the business's to survive?
23	I live on Cobden Road where the parking is very difficult. Any restrictions to parking in Cedar Terrace Road will make the problem even worse in Cobden Road, especially removing the ability to park on the corner of Cedar Terrance Road and Bethel Road. We have already lost spaces to double yellow lines and other restrictions on Holly Bush Lane. Further restrictions will increase the number of times I and other residents will be driving around the area trying to find a spot somewhere close to home to unload our cars. I can foresee that a parking scheme

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	in Cedar Terrace Road will lead to a requirement for a similar scheme in Cobden Road and others, increasing administration and costs.
24	This proposal is to be broadly welcomed, although it has to be said that resident only parking should be extended to all of Hartsland area (including Quakers Hall Lane) as otherwise parking will become considerably more difficult for residents in the area. This is because inevitably there will be displacement of commuter cars to other areas within Hartsland.
25	Parking is already a nightmare for residents on Bethel road who don't have off-road parking. We recently lost several nearby parking spaces on Holly Bush Lane "in the interest of local businesses" and no alternatives have been created for us. We're having to park further and further away from our house and can't afford to lose any more local on-road parking.
26	We have had consultations on parking in this general area and nothing has been done. I believe there are only around 7 properties along Cedar Terrace that do not have off street parking, yet there is probably space in that road for around 15 cars. The road is used by residents of Prospect, Cobden and Bethel roads as parking is so limited. We currently have residents from Prospect Road parking commercial vehicles in Cobden Road, yet we can do nothing about that. It is clearly bias and discrimination to provide dedicated parking for Cedar Terrace residents when space is so limited, and they and their visitors should have the same chances as residents of the other nearby streets in finding a parking space, and not be given a special privilege. I often have to wait for 15-20 minutes for a space to appear when I arrive home from work. The answer to parking problems that are raised always seems to be more yellow lines and that simply exacerbates the difficulty of parking. I do agree that a short length of double yellow lines should prohibit parking by the corner of Cedar Terrace and Bethel Road by the church car park as vehicles parked close to that corner can make the turn down into Bethel Road from Cedar difficult if not impossible at times. No doubt the residents of Cedar Terrace would be happy to take free spaces in Cobden Road simply when they want to leave spaces for their visitors, yet we and those in Prospect and Bethel would not be able to use their spaces. The last two consultations have not resulted in any easier parking arrangements for those in Prospect, Bethel, Cobden and Quakers Hall Lane. This proposal will simply make that situation much worse. It must not be implemented without the immediate provision of more parking space for the residents of other surrounding roads. It is unworkable and extremely unfair on those who will not be able to use that road when there is nowhere else. We do not choose to park there, but sometimes gave no other option. There is already a 2 hour parking zone for shoppers in Hollybush Lane. No more limited time parking needs to be provided. I strongly object to the proposal and I know of many other residents of Cobden Road who do too, but obviously I cannot speak for them. There are no notices in Cobden Road to advise of this and as we will be badly affected that too is not fair. It should be formally notified to ALL residents in that area given the strength of opposition to previous parking restriction plans.
27	This is a crazy idea and should be thrown out now, at this informal consultation stage, before ever progressing to a formal proposal. The idea has, indeed, been rejected at least twice in the last 6 years, so I am amazed it is being given any credence now. The proposal has no consideration for anyone else who lives in the Hartslands area, nor for the workers or visitors to the locally important shops at "Lower Hollybush". In my opinion, the proposal is driven by the selfishness of just a few residents in Cedar Terrace Road (given that the majority of houses in the

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	Road already have their own off-street parking for 1-2 cars each)- who seem to think they have a legal right to park outside their properties. They have no such right in law, and in an area such as Hartslands it is totally inappropriate to pamper to the whims of just a few householders when the majority of residents rely on on-street parking often a few hundred metres from their own houses to be able to park. If implemented, I estimate 16 on-street spaces would be set aside as residents parking for just 5 houses who do not have off-street parking. Clearly ludicrous in the context of any on-street parking, let alone Hartslands. Following a detailed phone conversation rejecting the proposal - I shall be writing within the consultation timescales with further comments. I also look forward to meeting when we can consider a more holistic approach to all the parking issues in Hartslands; rather than this inappropriate, self-centred proposal that should be rejected outright at this informal consultation.
28	I have selected that I agree to the proposals but only if you are going to make the same proposals to the residents of my road, Cobden Road, otherwise I say no. Parking has become some what of a nightmare around here. My road mainly consists of families with young children and elderly and non of us can park outside of our own houses. There are a few small business around here, who have their own car parks but do they use them - no! They are apparently for the bosses so instead they park in our road then watch people like me struggle with my baby and shopping bags because I've had to park a 10 minute walk away! Last year they converted the old school at the end of the road into flats and this has has a massive effect on the parking in our road. People who used to use the car park up there no longer can so now they are squeezing into Cobden road too. Not to mention the flats at the other end which are pretty new too! It's horrendous to park and a massive stress daily! It's also come to mine, plus many of my Neighbours attention how our road seems to clear out a little around 5.30/6 pm. We're wondering if people are parking here to commute or to walk into town if they work there!? Something needs to be done about this! it is a daily stress that the residents of our road so not need!
29	Already far too many cars with a perceived need to park in these roads that were built in the days of the horse and cart. Commuters should not be parking in this area. We should have better bus services to and from the town centre and station, in particular catering for returning commuters in the evening, with an incentive for commuters to use these services. The demand is there; one has only to look at the number of taxis at around 8pm, most of which are almost certainly be done by bus during the daytime when buses are running. The Transport Act 1985 needs to be tweaked so as to allow buses to run up until that time of the evening instead of finishing mainly at around 6pm.
30	Making Cedar Terrace residents only, will severely hamper the chance to park my vehicle on the road where I live. This will push more cars down our road and make it even harder to park than it already is. Parking-wise, Cobden road is already at breaking point, in fact, I would say saturated. Depending what time of day, sometimes it can take It can take 15-20 minutes driving round and round to find a space on our road or a neighbouring street. We already have large number of 'visitors' parking on Cobden road and walking down to the station and commuting towards London or Tunbridge Wells on a daily basis. Adding to this the number of shoppers from Hollybush who also park on our road and some of the employees from Westgate comms make it virtually impossible. We should all be considered on parity and I hope the council take my considerations whilst making parking plans in our local area

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	Making Cedar Terrace Residents Parking only will only force an already horrendous parking situation in Cobden Road into a total shambles. We regularly drive around for sometimes up to 20 minutes, trying to find somewhere to park even vaguely close to our homes. People park here early in the morning & walk to the station. The employees of Westgate Promotions always park in the road when they have more than ample space to park their cars within their office yard. Cobden Road is full of families with babies and young children - it is a really unfair proposition to make Cedar Terrace Residents Parking only and push all the shoppers from the Hollybush shops & cafe into an already impossible road to park in for those of us who live here. All residents in the area should be considered fairly- we all pay the same council tax and all our livelihoods will be affected. I hope the council will take the above into consideration when making parking plans in our local area.
31	Parking on Cedar terrace and Cobden road is bad enough without reducing the amount of spaces - which is what this move would do and friends and guests of Cedar terrace would still use Cobden (along with office workers from the offices at the bottom of Cobden, train commuters and workmen). Cobden residents would suffer more than we already do.
32	Without putting a parking scheme in for the whole of Cedar Terrace Road, Cobden Road, Prospect Road and Bethel Road, all this new proposal will do is move any non-resident parking (and indeed residents of Cedar Terrace) onto Cobden Road. We have lived in the road for 14 years and recently parking has become impossible, even during the daytime. The road is full during the day of non-resident parking already, with some cars being parked in ridiculous spaces. The parking situation has an impact on not only our own cars, but it is proving impossible to source trades people (such as plumbers) as they refuse to come as they cannot park anywhere near where they are working.
33	As a resident of Prospect Road, living on the lengthy stretch where there is no off-road parking - and because of the narrow-ness of the road, no on-road parking either (!) - implementing any more parking restrictions in the Hollybush area will mean that finding a space for our car nearby will become even more of a nightmare than it is now. If Cedar Tree Terrace (which is less than a minute's walk from us) has a permit-holders-only policy, the reality is that there will be empty spaces there during the day, while local residents in Prospect, Cobden, Bethel and Hollybush Lane will be forced to park even further away, creating problems elsewhere. The argument that one shouldn't own a vehicle if your road is too narrow to park on is spurious: people live in these roads because they're convinced in good faith on purchase/renting that one is bound to find a space for one's car during the day on the unrestricted roads nearby (which is the case, though not always); introducing new restrictions will just make a mockery of this and create further difficulties for all residents. I feel we all just about get by at the moment - please don't make parking any harder. And, like I say, you'll only be moving the problem elsewhere. And even if parking permits were introduced (and even extended to residents of Prospect Road), would that actually GUARANTEE you a parking space on Cedar Tree everyday? I think not.
34	I do agree that parking is lacking in the Hollybush area but all residents in the roads close by - Bethel, Cobden, Prospect, Holly Bush Lane & Quakers Hall - use each other's roads to park on when busy / required. Permits for Cedar Terrace, for Cedar Terrace house owners only, gives these residents an unfair advantage on other local residents by having an almost guaranteed space and the ability to also park in any of the other nearby roads. If you are going to introduce parking
35	

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	permits it needs to be for all local roads at once or none at all. This is the best way to preserve fairness and limit non-local parking. The major issue is there are a number of cars that park in the area for free and walk to Sevenoaks station for work in London. This should be looked at without causing detriment between local residences driven purely on what road they live on.
36	This proposal is preferential treatment for residents on Cedar road. There is insufficient parking in the surrounding area therefore this will mean that Cedar road residents will have parking for them and friends but also enables them to push any surplus on to the surrounding roads as well creating a greater bottle neck than what already exists today.
37	As a local resident for 24 years, my husband & I find the Cedar Terrace Road parking proposal an outrage. My reasons are as follows: There are a significant number of homes on Prospect Road without any possibility of parking outside our own homes. Namely house numbers 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, and 31. Our terraced homes were built in 1844; long before the advance of car ownership and parking "planning" (ie. in the case of new builds where homes or businesses must have car parking spaces allocated. I do not know when Cedar Terrace came into existence; but one assumes the homes were also built before planning of car parking spaces was mandatory). My husband and I have lived at Prospect Road for 24 years and we do not conceive it possible that we would not be allowed to park within moderate walking distance to our home as I am a blue badge holder and there is no disability parking allocated in our area. It has been rumoured by one resident of Cedar Terrace that non-residents park at Cedar Terrace, Cobden Road or Holy Bush Lane and then walk to the train station. As a resident for 24 years, I am absolutely sure that there is no truth to this rumour. There are a number of shops in the area & it is either shop keepers or their customers who use Cedar Terrace, Cobden, Bethel Road or Holy Bush Lane to park. Lastly, there are a significant number of residents surrounding Cedar Terrace, Cobden Road and Bethel Road. Periodically, each home owner has to have "work done". Local residents understand that works need to be carried out and thus parking in the area is more difficult for a little while. In other words, it is not permanent, but an inconvenience for a little while. My husband and I STRONGLY object to the parking proposals (restrictions) and ask the Council to no longer pursue any residential permits for Cedar Terrace Road as noted in our reasons above.
38	I would like to see the above proposals extended to serpentine road, which has become very unsafe due to commuters parking either side of the road restricting views. There should be double yellows along one side of the road with residents only parking areas
39	It is vital that only Cedar Terrace Road residents be able to park in that street. We currently compete with visitors to the (lovely!) shops nearby, as well as residents and their visitors from a wider catchment area. Frequently we are precluded from parking near our own homes. Not only does this make it difficult for some residents who may have to carry things from their cars to their property, but sometimes having to park a long way from one's home in the evening can make for a scary walk in the dark! (Although the residents' zone will not be in force in the evening under your proposal, hopefully the new arrangements would have some "carry through" to the evening.)
40	By creating resident permit parking spaces for Cedar Terrace, it just shifts the parking problem on to Cobden Road (of which I am a resident) which already has a huge parking problem. I wholeheartedly disagree with the proposed residents

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	permits for Cedar Terrace for this reason.
41	I would start by restating that Cedar Terrace Road contains 11 residential properties. There is, I calculate, on-street parking space for 16 cars in the Road. 6 of the properties have their own off-street parking spaces: the majority have clear room for 2 cars. So, as the proposals are "Generally only residents of Cedar Terrace Road and their guests will be allowed to park ...", this means each house that requires on-street parking would have 3 at least spaces set aside for their sole use. In an area where, for reasons explored more below, there is a surplus of demand for on-street parking over supply, this is, frankly, a ludicrous proposal. It needs to be fully rejected at this informal consultation stage, and never pass to a formal proposal with a TRO. I believe I am aware which households have requested the residents' parking. These would be the same households - albeit I believe different owners - who approached a local Member a couple of years ago with the same proposal, because they felt they had a right at all times to be able to park directly outside their own properties on the public highway. As you are well aware, UK homeowners do not have this legal right and in an area such as Hartslands, where the majority of households have to park on-street, this is a clearly unworkable and untenable proposal. The local Member, I believe, advised that a residents scheme solely for Cedar Terrace Road was, indeed, totally inappropriate and it was dismissed. Hence, you can understand my great surprise that the proposal should resurface so soon, and should be taken seriously enough to progress to informal consultation. A Hartslands Parking Survey was carried out in 2009, and this rejected residents' parking in the area. So, again, why is a residents scheme - for just one road and 5 houses - being given credence now when it goes against the clearly surveyed wishes of local people? One of the key issues to be considered is who are the owners of the cars currently parking on Cedar Terrace Road? They are stated to be "non-residents", but non-residents of what? It is obvious to anyone that surrounding roads - Cobden Road, Prospect Road, Bethel Road for example - all do not have an adequate supply of available on-street parking for the demand from residents of those streets. So they will park in adjoining roads where there is a surplus of supply of spaces over demand, i.e. Cedar Terrace Road. The demand for parking is so severe in the Hartslands area in total that I know, for example, that Prospect Road and Cobden Road residents occasionally have to park in Vine Court Road to find a space - daytime or overnight. I am afraid that I might now be rather blunt. But if people are buying or renting property on Cedar Terrace Road and expecting to always be able to park outside their front door, then they are not doing adequate research and, frankly, having a delusional view of reality. Despite repeated requests from me that a full understanding of the parking patterns and demands in the Hartslands area is needed, before any parking/restrictions proposals can be made, this has never been undertaken by SDC. There has, however, been a private survey undertaken, which has been offered to SDC many times. However, for unknown reasons, SDC has never taken up the offer. The survey does show that many of the perceptions about parking in the area are actually wrong. There is hardly any (if any at all) "daytime commuter" parking taking place by people working in Sevenoaks or using the train station. Shopowners and workers in the Hollybush shops park in the Hartslands area during the day, but often well away from their shops so that shoppers can use the nearer spaces as they turn over more. Many of the daytime cars in the Hartslands area are local residents who do not use their cars during the "working day". There are more available spaces during the day than in the evening. The last point is particularly interesting, as the daytime

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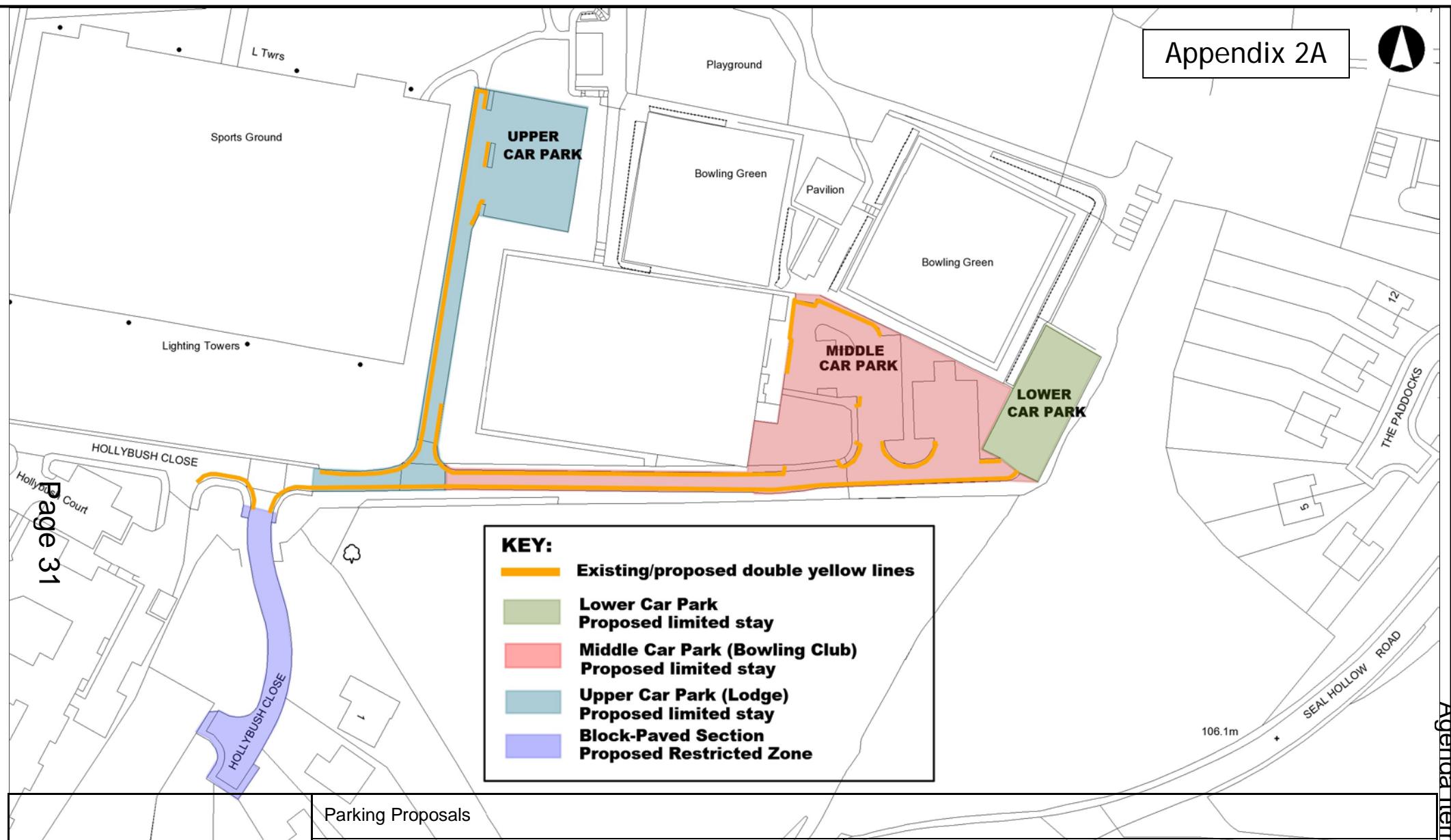
	<p>parking restrictions proposed in the informal consultation would do nothing to make parking easier for Cedar Terrace Road residents in the evening/overnight. So, actually, they wouldn't benefit from their permits when they are most needed. And, linked to this, why are the proposals also suggested for Sundays, when there would never be commuters or shoppers parking on Cedar Terrace Road? There have been many formal proposals over the years for "bits and pieces" parking restrictions throughout Hartslands: all responding to a particular perceived issue in a particular location. The vast majority have been thrown out at consultation. At a selective public meeting a few years ago, chaired by Richard Wilson, there was very clear demand from residents and shopowners that they wanted SDC to look holistically at the whole Hartslands area, and be creative over the creation of additional parking. The eventual outcome was a whole suite of proposals that actually reduced available spaces by double figure numbers! Thankfully, these proposals "died a death", but they also broke down any dialogue with residents and shopowners wanting this holistic approach. In early 2015, there were formal proposals put before your JTB for a whole suite of restrictions in the Hollybush Lane / Barrack Corner area, ostensibly to create more parking turnover for the shops. Whilst this was very laudable, the actual proposals, as designed, would have negated any benefits created. Despite my impassioned request at the March '15 JTB that all proposals should be put on hold and a holistic "survey and design" process should be undertaken for the whole Hartslands area - not just around the shops - some of the proposals were implemented piecemeal. (Although, interestingly, I still don't believe some of them are legally enforceable, which rather defeats the rush to create them!). However, one JTB member fully understood what I was asking for - a holistic consideration of the whole Hartslands parking issues - and this was reflected in the minutes "... and the SDC and KCC local Members should work together to look holistically at parking ...". It has sort of fallen to me to push this forward from last March, and unfortunately heavy work commitments have stopped me being able to take this on. But it is still incredibly frustrating that, only 9 months from this JTB resolution, there is, yet again, a piecemeal approach being taken. I look forward to hearing from you shortly with a proposal to meet to discuss a holistic approach to the Hartslands parking issues.</p>
42	<p>1. Having instigated parking bays in Cedar Terrace Road, all day 'station' parkers and visitors to the shops in Holly Bush Road will be pushed down into Cobden Road/Allotment Lane/Quakers Hall Road. I live at the Quakers Hall end of Cobden Road, and employees at the offices next door to Cobden Court Flats regularly park in the aforementioned roads despite there being space in the courtyard where they work. In addition, there are all day parkers by residents of Bethel Road. It is now extremely rare to obtain a parking slot in Cobden Road at any time of the day or evening. 2. In view of the above, I therefore suggest that a further consultation is considered with a view to also having residents' only parking in Cobden Road. 3. I understand that apartments are either in course of construction or with planning permission to build on St. Johns Hill with no provision for parking of any sort. The bus service available is one once per hour, to my knowledge. There will be further pressure on Quakers Hall Road/Allotment Lane/Cobden Road as a result of these decisions.</p>
43	<p>We write in regard to the Cedar terrace parking consideration under discussion at the moment. As a resident of Cobden Road we would have significant concerns of the impact the proposed residents parking would have on Cobden road itself. Cobden Road is extremely busy with cars, many residents have more than one.</p>

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There are two blocks of flats whose residents/ guests may not always use their parking and an office with a car park that remains largely empty most of the time with members of staff parking on the street. This coupled with commuters avoiding parking charges nearer the station and the regular flow of shoppers, builders and restaurant goers means a large numbers of people parking (or trying to) on Cobden road. Many of the above would also use Cedar terrace, however, the proposed changes would simply push the majority of Cedar terrace users (except the residents and their guests) down the other roads and most obviously Cobden. We believe that if Cedar terrace becomes a resident's parking zone then Cobden road must also. This would be the only way to ensure that residents are able to park as a priority. We have a 17 month old child and the prospect of having to make further loops of the neighbourhood in pursuit of a parking space is concerning and unfair. As it is, we often can't park on Cobden road which is very inconvenient especially with all the paraphernalia that accompanies babies and toddlers - indeed on many occasions we have to park as far away as the roads near St John's primary school. We are one of many families living on Cobden Road. Please let us know if there is an opportunity to formally object or indeed any other way in which we can contribute/ share our views.

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Appendix 2A



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Agenda Item 5

Parking Proposals

Hollybush Close, Sevenoaks

Scale: 1:1,250

Date: December-2015

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DISTRICT COUNCIL

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PARKING PROPOSALS HOLLYBUSH RECREATION GROUND CAR PARKS AND HOLLYBUSH CLOSE, SEVENOAKS

INDIVIDUAL COMMENTS RECEIVED VIA THE ONLINE SURVEY AND E MAIL

No.	Response Text
1	Reduce parking process Stop runners using the car park if they live locally (within a 10 min walk) help out the users of the bowls club the elderly may stop coming otherwise
2	Parking should benefit the members of the bowls club
3	Been a member of the Bowls Club before it was built. The situation is exasperating daily.
4	I park longer than 5 hours
5	increasingly difficult to park when attending bowls club. Members thinking about leaving
6	local users of the complex only max 3 hours. Redeem voucher at bowls club
7	Are jogging groups using the parking facilities for unrestricted parking.
8	increasing difficult to find parking space
9	members of the bowls club, finding it impossible to park
10	permit holders to park in any car parks on site
11	No parking
12	runners park where the tennis courts are, leaving parking for bowlers.
13	Car park busy especially Tuesday from 8.30am and completely full
14	Do not like using the car park. Weight of bowls makes walking not possible
15	It is impossible to park when going to any classes
16	Go to monkey music. Always difficult to find space
17	Parking should only be for people using the bowls centre. A limit on duration would manage this
18	Parking is very difficult on Monday mornings as a lot of spaces are taken up by joggers. They could park at the other entrances to Knole Park. I have stopped playing bowls on a Tuesday mornings as parking is nearly impossible at that time of day. I might consider stop playing on a Monday too unless something is done about the joggers - I wont be the only one. I am 81, I think the health of we senior citizens is an important as that of the joggers
19	I attend the Slimming World Group (SWG) at 11AM and often have problems finding a parking space in the bowls centre some mother + baby spaces would be appreciated greatly.
20	As both my wife and I are members of the bowls club we play in matches against visiting clubs and would need to be able to park for more than FIVE HOURS.
21	Sevenoaks Indoor Bowls Club - Serious parking problems: [Paper Document

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	<p>Provided to SDC Parking team] To begin with I would again bring respectfully to your notice the following activities at this club and why we require all the Parking Areas: - Club Session Roll Ups Monday , Wednesday & Thursday mornings between 43 & 56 bowlers attend during Autumn/winter time. - Club Leagues throughout each week. - Competitions and friendly matches against other bowls clubs week days/weekends. - Bowl & Eat to introduce non-bowlers to the club various times. - OPEN DAYS for visitors to view the club and join as a member.- Spoon drives, Coaching & Social Events. - We require parking for visiting clubs - Sometimes for a coach. - We raise funds each year for different charities. - Tuesday each week we have several groups of men and woman of various disabilities bowling - helped by their carers and volunteer members. *The outdoor bowls club situated next to use require -Parking from April until October. - We have rooms which are hired for various celebrations - Weddings and Birthdays etc. - Monkey music/activities for pre-school children (Several times a week) - Slimming World on Tuesdays. - Meetings; Catenians, Lions Club, Business Meetings etc.- Bridge on Monday & Wednesday evenings. Members of this club play substantial subscriptions and then pay gain to use the rinks. ** I am be greeted by members saying if they're unable to park they will leave the club - unfortunately, some have already left **</p> <p>QUESTIONS: Is it your intention to close down this particular club? and deprive senior citizens from a popular and healthy sport? also, it is a great venue for people on their own to enjoy mixing with other bowlers and making friends. Who pays the rent, electricity, gas etc etc in this building? it is NOT the people parking for FREE. This now brings me to the people Parking for FREE (Who do not belong to the club) SEVEN groups of joggers, TWO groups of ramblers, shoppers and employees in Sevenoaks, in fact, anyone who wants free parking. The undersigned has been a member for sixteen and a half years and it is only the past year this problem of parking has arisen. May I respectfully draw your attention to the following information - On entering Hollybush Close going towards the bowls club there is a signpost erected on the left side by the council stating the following:</p> <p>'Parking spaces within this leisure complex are for the use of the users of the facilities ONLY. Access roads and parking spaces in the complex do not form part of the public highway.' With reference to your questionnaire, how can we expect anyone to keep watch on two hours parking limit etc? Will you have meters in place and a warden checking all day - every day? To ALL the people using this club the parking has become very serious matter.</p> <p>Note: 50+ Signatures in agreement with message above which was attached to the document that was sent into SDC.</p>
22	I CAN'T PARK OUTSIDE THE HOLLYBUSH CENTRE FOR MY BABIES MUSIC CLASS.
23	The facilities around Holly Bush will have difficulty operating unless this parking issue is addressed.

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24	I bring a little boy I look after to groups here. Also, I do an we class (SW) too. We tend to leave home early for class to make SURE we can park. It would be nice not to have to think about parking availability anymore.
25	Members of the Sevenoaks Bowling club should be able to use any of the car parks. As should any people who leave a permit to use the sports facilities.
26	Permit holders should be allowed to use Upper, Middle and lower car parks.
27	Permit holders should be allowed to use - Upper, Middle & Lower car parks.
28	I do not understand the councils policy RE; The hollybush car park. It was obviously created for the use of persons using the facilities and not for general use, there is also a relatively new sign stating that it is only for those using the facilities - although it is too high to be read when driving past. How can the council erect such a sign and then say parking is available to all and Sunday? The indoor bowls club lost several members this year due to parking problems and a number of others are still considering their positions. If you wish to give some free parking to individuals not using Hollybush facilities I suggest the car park behind the Stag Theatre.
29	Bowls is very important to me because at my age I need to keep active to be able to continue to live alone. (87 Yrs Old)
30	As a member of the indoor bowls club sessions last 3-4 hours allowing time to play change and socialise. At present spaces are taken by people who are not involved by adjacent facilities - Some help is needed!
31	The regulations need to be designed to help users of the park throughout the day. Excluding all day parkers will make a major contribution, but the impact on nearby streets needs to be monitored. It is not clear whether the workers parking which will be displaced is for Sevenoaks station (which has grown journeys recorded by over 40% in the last 15 years) or for workers in Sevenoaks town centre. Extra parking provision at or near the station, and also better bus links to the station, are both urgently required as the numbers of commuters will continue to rise. Unless this is planned for there will be parking and traffic gridlock in residential roads on the north side of the town It would also help park users if parents collecting pupils from the next door school could be encouraged not to clog up the car parks around 4pm.
32	Presumably the Car Park was originally provided for users of the recreational facilities. This restricted use should continue. If you cannot park you can't use the facilities.
33	Too many people are parking who do not use the sporting facilities.
34	A 2 hour maximum stay would not allow us (and other monkey music families) to enjoy a picnic and the playground after a monkey music class. A 3 hour maximum stay would allow for this.
35	Please do not introduce parking charges for short term (less than 2 hours) users, and then just a minimal charge for an extra hour to enable a reasonable walk/ use of recreation facilities with children.
36	Simply put, please where are Sevenoaks Town Workers meant to park ? You

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	are going to close businesses down in the town as workers will have nowhere to park. Please stop preventing us from parking. You are preventing us from working.
37	Consideration needs to be given to where commuters will park next in the local area and this needs to be pre empted, for example I have seen a car parked totally on the pavement on the corner of Holly Bush Lane and Holly Bush Close, south east corner.
38	I support any scheme that allows local residents (Sevenoaks) to use facilities at Hollybush rather than commuters parking there for free with no intention of using local facilities.
39	need more disabled bays please bare in mind many bowls club members are of an age whereby they rely on driving to get from A To B
40	As a member of SIBC I favour the use of permit parking alongside time restriction. A time limit would restrict the use of the parking to recreation users i.e dog walkers, runners and the permit would allow members of Sevenoaks Indoor/ outdoor bowls and visitors to stay for the length of their game which can be longer than the time limit I have ticked. It is important that bowlers can park near the club house as bowls and accessories are heavy to carry. The majority of our members and visitors are over sixty.
41	I think parking at Hollybush Recreation Ground needs to be seen in the wider context of increasing traffic and parking issues in the whole Hollybush and neighbouring area, which will only be exacerbated by the opening of the new Grammar School next year. In my view, the Council should look at overall traffic and parking management in the whole area. In the absence of a broader traffic and parking plan, I would not support changes at Hollybush in isolation, which will only push parking problems elsewhere and worsen existing problems for residents in the neighbouring areas.
42	The blocking of parking by all day commuters has been an increasingly frustrating issue for some time. Hollybush should not be used for all day parking but this issue clearly needs addressing. Whilst retired myself, I realise workers in the town need to park somewhere at reasonable cost. Instead of yellow lining the whole town and restricting car parks there does need to be somewhere for them to go.
43	Unless something can be done to stop commuters blocking the car park, the recreational facilities will become less economically viable as users will go to alternative facilities where they can park. Loss of the Hollybush centre will be a great loss particularly to the retired community impacting on their ability to undertake appropriate exercise and maintaining health & mobility.
44	I have used Hollybush Rec and Hollybush Cafe for 7 years and parking has never been such an issue. There used to be ample parking for the people that use the facilities but it has now become impossible. Some days it is full up by 8:30 in the morning and the coffee shop isn't even open then! You see

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	the workers parking and heading off on foot to work and leaving their cars there and those of us that use the facilities cannot park. I think a 3 or 4 hour free parking would be good to deter people leaving their cars and not using Hollybush rec and its facilities. I support the parking permit idea for staff etc that work there as long as they don't have to pay for the permit. This would seem like a punishment for other people who have been parking their when they shouldn't and just a money making scam at the expense of people who probably don't earn a great deal . Part time and full time workers in Sevenoaks town , or commuters should not be using this car park and any review should prevent this and encourage families and club users to be able to use the facilities and park there too.
45	A max stay period seems reasonable and will stop commuters but will not stop those who use the car park for access to the parkland rather than the bowling alley. I have had to use out of bay parking when I have had to choose either that or my son misses his class that I have paid for.
46	I never have problem finding a space , occasionally parked out of bay but no obstruction to other road users. Not many playground have free parking and it is one of the nicest feature of this park don't worry about the time limit, apart from staff, no one is there fit the whole day. So I think it's fair to issue staff permit. But not to family with bike and picnic and several children or sports practice.
47	It makes no sense for commuters to park around hollybush. Most users of the leisure facilities are short term visitors and to keep the cars moving through I restricted time period makes sense. Stopping parking on edges of roads also seems unfair given the clear observation that there is insufficient parking available. For those of us arriving for a class (eg monkey music) we don't have time to find the carpark full and drive off for an alternative.
48	Allowing less than 4 hours on a Saturday or Sunday will not allow hockey players enough time for their preparation, match and teas. However, during the week this might enable people working part time to park and I believe that parking should be for Holly Bush recreational users or staff only. A solution might be to have a shorter limit of 2 or 3 hours Monday to Friday.
49	It would be helpful to be able to park for a period of a few hours as with a small child this enables you to use several of the local facilities in one visit eg. Classes at the bowling club, playground, playing field and cafe.
50	At the moment the car park does get blocked by commuters who leave their cars there all day and block the spaces for other people who want to use the park and coffee shop for recreation. I would like to see some restrictions but not ones that will mean you can only park for a very limited time. If people are going for a run having to be back to rescue their cars after two hours will be very limiting and obviously affect the coaches who run businesses that rely on people turning up. This area provides a place to get away from the pressures of life and I would hate to see parking restrictions that change that. I would suggest a longer period of time such

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	as five hours will deter the commuters but still enable others to enjoy the area around the car park - and for the charges to be minimal.
51	Membership of the bowling club is quite expensive, plus there is a fee for the rink everytime you bowl. if parking fees/restrictions are imposed I along with others would give up my membership
52	If the proposed measures to limit commuter parking in the Recreation Ground car parks are successful - and I very much hope that they are - further measures will need to be taken to restrict commuter parking on adjacent roads. where pressure will increase further These include Holmesdale Road and the whole of Serpentine Road. Both of these roads urgently need a mix of Residents only parking and No parking as emergency access - to say nothing of normal quotidian domestic access - is currently severely restricted and safety is dangerously compromised at the crossroads of Serpentine Road and Bayham Road.
53	Introducing restricted parking in the Hollybush car parks will not address the mounting problem of non resident commuter parking but merely move it to the already overcrowded local roads. Have cost/benefit studies been done of providing facilities for commuters where they need them ie near the station. This area lost its character with the closing of the market and the needless destruction of the Farmers pub and replacing it with a longstanding eyesore. What are the pros and cons of multi-storey facilities over the existing station parks or the Farmers site? Such a measure might be considered aesthetically undesirable but it not be out of keeping with the Telecom building.
54	These proposals are excellent and long overdue!
55	In my opinion, and many other workers, feel that Sevenoaks is not providing suitable long stay car parks to the point where is becoming no longer possible to be able to work in Sevenoaks. Furthermore, the current long stay car parks are too expensive for workers.
56	I walk my dog through Hollybush Park regularly. I have seen commuters arrive early park along the access road to the main car park and walk off to the station. I think it is very unfair for all the mothers who want to park to bring their children to the park and to all those who use the wide range of sports facilities. HOWEVER , I have also seen the dramatic increase of commuter parking all along Bayham Road and the top half of Serpentine Road. At the moment commuter parking has not been much of an issue along my stretch of Serpentine Road which runs from Bayham Road at one end and down to Seal Hollow at the other end. I do though fear that with restrictions put into place at Hollybush Park the commuters will simply move to our road which would be appalling. the vast majority of homes rely on street parking outside each house and if we cannot park in front of our own homes it would be dreadful. Please , please consider the knock on effects of whatever is planned. We also have the very large Gloucester House at the end of our road which requires space for visitors to park freely.

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57	Would suggest that the maximum stay period could be longer for the middle/lower car parks. I've been to the bowls centre for training courses, some of which are all day. Or some kind of pass. Or to have a maximum stay of 2 hours between 7 and 9am (similar to around the station) - I walk my dog in the park between 7.30 and 8am and the commuter spaces are mostly taken by then.
58	I am a member of the bowls club and therefore feel I should have free parking entitlement as part of my annual membership. When I am playing g bowls I need to be there for 3-4 hours.
59	As a Bowls club member I feel we should have a parking permit issued at no cost as part of our annual membership.
60	The car park arrangements at Hollybush have worked well for years. Why change now?
61	Working in Sevenoaks on a low wage, parking charges are extremely detrimental to my pay. The long stay car park is usually full too. Also working in retail, you are well aware that the parking time restrictions cause low footfall; more often than not, customers are rushed due to this. This pushes even local people to go elsewhere such as Bluewater and Lakeside. These restrictions do not help encourage either work or trade in Sevenoaks - surely, we want this lovely town to thrive...?
62	Bets to restrict parking for a max of 3-4 hours inorder to stop commuter parking. That way people like me with children can use the car park for its intended use, ie/ recreation.
63	I would like to know where the Council expect people who do not live in Sevenoaks, but work there, to park. I spend up to an hour a day driving around long stay car parks trying to get a parking space when I come to work. I often have to park in short stay car parks and then go out during the day to try to find another parking space because I am not allowed back for at least 1 hour, much to the disgust of my bosses, who moan about the fact that I spend so much time out of the office trying to park my car again. I applied to the Council for a parking permit only to be told "we have no spare spaces in Sevenoaks, you will have to go on a list". I have been on the "list" for 7 years but have still not received a parking permit. The one that was issued to me was in completely the wrong area I asked for and caused me to receive a parking fine. Every day coming into Sevenoaks, and going home, I pass parking places with lots of space free, but a permit is needed to park there - and according to the Council, they can't issue one! It might help matters if the parking area at the Vine Cricket Ground was marked into parking bays with people who insist on parking over 2 bays being fined. It would make it fairer for people trying to find a space, and would also result in the Council obtaining the correct fees.
64	commuters and lower workers parking dangerously on double yellow lines near a junction, free of charge.
65	Car park is always very busy, the elderly that use the club have to park close by.

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66	I have twice been unable to park to use the childrens facilities for my grandchildren.
67	There is insufficient parking provision for those involved in recreational use. The council should have regard to legal professions in leased accommodations
68	As I work 8-5.30 Monday - Friday the parking is ridiculous!! I have to get in early just to find parking and to stay in the long stay car park it takes up most of my wages!! Parking permits are no good as you have to go on a waiting list!! We need parking especially for people coming into Sevenoaks as this also keeps all the local shops income as we all use the shops. There needs to be some sort of parking for people coming into Sevenoaks but not extortionate prices!! Please sort this!! it is getting stupid!!!
69	I will send a separate email shortly with my comments
70	Firstly, I am extremely disappointed in the way that the notice was displayed in the carpark itself. It is small and barely visible, clearly the intentions of the council were for this notice not to be seen by regular users of the carpark. Secondly I'd like to bring to your attention my annual salary - £17,500 per annum. If I were to park in the leisure centre parking at £4.60 a day, the cost would be roughly £1200 a year. Which I CANNOT afford. To be honest, that probably wouldn't be a problem anyway, seen as there are rarely any spaces left free after 08:30. Another option perhaps, would be to park on the Vine at a cost of £2.60 a day, roughly £690 a year. Do you think that I can afford either of those options? No I cannot. But again, with space for a maximum of 30 cars, there are never any spaces after 08:30. If you were to provide a more affordable local permit I would be more than happy to spend perhaps £35-£40 over a 12 week period in order to use the available permit holders only spaces. I work in sevenoaks, but if this free parking is taken away, myself and a number of staff in this one office will no longer be able to afford to work here. You will be significantly detracting from the local economy, causing companies to suffer and forcing people out of jobs. It is absolutely disgraceful and does not - in my opinion - represent the true spirit of the Sevenoaks community.
71	As an employee of a company based in Sevenoaks, I would like to see parking available for the people who come to Sevenoaks to work. Perhaps some kind of permit scheme provided for those people who are working in the area and providing a service and support to the local community would be a way to go about this. I understand the need to prevent those commuters who park all day and travel out of the area via train, but do think it is unfair for people who have to be here in Sevenoaks all day.
72	As a commuter for a local company we bring business to Sevenoaks and contribute towards the other small business in the local area. Too expensive! To park everyday in the long stay , which PLEASE NOTE - there is not enough spaces , would cost £1200 a year or nearly £690 to park at the vine, WHICH AGAIN, there is not enough spaces. I would probably have to get another job as having to pay or move the car once or twice a day will

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	not work out well for the company as there would be 10 (or more of us) having to leave to move cars etc.
73	I have had trouble trying to use the upper carpark when taking my small children to the playground or to classes on the tennis courts because the carpark is full of large cars picking up teenage girls from Wally Hall. At pick-up time the upper carpark is full of cars with drivers waiting in them, often waiting in areas that are not parking spaces, making it a) impossible to park and b) dangerous to walk through with small children. Surely the girls could walk a bit further so that the cars can park further away and not right next to a playground? Obviously a maximum time period for parking won't help with this issue, it needs to be taken up with the school. NB I stopped taking my children to classes there over a year ago so it's possible that this issue has been dealt with in the meantime.
74	If you restrict parking in yet another area of Sevenoaks where do you expect the low paid part time workers to go. Having now worked in the town for 26years I have had to find free parking further and further away from the high street. Only working 2 days a week it's no good getting a permit. The cheaper parking areas like The Vine is full by 08.30. The long stay car park if you can get a space is very expensive and full by 8.45. Where do you expect us to go, or do you want us to give up work in your town?
75	Primarily parking in park should be for the use of park users or local shops.
76	This is not a solution to commuter parking in Sevenoaks. The progressive introduction of parking restrictions spreading out from Sevenoaks Station, and the increase in parking fees for the Town Centre, has predictably led to the displacement of all day parking into residential roads increasingly far from the Station and the Town Centre. Distance is no obstacle for those who cycle to the Station on fold-up bikes kept in the car boot. These proposals may free up space for recreational parking at Hollybush, but they will only serve to create the same problems for other local residents by driving commuter parking further into adjacent residential roads unless and until the Council provides affordable parking of adequate capacity, both at the Station and closer to the Town Centre. There are proposals for additional parking in the Buckhurst and the Station carparks, and if these were energetically and sensibly pursued without over-pricing , the need to restrict parking in the Hollybush area would disappear and the cost of installing and policing restrictions would be saved.
77	Support permit scheme for The Indoor Bowls Club. Only admin cost for the permit.
78	Permits should be issued to those attending sports facilities.
79	I live locally and I walk my dog regularly in Hollybush recreation park and surrounding roads. My dog gets anxious when we are trying to manoeuvre around the parked cars along the side of the road leading into the car park. I think if you imposed a parking restriction of maximum 3 hours it would stop the all day parkers but still give those who wanted to exercise or take

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	part in a sport or play with their children in the playground or the field enough time to do so.
80	none
81	When bringing the grandchildren to the play area and then pop into The Lodge, you could be there an hour or even four hours all told. You don't always know how long so it would be best if the first four hours were free and then there is no decision to be made. Why not put a notice up to the effect of four hours free. If someone made note of cars at say 9am and then if still there at 1pm then those car owners are spoken to when they return and after a few weeks they will get the message the parking is not for commuters. Backed up by fines etc.
82	Can these parking restrictions also apply to the parking area by the tennis courts as similar parking issues occur there.
83	Club stickers or year book to identify club users including visiting teams as some games can be quite long. If club stickers were implemented then these could act as permits.
84	Yes to long stay restrictions but out of bay parking should be flexible to allow for high demand events such as hockey matches
85	There are not enough parking spaces at Hollybush, but more bays can be created along the road leading in to the parking lot.
86	I use the car park very frequently in connection with going to the play ground with my children. I believe Sevenoaks in relation other county's and countries offer very little opportunity to challenge children motorically outside. Especially, above the age of 5-6 there is limited opportunities for climbing etc. It would be a setback for this younger age group if restrictions on parking would be introduced, possibly reducing parents willingness to go visit and as a result will stay indoors. In fact I would encourage the money you envisage spending on introducing parking restrictions would be put to better use by extending the playground, possibly adding new activities such as a climbing wall.
87	Clearly there needs to be restrictions put in place to prevent both commuters and workers in central Sevenoaks using the carpark all day. I use it with all my 50 odd runners twice a week and support the Lodge Cafe in so doing. Restrictions need to allow time for matches and runs plus post run match coffee 4 hours poss 5 would cover this. I see no reason why there needs to be permits beyond that save for one off events which could apply to yourselves for dispensation in advance for the day. The number of bays is too limiting already and parking on the lead in road to the upper slows cars and helps prevent accidents and allows more people to use it. Certainly it can not currently cope on Sat mornings. I would suggest you expand the parking to include the greats tennis courts by the upper and make it link with the lower carpark making a one way around system. One final point we use this carpark because it is free ... If it was charge for less than 2 hours we would go elsewhere away from Sevenoaks and thereby not be supporting local businesses.

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88	Don't make this a pay to play (park) scheme like everywhere else in Sevenoaks. Improve the no. of spaces for legitimate users of Hollybush i.e. parents taking their children to the swings, runners in Knole etc.
89	Generally it would be strongly preferable to minimise parking at and driving to Hollybush. The air quality in Sevenoaks is poor and roads are congested. In light of this it would be desirable to minimise or eliminate parking at Hollybush altogether. However this needs to be part of a holistic approach, involving practical measures to encourage cycling and walking (20mph zones throughout Sevenoaks, robustly enforced; safe, segregated cycle lanes making cycling safe, both actually and as perceived by travellers). There are two main groups who travel to Hollybush: parents with young families and people intending to participate in sports. Such people are generally able-bodied and perfectly capable of cycling to Hollybush.
90	Free use for recreational users up to 4 hours please. Suggest park & ride on old refuse site on the Otford Road or similar space for town commuters.
91	Currently if I turn up to the Hollybush Area, to park prior to a run in the local area (Knole Park or footpaths), then for a tea/coffee afterwards in the Lodge Café, and wish to park my car in the Hollybush car park, in front of the Lodge Café, then I have found that the car park is often already full. Not sure who uses this car park, but I think it is either shoppers, or shop employees. Seems most unfair, some sort of restricted parking period, would surely prevent this, as long as it is free.
92	The recreation areas offered in this area are valuable to the community and enjoyed by the residents (and their visitors) of Sevenoaks. A lot of activities which take place happen on a regular basis and parking for a set period is a requirement for many. Parking should be provided free of charge, but at the same time sufficient parking is needed for all the different groups of people visiting the area. I wholly support limited parking, but the duration would need to be 3-4 hours, as is typical for an activities, plus the socialising that comes with it. My comment is that the fact that drivers feel the need to park there all day for free whilst using facilities in town suggests that the charges are prohibitive and the council should look into more economical options, eg cheaper long term stays in town.
93	Sometimes we have difficulty parking because the car park is very busy. It would be nice to have the facility for just the sport clubs which are generally well used. I know that this probably difficult to achieve.
94	Bowling Club would collapse if Members were not permitted to park outside the club
95	I would go for a 3 hour restriction as although most people can do their activities within 2 hours, in the summer parents come with children during the day and picnic and play and might stay a bit more than 2 hours.
96	There is no reason to alter present parking arrangements. Any new restrictions will only make motorists life more difficult than it already is. I suspect that this survey is more to do with raising revenue for the council,

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	than concern for motorists, residents or facility users.
97	Exceptions should perhaps apply if there is a special event taking place for a whole day. I think, though, that there is an artificial problem here in that the Council unreasonably insisted on the all-weather pitch being created at Hollybush. We were told in the late 1950s that the old SUDC tip (opposite the present Sainsbury's) was earmarked for future sports use, and that is where the all-weather pitch and indoor bowls should have been located. It would have been much more suitable for visiting sports teams, especially if coming by coach. Last night there was a Volvo 9700 negotiating the entrance to Hollybush and there would not have been such large vehicles needing to thread their way into Hollybush had the newer facilities been located elsewhere, e.g. the Otford Road site.
98	Obviously the Hollybush area needs to give access to emergency vehicles, but due to the variety of facilities including running clubs, and Bowls club Members needing parking every day, it has been necessary for some people to park on the road adjacent to the Bowls club, making it congested at times. I wonder if permits and time restrictions will help this situation, even though I have supported them. Expensive charges for parking in Sevenoaks town for those working locally in the area is a big problem, permits work only if there are enough places provided.
99	without parking facilities at the sporting complex the facility would be unable to continue to operate. The money needed to keep the complex open is subsidised by the sub letting of the rooms in the indoor bowling club. Without this additional income the facility would not be a viable proposition. The whole complex is an asset to the town and without parking facilities not one part of the sporting clubs would be able to exist
100	I hope members of the Sevenoaks Indoor Bowls Club will receive a parking permit
101	Commuters and town workers parking all day in Hollybush means that people visiting the Hollybush rec, tennis courts, cafe, bowls centre or the Age Concern site find it difficult to park, with traffic often spilling over into the surrounding roads, adding to the already congested street parking. This is particularly acute during the afternoons at the end of the Walthamstow Hall school day (around 4-4.30pm), when parents wish to park briefly and wait for their children but clearly cannot find a space in the Hollybush car parks. They therefore often end up parking across drives in Avenue Road or double parking in our wide road. I would favour restricted parking for these reasons.
102	I use the parking for the facilities at holly bush. I run from there too which has help with health and fitness. I know we only park for a few hours and we don't over stay and I would hate to say some of us couldn't afford to run and pay for parking.,I think a maximum 4 stay would please everyone using the park bowls etc and runs. It gives everyone enough time to do there recreation and have coffee/tea too.

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103	Although playing first thing on Wednesdays I have no problem getting a parking place, I do understand that there have been problems later in the day. Certainly the car park gets very crowded later in the morning. This limited experience suggests that while commuter parking may not be a huge problem at present, some control is necessary.
104	I do not believe that any changes should be made. People parking there for long term is not causing any harm to anyone. Parents in the morning dropping their kids off is causing more harm and hassle more than anything. I personally feel that all parking around the town centre should be decreased then maybe not so many people would use the holly bush parking facilities if it is such a problem. I also believe that all local workers should be given a permit to park within the large parking areas with a discount. Paying £5 a day is unacceptable and works out some people paying over £100 a month just to park.
105	Hollybush recreation ground is a very important amenity for people wanting to run, play tennis, hockey, football etc and also for young mothers with young children using the playground. Please do not spoil this amenity by introducing unreasonable parking restrictions or charges.
106	The problem of parking has been exacerbated by people who work in Sevenoaks parking at Hollybush for the whole day (especially since M&S opened). If parking was restricted to 3/4 hours this would not happen.
107	I am a new resident, the obstruction caused on entering the Close is very apparent.
108	Happy to support and scheme for better use of the recreation area
109	Working with young children & there parents we are finding that parking is such a problem & they either are late for class or just cancel their classes due to the parking. It should be a car park for customers of the facilities not local workers or school busses which take up 2spaces at a time. Seen so many staff from local shops that park & just walk up the hill.
110	I suggest a similar system to Otford in which you are not charged for parking, however you do have to take a ticket to prevent a fine. I also support the restricted time parking to prevent commuters parking there.
111	The parking arrangements at the moment work well. I use Hollybush Park at both weekends and during weekdays and never have a problem parking. Please do not mess around with the current arrangements which work well
112	I am a member of the Sevenoaks Indoor Bowling Club and require to park at the Club at least twice per week. On occasions the car park is well used by many non club members, which can create a problem for us.
113	Every time I visit Hollybush it is either impossible or extremely difficult to park. This never used to be the case (having been a Sevenoaks resident and used the park for a number of years). I often go to Hollybush at 0845 to now discover there is no parking or it is limited. When I am fortunate to get a space I watch workers park in the car park. These people are not using Hollybush itself and are depriving locals from: taking their children to the playground/activities at Hollybush, walking their dogs, exercising in the

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	park, enjoying the cafe etc. It's extremely frustrating particularly when this is the only decent playground in Sevenoaks. I sincerely hope action will be taken to prevent people from parking there all day.
114	Often, when I have arrived to play tennis I have been unable to find a parking space. This also applies to the parking area at the other end of Hollybush near to Homesdale Road
115	Whilst I generally support a permit scheme to enable longer stay parking for local organisations I am always concerned that such a scheme will be abused in the future. Consideration must be given to imposing a strict limit to the number of permits available under such a scheme in any given year. Hollybush Close was built as a residential development and was not designed to accommodate on-street parking. I believe that the council has provided ample parking spaces for out of town commuters to use, provided they are willing to pay. Sevenoaks residents pay a premium to live within Sevenoaks and enjoy the local facilities. I do not think it is fair that commuters who choose to live outside of Sevenoaks feel they should be entitled to park in a residential neighbourhood spoiling its ambience. Hollybush Close is located within a conservation area. No on-street parking should be permitted in this area.
116	Longer stay permits should only be used by the named person/car when they are there for club business
117	I attend Monkey Music classes in the Indoor Bowling Centre and regularly using the play park with my young children. Parking is almost impossible and it makes using the park very difficult. We're often late for class as there is nowhere to park.
118	I don't see any problem with the current situation. The council should clarify what research or specific feedback from which parties they received that suggest such a change is needed.
119	I understand that staff at the Hollybush Cafe find it difficult to park near the cafe at times because of people leaving their cars in Hollybush and walking to work somewhere else in the town, or possibly even commuting elsewhere. This seems to me to be an abuse of the parking facilities in the park.
120	The car park at Hollybush should be available for the users of the recreation ground and cafe, and local groups such as the joggers groups and sports clubs. However sufficient parking should be provided for the workers of the businesses in the town centre. Any redevelopments that increase retail space (eg Marks and Spencer) should be required to provide sufficient parking for all staff as part of the plans.
121	Something needs to be done. Before a great facility is lost
122	I feel that for a maximum of 2 hours parking should be free and then for 3 hours and 4 hours it should be charged.
123	As a pedestrian with children it would be great if you made the area more pedestrian friendly. The speed limit also needs to be enforced.

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124	On occasions no spaces are available caused by non-members of Sevenoaks Bowls Club parking inconsiderately. Would it not be possible to issue permits to paid up members of the bowls club?
125	As a local resident who also lives on a busy road which is often blocked by commuter vehicles, I feel the frustrations of those who either live in or use the Hollybush area for recreation. HOWEVER - there isn't sufficient parking in town for office workers. I have colleagues who are forced to park on residential streets or in Hollybush car park because there simply are not enough long stay parking spaces in town. The only long stay car park (Buckhurst) is regularly full by 8:30am, meaning that the only option other than parking in residential streets is to move your car 3 times between short stay car parks during the working day, and pay a total of nearly £10 for the privilege! At £50 per week or £200 per month this is outrageous, especially for those who don't work in high paying jobs. So what I am suggesting is that yes, restrictions should be put in place in residential streets and at Hollybush, but the Council needs to ensure that before they do this there is sufficient long stay parking in the town centre, otherwise the problem will simply shift to another residential area.
126	I think something needs to be done re the parking at Holly Bush although making parking too restrictive could put people off using the facilities.
127	-
128	Hollybush public car park appears to be dominated by Sevenoaks retail workers who obviously wish to adopt a free parking space. The recreational facilities are now almost impossible to access midweek without parking some distance away. I feel the parking should be restricted to those using the area for recreation, hockey, cafe, playground, exercise, and not for the retail community or the commuter
129	The entrance road leading to the upper carpark has yellow line only one side assuming restricted time parking will be available on one side of this road- I assume bays will be painted here? Could this not also be possible on the entrance road to the middle carpark, the current proposals put yellow lines on both sides of this entrance road. This will increase the number of restricted time parking places, as the facilities of Holly Bush are very well used and would not restrict access to the middle car park. Previously to cones being placed there sometime ago it was used without a problem for parking.
130	The inability to park puts me off using the facilities, I drive a people carrier and find I am not able to park in the designated parking areas in the surrounding roads as they are not wide enough without scratching the car as the hedges protrude into the parking space and I don't want a parking fine. The council and government want us all to do more exercise but the lack of parking is stopping runners, walkers, cyclists, bowlers and tennis players in being able to park to go and do their exercise. Mums are put off going to the lovely play area as they cannot park and the cafe will suffer if we do all support it. I tried to park at 8.30 this morning and couldn't and

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	there were no spaces at 11.15 so who is parking there for the day.
131	I have been using Holly bush recreation ground now for just over a year and the parking has got increasing worse, I have seen a lot of staff from marks and Spencer's parking up all day and NOT using the recreation ground.I personally feel that a maximum stay of 2 hours would resolve the problem, I would also be happy to pay and display, in Otford where I live, we had a problem with the recreation parking and now have a pay and display meter which seems to be working very well indeed, you get the first hour free but must display a ticket and then the second hour 50p and then it should increase by hour maybe £1 per hour thereafter?? I hope that this matter will get sorted out and that the parking will improve.
132	Currently it would appear that commuters using Sevenoaks Station and people who work in Sevenoaks are using the Recreation Ground FREE parking facilities to park all day. They arrive early (pre 8.30am) so that when people using the facilities at the Recreation Ground arrive it is impossible to park anywhere near the ground. A limited free parking period would be ideal for the Recreation Ground users. Families wanting to use the children's playground are finding it impossible as there is nowhere to park. The Lodge Cafe must be losing out on potential customers as there is nowhere to park.
133	At present it is difficult to find a place even for a 9.30am Match.
134	There isn't enough parking at the moment. I don't see how you can have less?
135	It has been identified by users like myself that staff at Waitrose are parking particularly in the lower car park then going off to work for their shift.
136	I have used the parking at Hollybush regularly for several years, to use the park with children, and as a base for running with local groups. It has definitely become a problem for users of the Hollybush facilities that all-day parking has increased so much. I love that it is free, but would welcome a restriction on time, provided it is sufficiently generous to allow genuine users to use the facilities without worrying.
137	I (try to) use the car park at Hollybush on average twice a week to use the playground and café for my son or to meet with friends. The majority of the time it is impossible to park and I end up having to park on the main road near Walthamstow Hall Senior School, but this is not always possible. It is a shame that if you want to use the park and the facilities it is very often the case that you cannot actually park!
138	There is no reason why some people should be able to stay longer than others. Equal opportunities for parking should be available to all who want to use this valuable public open space. It is bad enough that some of the previous open field space has been covered over with minority-interest sport pitches - giving these minority groups additional parking privileges at the expense of those using the land for its intended purpose is unnecessary.
139	The recreational facilities at Hollybush are suffering because of lack of parking for users of the centre. Permits would go some way to resolving

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the problem	
140	There is not enough parking in Sevenoaks. The two long stay places are very busy or people park ridiculously so it does not utilise space. I work near the high street in an office and there is not enough space to accommodate local businesses. I hope they don't make it restricted access as it may mean businesses in Sevenoaks will suffer
141	There are spaces in the car park that are not marked bays but allow 2 cars to park there without obstructing others. When busy we also park down the right hand side backing onto the Hollybush Indoor bowls. This also does not cause any obstruction so perhaps both of these could be marked as bays adding possible 8-10 spaces.
142	I dont think people that use the facilities at Hollybush should be penalised because of the commuters so putting in a maximum stay of 4 hours should allow people to use the facilities but stop the commuters.
143	As a member of the indoor bowls club it has become very difficult to find a parking space at the club.
144	Places should be for users of the Bowling, Play area and Cafe. Runners should run to Hollybush and not take up the parking from above.
145	It is not right that people wishing to make use of the various facilities at Hollybush should have trouble parking because of the cars which are taking advantage and using it as a free park. All the lady runners for example that use it to congregate for their run in Knole Park - they could meet in Blighs and pay or alternatively, run from home! Are all the disabled bays necessary? Perhaps it is a requirement for the Bowls Club?
146	I can completely understand the frustration of residence near their houses, however as a person who travels 15 miles each way to work in Sevenoaks I do park in the upper Hollybush car park and do not have an option to pay to park as the long stay car park is £4.60 and often fills up by 8.30-8.45. The vine , which fills up quickly and often has badly parked vehicles so you can not maximise the space there is still £2.65. If I were to park at the long stay and managed to get a space every day for a 5 day week is £1200 a year , a months wages on parking alone not to mention petrol, mortgage, bills etc . The vine would be £678.60 again the chances of getting a space is extremely unlikely. Once again I can appreciate the reason behind doing this and I do sympathises with the residences of the area. at the moment although a noticeable percentage of parking throughout the Hollybush area there is still ample parking for the mums who drop off, the running clubs, the footballers in the evening , the hockey and tennis clubs during the school holidays and so on. I feel if a limited stay came into place that was less than 6 hours-10 hours (which would be pointless) I would be in a position where I could not afford to come to work in Sevenoaks and I know I would not be alone.
147	As a bowls club member I find it very frustrating at finding a parking space when most are taken up by commuters not club members, and the mentality of some drivers there utter disregard of parking regs and

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	consideration of other drivers about where they park.
148	Ahh, I think I have said everything on the first page!
149	I fully support these proposals. As a resident of Hollybush Close the commuter parking in the Close has become intollerable over the last 5 years. It is hugely inconvenient causing as it does significant obstruction (the close is not a wide road capable of sustaining parking with adequate passing space) and makes the curve in the close effectively a blind corner which I am convinced will eventually result in an accident to another car or a pedestrian or cyclist in the close. Please note that the close does not benefit from a paved sidewalk. I look forward to this issue being addressed speedily because it has dragged on for a long time.
150	I am a regular Bowler ----- With a car Where else do I park it ????????
151	very keen to allow access as now to recreational users of the parking for park access. Also keen to deter commuter parking which is on the increase
152	Whatever restrictions are introduced there should be adequate provision of free parking of sufficient length for users of the sporting facilities and also the recreation ground and other open areas
153	Please bear in mind that this is a useful parking resource for those wishing to walk (and run) in Knole Park, a valuable free open air leisure resource for the community. Maximum parking should allow for a good half day walk.
154	As a longstanding member of the indoor bowls club, it has become increasingly difficult to park due to the long term parking of commuters and shop workers. The situation has become so bad that the future viability of the bowls club is now in question as bowlers need to park for several hours to complete a game and there is no other Parkin available. In other words, if bowlers cannot park, they cannot play and the club will fold. I am grateful that the Council is beginning to take steps to improve the situation as the parking problems at the bowls club have been going on too long.
155	For members of clubs paying both large membership fees together with usage fees it is infuriating and unfair to find no parking available - particularly when involved in team matches.
156	It would be a great advantage to our members if the car park was only available to the indoor and outdoor (bowls) clubs. Frequently runners using Knole Park leave their cars in the car park and players turn up with no where to park. Our club hosts matches with other clubs who expect to be able to park, also we try to encourage new members, if they have to drive away the game is cancelled with a financial loss to our club.
157	Action is clearly need to restrict unauthorised parking either by commuters or those visiting the shops. Bowls club members and opposition club members should always be able to park, without charge, when competing.
158	As a visitor to the bowls club, it is becoming impossible to park due to commuters and shoppers parking there for long periods. As it takes several hours to play a game of bowls, a long maximum stay is essential. It is good to know that the Council is taking action to improve the parking for the bowlers.

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159	If a scheme is introduced to stop unauthorised parking how will it be policed? There must be adequate parking for the members including those who may play more than one match a day.
160	If time limits are imposed it is essential that members of Sevenoaks Indoor Bowls Club and its visiting teams have permits, so that their vehicles can stay longer than the stipulated limit (even if it is set to 4 hours). Parking on the approach road to the middle car park must be avoided as it can prevent access for emergency vehicles.
161	If members and visitors to both indoor and outdoor Bowls clubs do not have parking facilities available , within a very short time both will be extinct.
162	These proposals will not deter all vehicles that should not be parking in these areas. Surely a more efficient method would be a Barrier and card system, with only authorised people issued with cards.
163	My objection to limited time parking is that from time to time my length of stay at the Indoor Bowls Club is in excess of five hours.
164	There should be no charge for members of the bowls club as agreed when the club opened.
165	In the past, I have also found it difficult to park when attending Hockey matches. I do not know who the cars belonged to.
166	As a member of the Sevenoaks Indoor Bowling Club I find there are some days when it is difficult to park and also difficult to manoeuvre when cars are parked out-of-bay in the approach areas of the car park. I would support the idea of permits for Bowling Club members as matches entail members being in the Club for at least 5 hours. Therefore, if only restricted parking applied with no permit available membership of the Club would become untenable for members arriving by car from some distance away.
167	The car parks were provided by the council for the recreation ground, and the bowls club when owned by the council, and should remain so.
168	Visitors/members of the Clubs and the events going on therein, frequently (often daily at times) fill both middle and lower car parks with over flow requiring therefore to park in the top (Lodge) car park.
169	The majority of the members of the Bowls Club are over 65 and are carrying heavy bowls, so they do need parking close to the buildings, it would be useful if they, the members, could have priority parking in the first two parking bays and those using the recreation ground such as the ramblers the bottom part of the parking bays. Hope this may be of use and considered by the council. I would like to state that the bowls club members do pay dearly for membership.
170	From a bowling club point of view we would very much welcome restricted parking times as quite often it is difficult to find a space which leaves people having to park "out of space" Whilst I have ticked a 3 hour time a 2 hour time would even better if all members of the Bowls club could have parking permits
171	As a bowls club struggling to keep the club going with the need for new

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	heating just one item, we really could do without parking problems and often the need to carry heavy bowls right from the bottom of the car park uphill to our club. This because of no spaces at the top of the car park. At the moment often the side of the road into the car park is the only place to park. We have to rely on this space to be in time for matches and competitions. Something really needs to change. I think permits and no parking without them except in the bottom end of the car park which should have a limit of 2 hours.
172	It is quite absurd to have a car park designed for the bowls/leisure centre being used by commuters and all day parking.at no cost. This should be restricted so that those who use the facilities can have the chance to park their cars without any hassle
173	I fully support parking restrictions that prevent all-day parking in the playground areas if it is being abused by commuters. However, I am concerned this may simply move the problem to the lower Hollybush car park accessed from Holmeswood Road and neighbouring roads, such as Avenue Road, Bayham Road, Serpentine Road etc. Therefore similar rules and permits for local residents in these areas need to be applied. Parking for local residents is already problematic in Bayham Road, especially during St John's School drop-off and pick-up times, and the obstruction of driveways by badly parked cars is a frequent problem. In addition to the time restriction, the parking needs zoning so that drivers cannot simply move their car to another nearby spot without penalty. Obviously this has cost implications in terms of monitoring and enforcement. I would expect this cost to be covered by fines for infringement rather than an increase in Council tax.
174	Agree with trying to prevent commuters parking, but Hollybush seems to be used by a wide variety of folk e.g. children, joggers, walkers etc. as well as organised sports, so it would not seem to be a good idea to restrict parking too much as it is often quite inadequate in marked bays only.
175	It is a good facility to use for our group running sessions and the maximum stay up to 4-5 hours would be ideal.
176	The priority should be for people using the Hollybush facilities and not for commuters/workers who work in Sevenoaks town centre or commute to the Station. This should be extended to the lower car park (off Holmesdale Road) as well as this is also used by Builders and Commuters
177	Similar parking proposals should be extended to surrounding roads in the area. Parking along Serpentine Road by commuters using the station is now becoming ridiculous - cars are parked on both sides of the road Monday to Friday for the whole day. The same can be said of many of the roads in the St John's area.
178	The car park is obviously used for hockey matches which, with pre-match meetings, the game and showers at the Vine club house, last a long time. I do not see an issue with a limited stay but this needs to be long enough to allow players to park here. If the issue is long stay parking then a maximum

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	of 5hrs would allow sport players to use the parking and not allow all day parking by other users.
179	As a resident of Hollybush Close in the last week I have counted between six and eleven cars parked on the paved road. I have nearly had a head on collision with a vehicle turning into the road because of all of the cars parked along one side. The parking is also a danger to pedestrians, especially as we do not have a proper pavement in the close. I have three children and really do fear for their safety as sometimes the commuters who park in the road come tearing round the corner (late for work?) and could easily run someone over.
180	I have never seen any parking problems there and I use this on a weekly basis albeit at the weekends. Maybe consider relax rules at weekends if the cause is seen to be commuters. I wouldn't restrict out of bay parking, this would only move the problem down the road a bit.
181	This must not a charging car park - people of Sevenoaks should be encouraged to take part in sporting activities and NOT charged for parking. At times it has been impossible to find parking at Hollybush rec. even as early as 8.50am both week days and weekends because it is being used for all day parking by people working in Sevenoaks. Limited parking time would easily solve this issue.
182	I does seem to be the cars parked all day by people not using the facilities that are causing the problem
183	restricting parking and over charging will affect local small businesses
184	It is very frustrating that often we are unable to park at holly bush to use the facilities because parking is all taken up by people leaving their car there all day & going to work. I suffer similar frustration at home as any available parking in Chatham Hill Road is taken by commuters using bat and ball and they have often not collected their cars by the time residents return from work.
185	It would also be useful if Running Group leaders could be provided with a permit as they might be parked longer as they run different groups during a morning session
186	Parking restrictions are required so that commuters are not staying all day. It is essential that organisations can issue permits to visiting users of their facilities at the same time as parking restrictions are put into place otherwise it will be impossible for the organisations to survive.
187	The parking problem at Hollybush Recreation Ground has seriously escalated in the past year. There are now very few parking places for those who wish to use the recreation grounds. It is very frustrating for the people who wish to use the grounds as the spaces are BLOCKED ALL DAY. The natural pattern of people coming and going no longer works. The commuters arrive from 7:30 am and I watch steady stream of them walk to work in Sevenoaks. I have also witnessed commuters being very aggressive as they all arrive at the same time and fight for the few remaining places at around 8:30am. This is not OK. I use the grounds everyday. I walk my

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	dog, run and meet friends for coffee at the cafe. A parking restriction is the answer but parking permits for workers in Sevenoaks must not be sold for the car park. These parking permits on Avenue Road continue to cause huge problems for the residents and community!
188	As the leaseholders of the HBL Astro it is my understanding that all Astro users have no parking restrictions (in the original lease terms and conditions at no point can our users be charged or have restricted access) it would be very difficult to implement a time restriction on parking as users hire the Astro for anything from 30 mins to 10 hours eg an all day local school tournament . A national league game for hockey 3hours min and some officials may do back to back games do up to 6 hours. We have regular users and one off bookings and I estimate we have an annual footfall of 20,000 visits per year .
189	This area should be for people using the recreation facilities/cafe only. It should not be available for use as all day commuter parking. Perhaps a small charge could be made for short stay parking which could then be reimbursed against a purchase in the cafe.
190	The changes need to ensure that workers in town are not using it as free parking.
191	Until Marks and Spencer opened, car parking at Hollybush was OK. Most of the time it was possible to find a space. Now it is impossible, even first thing in the morning. The sporting and recreational facilities are important and participation should be encouraged. Without recourse to parking facilities many people who would like to make use of the facilities are unable to due to distance they have to travel to Hollybush or family needs. The cafe at Hollybush has suffered considerable downturn in footfall since the car park has been taken up by M&S employees.
192	I feel that it is important that any longer term parking (all day) be prohibited in the car park adjacent to the cafe and Astro pitch. There is ample parking in the lower car park during the week days.
193	Holly bush is for recreation and there parking should be for those using holly bush for recreational purposes. Not for all day parking for workers in town and commuters. Also consideration for residents.
194	The council really needs to address the problem of parking for people who work in the town, so that they don't need to use areas such as Hollybush recreation ground. Why allow M&S to build a large shop without insisting on a provision for staff parking??? Similarly, the town needs more reasonably priced parking at the station so commuters are not forced to street park, and cause annoyance to local residents.
195	This recreation area is very popular with families. It is a shame that people park there in order to commute / go to work out of the area. Hollybush should be protected for local use and not used as a commuting car park.
196	The health, physical and mental well being of the residents of Sevenoaks is of huge importance to myself as the founder and owner of award winning Sevenoaks Ladies Joggers and Oaks Blokes. These two groups provide fitness

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	opportunities for women and men who want to enjoy get fit in a non competitive way and who prefer to exercise outside. Our clients ages range from 16 - 72 and most of them drive to the start of the sessions at Hollybush. On some days we have parents who both run, dad first while mums stays with the children at Hollybush and then mum while dad looks after the children. We support the Cafe after our runs and for the last year the parking has been so bad that our numbers are declining as our members don't have the time to park and walk to their fitness sessions. A three hour parking restriction would allow our members to arrive, do their fitness session and then stay and support the cafe.
197	For the amount of people that use the facilities, there are not enough car spaces. To add to that workers within the town park here for free parking. Therefore something should be put in to stop people parking there all day but considerations should be made to those who are using the sports facilities for a long duration in the day. Maybe have permits for the hockey/tennis members to display in their cars
198	Parking at Hollybush is difficult, there is limited space given the number of user of the recreation ground. Especially at weekends. I am aware that staff of shops in Sevenoaks town centre have been advised to utilise the parking whilst at work also. There is a chronic shortage of parking in the centre of Sevenoaks which inevitably has a knock on impact on the holly bush. However the hockey club, as with many other sporting clubs in the town, brings many visitors to the area and contributes financially and to positive image of the town, representing Sevenoaks at a national league level. In order to maintain the level and amount of hockey it is essential that club members, and opposition teams, are able to park at the site for free for extended periods. A permit system would be incredibly challenging to manage as numerous teams play each Saturday at the site. Although the club would be willing to work with the council to manage a system I am sure. In my view it is important to manage parking but to maintain use of this parking for genuine site users. Both those using the rec area, hockey club users and others. I welcome an approach to managing this.
199	As a hockey player on Saturdays I do know it can get hard to park and harder still for our opposition some have travelled around 2hrs or more when playing higher teams. However I feel it would be hard to restrict the parking anymore on Saturdays especially when Sevenoaks joggers are there too in the morning. But I don't think town workers should be parking there for free to go to work on week days.
200	I believe the car park is used by people not using the facilities. If it was made a shorter stay car park then I assume some sort of parking meter would be required? The spaces are not wide enough for most, especially if you have a child in a car seat. Many times I have returned to my car and been unable to gain access due to people parking too close
201	Parking for people who use the recreation ground and drop off for school must be a priority. Permits are good when they are not abused. I witness on a daily basis people parking in roads around Sevenoaks station because they

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	have a valid parking permit yet obviously do not live in the road they have just parked in. Permits should bear the name of person/house on the road.
202	A 4 hour maximum stay would stop commuters and local workers filling all the spaces
203	Driving down certain parts of Serpentine and Bayham road have also become extremely dangerous due to cars parked all day not allowing enough room for lorries to pass and making it unsafe for people crossing. Hollybush car parks are getting filled up at 7.30/8am with people leaving their cars for the day to work locally or go to the station allowing no room for people who come to use the fantastic facilities.
204	The issue of commuters using the car park is not relevant at weekends yet the car park is still chaos. The car park is simply not big enough to support the demand created by Sports and recreational activities. A better solution would be to create additional parking.
205	Top part of car park should be made maximum stay for parents using park etc however bottom car park should be free with no maximum stay for local workers.
206	There really needs to be a limited parking time at the Hollybush centre. Park users, cafe customers, tennis and Astro users are unable to park and this is so unfair. Local businesses are suffering as staff at Marks and Spencer's, Waitrose and Commuters to London are using it as an all day car park. Permits should be given to staff, and regular users of the facilities. People also park along the entrance to the car park which makes emergency vehicles unable to get into the site, if there were to be a fire or incident at the cafe we would be screwed!
207	I use hollybush a minimum of 2 days a week for recreational reasons - visiting the play park, using the cafe - running in the park and also parking whilst I visit Slumming World group in the books centre. I have been using this facility for over 5 years and it is only since the commuters have started parking all day has finding a space become an issue. I support any measures that would prevent commuters of those working in nearby shops or offices parking all day preventing others from enjoying the facilities if hollybush. Therefore parking restricted to 3 or 4 hours would allow most visitors to park and enjoy the facilities.
208	Parking in access road to hollybush rec is a nightmare as it reduces road to a single lane with nowhere for cars to pass. There should be no parking outside marked bays at all and strictly enforced.
209	I am a member of the Indoor Bowling club and find it increasingly difficult to park, particularly in the mornings. It is seriously affecting membership of the Club whose members are predominantly elderly and need to park close by. We have matches on a Wednesday afternoon frequently in the winter and parking is then difficult, especially for our visiting opposition. A normal match would involve 48 players.
210	As a worker at Hollybush the car park is currently full with people using it as free parking for the high street and station leaving no spaces for users of

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	the recreation ground. A maximum stay should be applied buy workers at the site must be given an all day permit
211	On the issue of permits. I would like these to be issued by those clubs who use the car park on a regular basis. I am not thinking of the joggers and walkers but of the club members and members of visiting clubs that arrive to play matches, of visitors who attend functions and need to be able to park without restrictions as matches/ functions for the bowls clubs can result in stays of 6 hours or more. This may also apply to the hockey and tennis clubs who also face problems with the parking.
212	I don't believe the main problem is all-day parking, there just isn't enough parking. Reducing parking to the (few) marked bays only will just make things worse. I had always assumed that non-bowls-club people were not able to use the middle and lower car-parks? If they are open to all it should be more obvious and the aggressive signs removed.
213	Amazing to have free parking as we use this for a range of leisure activities for whole family.
214	I use the recreation ground parking for Hockey. Some matches are away, and a limited time from would prevent being able to use the facilities that I pay for. What is already a costly sport, will cost more.
215	As a sevenoaks hockey club member I think it will be difficult to impose max hours as sometimes we get to a game early then watch hockey later in the day. However it is a serious issue with up to 6/7 games going on per day with up to 14 teams not being able to park due to use by non users of the recreation facilities. This is a serious issue at weekends. However, I attend Friday mornings regularly for a class withy daughter and again always struggle to park due to non user parking. Something has to be done and I think max hours is the only way to prevent all day parking for workers/impose all day charges. I do think rec users should still be able to park for free but there would need a scheme in place to prove usage on a given day.
216	The commuter parking is the main cause of problems. I would also suggest a drop/collect zone within the actual car park near Lodge cafe to stop parents who are collecting children from Walthamstow Hall from sitting in their cars waiting to collect and preventing other parents (e.g. with younger kids or recreation ground users) from parking for longer (or at all, in fact).
217	The key objective is to stop all day parking by commuters, whilst allowing the public the ability to park so that they can use Hollybush and Knole.
218	We'll often stay longer than 2 hrs to use the facilities - park, music class at the bowling club then lunch at the cafe can easily take up 3 hrs, so any restrictions should take that into account. I'd support restrictions on out of bay parking as long as capacity is dealt with (by reducing commuters using it). Currently we're often left with no choice but to park out of bay as the music classes are paid in advance and so we don't want to miss them.
219	This is a lovely outside space for families in Sevenoaks to enjoy. Commuters

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	should not be using this carpark please introduce a maximum three hour stay. This is so we can enjoy the park and coffee shop.
220	The car park at Hollybush (next to The Lodge cafe/hockey pitch/the playground) is often full (usually overflowing with cars parked out of bay) but then hardly anyone actually at the the playground/cafe/pitch/courts/park so I assume the car park is being used by commuters or people who work in Sevenoaks town centre (?) It's frustrating not to be able to find a space when you want to use the facilities for which the car park is intended. I sympathise with local workers who struggle to find all day parking in order to be able to commute to and work in Sevenoaks but the car park at Hollybush is really only large enough to accommodate those using the nearby facilities. I hope that a resolution can be found.
221	The Hollybush are - facilities and parking are a cential and essential hub of Sevenoaks leisure and life - as a resident we shoudl protect this and keep it for use of those of the grounds and facilities thank you
222	There should be max stay 3-4 hours and pay and display parking for more than one hour. The majority of the spaces are taken up by workers (mainly M& S workers), and it makes a visit to the playground sometimes impossible.
223	As Hollybush is one of the only recreation grounds in Sevenoaks for children any restrictions should allow the use of these vital facilities by town residents.
224	Hollybush car park is a good and safe facility which the council should continue to provide for Sevenoaks residents. I only park in the bottom car park, furthest away from the bowls club and usually at weekends when this car park is fairly empty. It is important to me to have somewhere convenient and safe to park otherwise I would be forced to use on street parking.
225	Time restrictions would prevent commuters using the car park but still allow most 'genuine' users to park there - there aren't enough facilities there to warrant anyone staying all day, for instance. The local clubs (hockey and bowls) might want people to stay longer and that's a 'legitimate' use of the parking so they should have permits allowing them to stay for longer. What this wouldn't stop would be the regular use of the car park by running clubs who then immediately head off to run in Knole Park. If the car park is there for people using the facilities at Hollybush that seems wrong, given that it's perfectly possible to park at Knole itself.
226	When I visit the hollybush parking. It is not full, we are not taking up space for residents or the bowling club at the time I use the facility. I feel that the free use of the parking faciity (particularly at weekends) encourages local community groups of which my running group a valuable asset.
227	I do not support all of the proposed extension of yellow lines in the middle car park. There is such a shortage of parking in the area that the few parking spaces along the left hand side within the car park are very

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	valuable. When cars are parked there, it is still possible to get by (as opposed to when people park in the access road to the middle car park). It is not just commuters. Walkers in Knole park in the middle car park to avoid having to pay for parking in front of the house. I think the maximum stay should be 2 hours so that people aren't gone for hours and hours. I love the Hollybush facilities but no longer bother to attempt to use them (including clubs booked in the Bowles Club) because it is so difficult to park. If it were possible to park I would take my children a lot more.
228	I use the park and car park twice a week for fitness sessions. I would like to see the parking for genuine park users but not too time restrictive
229	Please would you consider extending such consideration to serpentine road which is becoming overused for commuters, school drop offs (due to increased intake at St. John's) and park/town access. It has become an increasingly dangerous road to park on and residents parking spaces are becoming more scarce due to number of commuters taking our spots.
230	As a regular user of the sports ground, I know that parking can be a problem, particularly at weekends or when the adjacent school has an event. I am supportive of preventing parking which stops people being able to use the local amenities or prevents access to their properties but don't think this should punish users of the sports ground. By restricting parking adjacent to the sports ground either in the car parks or in the nearby streets, any issues with parking will be spread wider and more extensively - I suspect the root cause of the problem being that not enough parking provision is available, potentially originating from the time when the planning application passed for use of the bowling club and sports ground etc. It would be useful for you to survey the users of the car parking facilities at various times during the week in order to ascertain when the problems with commuter parking exists and address the specific issues at specific times rather than apply a blanket rule which may adversely affect genuine users of the ground and the reasons why they park/leave vehicles at this location.
231	I attend a slimming club at the bowls club and most times I am unable to park as people who work in Sevenoaks leave their cars there all day.
232	We are loosing revenue at the club due to commuters walkers joggers parking there all day therefore our bowlers who pay good money to use our club have trouble to park along with people using the club for functions who also have trouble parking .
233	I feel that parking restrictions shouldn't effect users of the facilities. It is a public amenity and we pay our taxes to cover the upkeep of the park. Paying for parking in Sevenoaks for local people is getting very expensive. Councils should be encouraging people to use the local amenities not discouraging use. Restrictions should only be used for people who abuse the system, for example by parking and walking to the station to spend the day at work.
234	This is a local community centre and all day parking should not be

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	permitted. I agree with time restrictions but a 4 hour restriction seems reasonable, this will allow visitors to undertake whatever activity they are undertaking in the park without stressing and having to rush because the meteor is running out. Unfortunately its a popular area with lots of sports being undertaken so the area is blighted by its own success.
235	I think its important to keep the maximum parking time quite high. Often families spend a number of hours here and in light of the emphasis on good health through recreational activities, fresh air and exercise I don't think this should be too limited. I take women out running in and around the park. Sometimes I have three consecutive runs which can take up to 4-5 hours, so from a personal point of view, it would benefit me to have a reasonable maximum stay time. The ladies I run with very often have a coffee afterwards. I do run in other locations but we love the atmosphere of Hollybush and the scenery in the park. I wouldn't want to see the coffee shop lose business because of parking restrictions. Its the centre of this little community. I think at the very least the key staff in the shop should be given a permit to park all day.
236	I would support restricted parking in Serpentine Road and Holmesdale Road too, to prevent commuter parking here (which is already an issue and likely to increase if Hollybush is restricted)
237	It is essential to limit the time as people turning up for classes can't always park. The number of permits also needs to be limited. The clear space in front of the path by the cafe also needs to be enforced
238	The majority of the parking is taken by commuters and high street employees preventing rec users from parking their cars. I very much would suggest a time restricted parking scheme however with the many sports coaches who teach at the site as well as the cafe staff free permits would need to be issued as the coaches can be on site from 9.30am to 3.30am some days. I must emphasise that this is not everyday. The cafe staff can be on site from 8.30am - 6.00pm in the summer months and until 5.00pm in the winter. I would also keep the weekends as they are as I believe the parking is unaffected during that time. I would allow parking on one side of the access roads to the main car parks but again under the time restricted proposals.
239	I feel there should be some sort of parking restriction but not for a too short a period as it would make it very difficult for those who are doing some sort of activity and then using the Lodge afterwards for coffee/lunch. I would really hate to see the Lodge suffer in trade because people cannot have free parking facilities for a reasonable period of time. I think it is the all day commuters that you need to target who are parking there for over 3 to 4 hours. In Borough Green the car park is free for the first 4 hours with a printed ticket from the car park machine and this dissuades commuters/ long stay parking. If you are not careful I feel that people using the facilities of Hollybush and area will be the ones penalised rather than the long stay parkers .

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240	I think the scheme at the Rugby Club works well with permits allowed for local low paid workers and a 4 hour limit on parking. It would be a good idea to add more bays though - along the drive into the car park and down towards the bowling club.
241	I think it's really important to provide free parking for parents and other members of the public who use the facilities. At the same time, commuters should not use the carpark then leave their car there all day. For that reason, a longer stay is most appropriate, but the parking should be free. If I may put in a personal plea however, Witches Lane at drop off and pick up is a death trap every day. Please, please, please can a parking warden/ PCSO actually police it!
242	I use Hollybush regularly and I think it is a wonderful local amenity. I think the main priority is to stop all day parking, and the most sensible way to do this is with maximum stay limits, and it's very important not to penalise the many who use Hollybush for recreation with overly stringent or draconian measures.
243	I attend meetings at the Indoor Bowls Club and often find parking difficult in the mornings due to large groups of walkers parking there
244	Due to the totally inadequate parking available for commuters and local workers it is not at all surprising that Hollybush is being used for all day parking. However, if you stop all day parking at Hollybush but do not provide alternative parking arrangements motorists will simply once again be forced to park on local roads.
245	The measures should be designed to stop people who are not using the Hollybush facilities from parking there all day enabling sufficient parking for those using the facilities
246	Many people use the car park as a base from which to go walking or running in Knole Park and then return to have coffee at the Lodge Cafe. Any restrictions (other than the prevention of all day parking) could have an adverse impact on the cafe's business.
247	The Hollybush, if viewed as a recreational centre in its own right for a multiple of activities, is severely compromised by both commuter town and commuter station traffic. Those providing instruction and sustenance are inconvenienced and often carrying heavy equipment long distances. With the sports (bowls, tennis and hockey) opposition is travelling in from Nationwide clubs. Preserving parking at key times will enable the hosting sports to accommodate them as well as members. I do hope some one also completes your survey on behalf of the many families that come to use the playground and use the lodge. Walthamstow school parents often flood the car park but for two short periods of the day and is not a big issue in the general scheme of parking.
248	Thus is great local facility and great for those in the villages who have to drive. The abuse of these favelities by people using the parking facilities is definitely sonethibg thst should be stopped to free the parking back up for the facility users.

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249	Please may the car park be used by other sports groups and not just those attending the bowling club e.g. the running groups for ladies with mental health issues and anxiety.
250	it is vital to me to be able to run and walk in the park without worrying about parking restrictions. doing so will curtail my fitness and use of the park, which would be awful
251	I believe the parking should be for users of the recreation ground only although I may play one game but may also umpire others so a restriction on time would be an issue. Also at times of a weekend parking is difficult even though I believe all who are parking are users of the ground, that would not be resolved by restricting parking further.
252	A maximum stay would work to prevent people parking all day but preferably a longer maximum stay if possible.
253	I think the main idea should be to encourage people who use the park to go walking/running/play with their children etc. So a limited time parking would be ideal for this purpose and would deter the commuter. I think it should be free though or very cheap as exercise should be encouraged. It's in the interest of the visitors and the NHS! It would also be good to have a clear sign stating it is a public car park and not a car park reserved for the bowling club (there have been some altercations in the past, with runners being told off and intimidated by members of the bowling club). A clear sign would stop all arguments.
254	Fully support these proposals as a long overdue solution to the problem of all day commuter parking at Hollybush Recreation Ground. As most available parking spaces are filled by 8.30am, it has become very difficult for those wanting to use the facilities to find anywhere to park. I would be happy to see a restriction introduced of between 3-4 hours. 2 hours may be too short anything in excess of 4 hours would probably not be effective. I would also ask that the knock-on effect to our road (Vine Court Road) be considered. This currently has no restrictions and a problem with all day free commuter parking. I would welcome the introduction of a similar max stay period here.
255	Hollybush rec, café & amenities are a fabulous community leisure asset. It provides access to recreational activities that improve the wellbeing, fitness & health of the local community. It is not fair that use of these is restricted by all day parking. I have suggested a 4 hour maximum stay as the very successful running & fitness groups are lead by people who may need to park in the immediate vicinity. It should be noted that many people travel to these groups from outside Sevenoaks. It is highly likely that after leaving the Hollybush area they re-park in town to do shopping & support local businesses. I have every sympathy for town workers looking for cheap parking but this should be addressed as part of this survey. A holistic view of parking & traffic needs to be considered.
256	I'm unaware of long-term parking when we use the facility at the weekends. We access the car parking for the hockey pitch and generally leave our car

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	there and walk up to the Vine to avoid the traffic and parking issues closer to the club. There just isn't enough parking for people wanting to use the facility. Remember, the facility is used for hockey matches/training sessions, bowls club members, by dog-walkers, running club, walker, cafe users, tennis players and playground users.
257	It would help if people who work in Sevenoaks had somewhere to park all day that didn't cost a fortune. This is why people are currently using this car park. I quite often park on Vine Court Road or surrounding roads when dropping my children to hockey to save joining the congestion in the car park. I often do the same when attending a meeting at the Bowls Club, unless I'm really early & go for a walk in Knole Park first, then I can get parked easily. A time limit is definitely a good idea but how can this be managed without a pay & display ticket machine?
258	If parking restrictions were introduced over a period of hours Sevenoaks would lose valuable tourists, visitors, shoppers and revenue. Bluewater is onto a winner as it doesn't charge for parking, maybe other areas should do the same.
259	Commuters and local workers should not be able to park in the hollybush area, it stops people using the recreational area parking which in turn stops growth of the business. The bowls club suffers from extremely bad parking out of bays , sometimes blocking 2/3 bays for days on end. We have had cars damaged by commuters and also verbal abuse when politely asked to park more considerately. The paying members at the bowls club are mostly over the age of 60 and they area de to walk from the bottom of the car park , up the slope to the club which a lot cannot easily manage to do easily. Which again stops the growth of the business.
260	Please stop commuters parking on Serpentine and Bayham road. It is awful trying to get through Serpentine as cars are parked either side.
261	The parking spaces should be for people using the recreation ground and the bowls club, at the moment a lot of the spaces are being used by commuters so people wishing to use these facilities are unable to do so, as there are unable to park. This could lead to the community losing these facilities as they will not be used enough.
262	The vast majority of users of this car park do so for genuine recreational use - activities which the council should be whole heartedly encouraging. The best way to prevent abuse by commuters would be to prohibit all day parking, a maximum stay of 4 hours should be sufficient to achieve this and allow most visitors to the recreation ground plenty of time to do their exercise and support the local coffee shop!
263	I believe the biggest issue is all day parking by commuters. A max 4 hour parking would solve that problem but still enable people to use the rec ground fully. Hollybush parking should be there to facilitate access to the sports facilities directly at Hollybush and to Knole Park. It is popular with dog walkers and runners as well as the on site sport users but the majority of users don't stay longer than 2 hours. A max 4 hour parking would enable

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	those coaching runners to still park there but would not be long enough for commuters to park.
264	I regularly use the parking at Hollybush as I am frequently in the coffee shop, I take my grandchild to the swings and I run with Shona's runners usually about twice a week. Charging for parking would have a significant impact on me. I support stopping commuters using the parking all day, though as I think the parking there should be for those who are using the facilities.
265	I would be open to supporting a permit system if it was available to all users of the hollybush facilities and not just those with premises. I fully support the need prevent the use of the car park for those using it for commuting rather than as a base for using the facilities and believe it will be further under pressure with the building of Flats in St Johns hill area which were approved with limited/no parking provision. however, I believe having a minimum free period of only 2 hours would be detrimental to the business/café in the area. I run with a group which starts from the lower car park. by the time we group, run and return it's normally well over an hour and a half, then many of us also go for a coffee in the café. where additional cost of parking is incurred it's likely this would stop.
266	I don't think there is a need to introduce parking measures for these car parks. Although there are some cars left all day I have never had a problem finding a space. The only issue I have had is with very rude members of the bowls club telling me the parking was for them only (despite their being plenty of space).
267	A lot of individuals and groups park at Hollybush to walk, run, cycle, visit the cafe and the play park, and it's important that any restrictions introduced give people enough time to use these facilities - from a public health perspective it's very important to facilitate active lifestyles and not put obstacles in the way. If the maximum stay period is long enough, it should be perfectly possible to support community use of the facilities while preventing the all day parking which causes the current problems, and therefore I'd hope that the maximum stay period would not be any shorter than four hours.
268	I go to Slimming World in the bowls club and often cannot park. Something definitely needs to be done. Also visit the park with my two sons and often cannot park.
269	I regularly attend meetings at Hollybush Bowling Centre and often see people wearing M & S uniform or carrying briefcases leaving their cars in the Bowling Centre car park and walking towards Sevenoaks. These people are not using the recreation grounds or Bowling Centre. There are often large groups of ladies in the Bowling Centre car park, leaving their cars before setting off for their walk in Knole Park - couldn't they park their cars in that park?
270	Getting into the Holly bush complex can be a nightmare. While I sympathise with cost to local workers parking in the town - this area should be only

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	for patrons of the recreation area and bowls club.I attend a club at bowls club and have had to park in local roads as parking is everywhere available in this free area and I am getting on in years.
271	The parking at Hollybush has become impossible (since November 2014 when M&S opened) for anyone wanting to use the park not just in the mornings when I run my class (10am twice a week for an hour). I have known some of my mums unable to park there with toddlers wanting to play in the park in the afternoons too. It is ridiculous that when Sevenoaks has so few play areas and so many families that you can't use the facilities because the workers and commuters have taken all the spaces. There should be a 3 or 4 hour maximum stay so that the clubs can run their games etc but people can't use it all day.
272	The commuter problem has become intolerable in the area with parking on pavements in local roads and generally blocking accesses ... ie serpentine, bayham roads which are heavily used rat runs is both dangerous and inconvenient for residents ...
273	Limit parking to users of Rec and its facilities only. Use by non-Rec users is impacting on lack of space. Support parking restrictions if properly enforced.
274	I use the car park to take my 16 month old daughter to the children's play area. It is nearly always full and yet sometimes hardly anyone in the play or surrounding area, so I assume it must be commuters. This is very annoying for people with young children wanting to park nearby and use the hollybush park facilities so I support the introduction of a maximum stay period.
275	I believe that a 2-3 hour parking time would allow visitors using the facilities enough time to enjoy them and attend the various clubs and organisations but would deter commuters who work in marks and spencers and other shops in the town(I see them parking every Tuesday at around 8.30am) from parking there. A few permits for staff and venue hirers would be needed to allow them to do their jobs and run their clubs.
276	3 hours seems like a fair limit for people who might want to use the playground or tennis courts and then have lunch at the café afterwards. 2 hours may not be enough time. My in-laws live across the road at 3 Hollybush Lane and say that they see many town workers (especially M&S) parking at the rec and walking to work. I also feel that people walking or jogging through Knole Park should park at Knole rather than use the rec.
277	Thank you for this survey. There are plenty of "safe" and unobstructive "out of bay" parking spaces, at the HBL car park, hence I would only support this particular proposal if more bays were drawn in. I am not aware of any parking issues being apparent prior to the opening of the new M&S in Sevenoaks, and it is apparent at the end of shifts that a large number of these workers are availing themselves of the free parking aimed at recreational users of the HBL facilities. Myself and my family use HBL facilities every Wednesday, Thursday, Saturday and Sunday and would

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	wholeheartedly welcome the ability to find a parking space, as we always used to be able to do. Sevenoaks is "on the map" as a National League hockey club that the town supports, the town's businesses sponsor, and that we are all very proud of and we need to maintain its reputation as a welcoming host, which will not be the case if visiting teams struggle to park, or have long distances to transport kit, or have to pay to play.
278	I support the proposals for out of bay restrictions as long as the time restriction is also implemented. Without restricting people from using it as a commuter car park, there isn't sufficient parking for those who come to use the local facilities.
279	Drives me crazy when people park long term in the Hollybush car park but the playground is basically empty! These are cleat commuters or workers in central Sevenoaks parking there all day with no regard for children/parents wanting to park there to use the actual playground. Extremely selfish and a maximum 2 hours parking would prevent that from happening and allow the real users of the park and playground to actually use it as they can finally get a parking space! Have heard a rumour that certain businesses/shops in Sevenoaks actually encourage their staff to park there which is selfish and completely wrong!!
280	I would support out of bay parking as a second phase. Currently there are no stats to show how many people are using the park and surrounding areas legitimately and those for station parking. If it is known that there is ample parking to accommodate the demand then I would support out of bay parking.
281	As member of sevenoaks hockey club I have noticed the increase of parking around the Hollybush area and am hoping a fair and cost effective target will be reached. If a permit scheme is introduced would this cost hockey club members and if so how much are you thinking?
282	I fully support a maximum parking period in the car parks at Hollybush. Currently it is impossible to park there to use the facilities, as parking spaces are taken by long stay users, which I can only assume to be commuters.
283	If playing hockey match, meet time is usually 1/1 and a half hours earlier than the start time, the match including warm up is approximately 1.5 hours so if restricted to less than 3 hours a sports participator would have a potential problem with a limit of 3 hours, this assumes no match delays in a previous game ie injuries etc. Out of bay parking does seem to generally work as most people seem considerate however even the new restrictions have caused more problems. Looking to widen the road down past the bowls centre to enable one sided parking would help
284	Parking by commuters on the pavement in Serpentine Road and in Holmesdale Road is dangerous and prevents residents from parking close to their own houses.
285	The car park is often busy even when nobody else is in sight so is clearly misused. Parking there is tight and if people park out of bay it makes

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	turning circles even harder. We often walk to the Hollybush area and have got stuck getting a pushchair through the car park due to 2 cars being parked at the bollards near the cafe which clearly states no parking access needed!! Similarly trying to walk from the park to the bowling club for music classes isn't safe due to the cars parked along the road meaning you are stuck if a car comes passed.
286	I would like to see the same time restrictions placed on the car park near the tennis courts at the end of Holmesdale Road as well.
287	I do have great sympathy for anyone on the minimum wage who need somewhere free to park while they go to work - at current all day parking prices, anyone on the minimum wage spends their first hour working just to pay for parking for the day. I can equally understand that commuters, having paid an exorbitant sum for their season ticket, would like to avoid paying a great deal more for a parking season ticket - if they can get one. However, the parking at the rec is for short term use people taking part in recreation, whether that is an organised club like the hockey or bowls, with a coach on the tennis courts, setting off for a jog or a walk round the area, bringing your children to the playground or walking your dog in the permitted area. These are all important activities that contribute to health and wellbeing, something with I know SDC recognises the importance of. I hope SDC will continue to strive to find solutions for those who need cheap or free all day parking while they go to work - especially those recently off benefits and working for the minimum wage - but having found it increasingly difficult to get a parking solace even at 8:00 in the morning in order to have a healthy walk I think it is necessary to impose some restrictions here.
288	I have ticked "no view" regarding parking in Hollybush Close as there was no option for limited parking or visitors permit parking which I think would be more appropriate so that the residents, or their visitors, could park. I do not think parking in this area should be used by commuters or for long stay parking for workers in Sevenoaks.

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**Summary of Informal Consultation Responses and Officer
Recommendations/Comments**

Hollybush Recreation Ground Car Parks Proposals

Proposal 1	A restriction to prevent obstruction by vehicles parked “out of bay” in the car parks and access roads		
Informal Consultation Summary			
For	Against	No Comment	
319 (81%)	73 (19%)	179	

Proposal 2	A maximum stay period to help prevent all day parking.				
Informal Consultation Summary					
2 Hours Maximum	3 Hours Maximum	4 Hours Maximum	5 Hours Maximum	Do Not Support	No Comment
148 (26%)	154 (28%)	164 (29%)	50 (9%)	44 (8%)	12

Proposal 3	A permit scheme to enable longer stay parking for local organisations, i.e. club officials/staff				
Informal Consultation Summary					
For	Against	No Comment			
429 (83%)	86 (17%)	58			

Officer Comments:	Note: These car parks and access roads are managed by Sevenoaks District Council, and hence it will be for the District Council to decide which, if any of the abovementioned parking proposals are progressed. The results of the informal consultation are therefore for the Joint Transportation Board's information only. The informal consultation revealed that the proposals to prohibit “out of bay” parking and to impose a maximum stay period in the car parks (and access roads) at Hollybush recreation ground were supported by a vast majority of respondents 92% of the respondents who expressed a view, many of whom are users of the leisure facilities at the recreation
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PARKING PROPOSALS HOLLYBUSH RECREATION GROUND CAR PARKS & HOLLYBUSH CLOSE, SEVENOAKS**Summary of Informal Consultation Responses and Officer Recommendations/Comments**

	ground, supported a maximum stay in the car parks. Concerns were raised by a small number of respondents, some of whom are local workers that use the car parks, about the loss of a free, all-day parking facility near the town centre. However, in this case, there is arguably an overriding duty to protect parking for users of the leisure facilities at the recreation ground.
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**PARKING PROPOSALS HOLLYBUSH RECREATION GROUND CAR PARKS &
HOLLYBUSH CLOSE, SEVENOAKS**
**Summary of Informal Consultation Responses and Officer
Recommendations/Comments**

Officer Recommendation:	That the Joint Transportation Board notes the results of the informal consultation for parking proposals for the Hollybush Recreation Ground car parks (and access roads). That, in view of the overwhelming response in favour, the District Council be requested to actively consider commencing a formal (statutory) consultation for: <ul style="list-style-type: none">• imposing a restriction on parking “out of bay”• introducing a maximum stay period to help protect parking for the majority of users of the recreation ground by preventing all day parking• introducing a permit scheme to enable longer stay parking for local organisations, i.e. club officials/staff
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**Hollybush Close Proposal
(Block Paved Section Fronting Nos. 1-6)**

Proposal 4	A Restricted Zone (no parking at any time) in the block paved area (fronting nos. 1-6)		
Informal Consultation Summary			
For	Against	No Comment	
319 (81%)	73 (19%)	179	

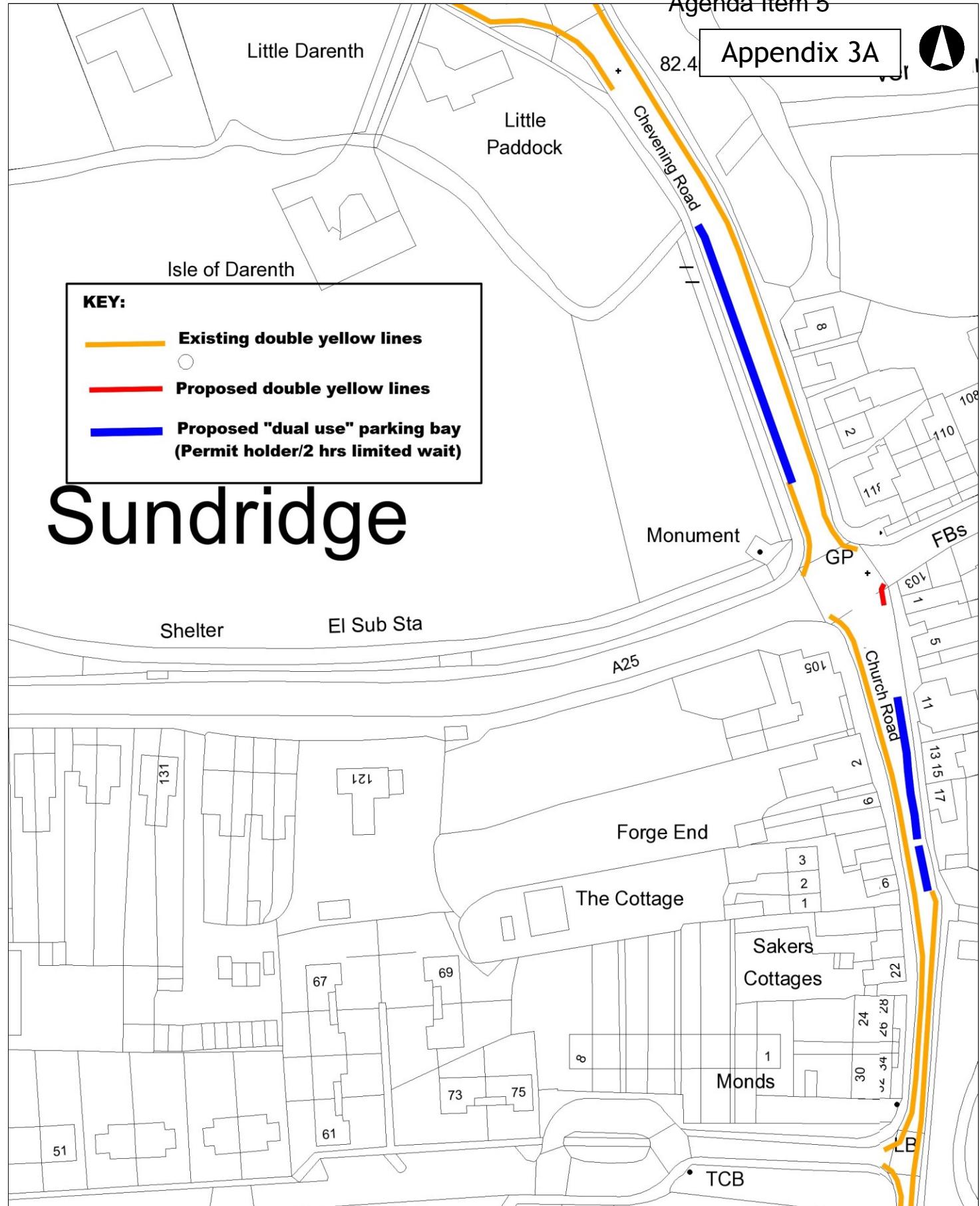
Officer Comments:	81% of the respondents who expressed a view were in favour of the proposed Restricted Zone. If restrictions are introduced in the Hollybush Recreation Ground car parks, a Restricted Zone would be required to protect Hollybush Close from all-day parkers, particularly those displaced from the car parks.
Officer Recommendation:	That a formal (statutory) consultation for the introduction of a Restricted Zone (no parking at any time) in the block paved area (fronting nos. 1-6) be commenced concurrently, should the Hollybush Recreation Ground car parks proposal go ahead.

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**KEY:**

- Existing double yellow lines
- Proposed double yellow lines
- Proposed "dual use" parking bay
(Permit holder/2 hrs limited wait)

Sundridge



Proposed Parking Scheme

Chevening Road and Church Road, Sundridge

Scale: 1:1,000

Date: October-2015

Agenda Item 5

PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE
Summary of Informal Consultation Responses and Officer
Recommendations/Comments

Chevening Road Proposal

Proposal 1	A 10-space “dual use” parking bay on the west side of Chevening Road near its junction with the A25 Main Road		
Informal Consultation Summary			
For	Against	No Comment	
9 (28%)	23 (72%)	3	

Church Road Proposal

Proposal 2	A 7-space “dual use” parking bay on the east side of Church Road north of its junction with the A25 Main Road		
Informal Consultation Summary			
For	Against	No Comment	
8 (28%)	21 (72%)	6	

Church Road Proposal

Proposal 3	New double yellow lines (no parking at any time) on the east side of Church Road at the junction with the A25 Main Road		
Informal Consultation Summary			
For	Against	No Comment	
16 (52%)	15 (48%)	4	

Officer Comments:

72% of the respondents who expressed a view were opposed to the introduction of “dual use” parking bays in Chevening Road and Church Road.
 A very slight majority of the respondents who expressed a view were in favour double yellow lines on the east side at the junction with the A25.
 The highway authority, Kent County Council, would have to decide whether double yellow lines are required in isolation of the abovementioned “dual use” parking bay proposals.

PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE

Summary of Informal Consultation Responses and Officer

Recommendations/Comments

Officer Recommendation:	<p>That the proposed “dual use” parking bays for Chevening Road and Church Road are not progressed to a formal (statutory) consultation.</p> <p>That Kent County Council officers be asked to investigate whether there is a requirement for them to introduce the proposed double yellow lines on the east side of Church Road at the junction with the A25 in isolation of the “dual use” parking bays.</p>
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PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE
Summary of Informal Consultation Responses and Officer
Recommendations/Comments

INDIVIDUAL COMMENTS RECEIVED VIA THE ONLINE SURVEY AND E MAIL

No.	Response Text
1	Whilst the original conception appeared to be sound in theory residents who have no forecourt or garage feel that it is an imposition to only provide 7 bays when there are at least 20 cars in use in Church Road. Therefore they would be paying for something which is not guaranteed! Whilst we agree with a double yellow line 5 m rather than 10 particularly when the police will not ticket anyone and likewise the traffic wardens. Illegal parking on this corner is a hazard to motorists! All the other three corners on this junction have a double yellow! However, we still need to clarify this issue of the dropped kerb outside no. 3 and 5. We must reiterate that this dropped kerb has been in place for OVER 30 years. Car drivers have been ticketed and harassed over the past months since you have decided in your wisdom that this is now a mobility access!!! None of us now know what you intend to impose here - a blank on the consultation. If a non resident happens to park there - are they going to be ticketed, or as has been the case are only the occupants on no. 3 and 5 able to park there? A complete muddle. To have an unsuspecting person arrive and park there and then get a ticket when the house owners do not is unbelievable! That kerb was NEVER INTENDED for the purpose which you seem to want to propose! In that case the residents in Church Road would be subjected to another two lost parking places. Most of all this parking problem arises from offices in Main Road parking here all day because they have insufficient office parking to the detriment of local business and residents.. The same problem caused by the same company has arisen in Bessels Green! .
2	"The Parish Council see the need for the parking to be reviewed within Sundridge. However, we are opposed to the plans, as presented. The Parish Council had a large representation at our meeting regarding this matter. We feel that more community engagement would be beneficial to resolve this matter."
3	This seems an unnecessary expense and will push parking into other areas causing blockages at peak times, especially for emergency vehicles and dustcarts.
4	"The parking proposals if done as it says, in my opinion, will make things worse for residents in the surrounding roads by pushing 'outsiders' further away. You will be penalising local residents by charging them for something that they currently don't pay for - and not even a 'nominal fee' either! On the small number of occasions that residents cannot park easily in their road is not going to be remedied by charging them as this will not guarantee them a space still. There won't be the same number of residents' passes sold for the number of corresponding spaces available so you will be making extra money on the back local residents who still won't be able to find a space. What we should be looking at is providing more parking for everyone - not an easy fix but surely one worth looking at? Visitors parking vouchers only last for 2 hours (?); so, if someone has family around for lunch then they will be clock-watching all the time. What about if they stay for the day? The only benefit would be for the shoppers I think. The only part that I agree with is to put double yellow lines on the corner of Church Road as this will make sure that the corner is kept free of parked vehicles and safer for all road users and pedestrians. "
5	"I do not agree with dual use bays as I don't think residents will benefit from them. theres approx. 20 cars belonging to residents so with only 7 spaces guaranteed who will want the additional cost of a permit when we will all have to park in Chapmans road most of the time anyway. No dual use space intended for outside my house so whats going to happen? can anyone park there and keep getting

PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE**Summary of Informal Consultation Responses and Officer****Recommendations/Comments**

	tickets because of the dropped kerb? I want more information. DYL are totally unnessecary. I do agree to the DYL for the 5m length on the corner of Church Road. "
6	"We object to the Chevening Road scheme on the following grounds: This scheme will just transfer a problem to other areas, such as Combe Bank Drive, which will be seen as a free parking option to both residents in Chevening Road and for the local businesses. This will cause severe blockages along the lane leading to Combe Bank School due to the parking in a narrow lane. The congestion here is bad enough anyway at school times. It could also cause congrstion further up Cheveing Road, where the parking will be free. This could also cause the same problem up Church Road. It seems very arbitrary to charge for ten random spaces, when cars will just be parked elsewhere and drivers will not use the designated bays. It seems unfair to charge local residents in Chevening Road now for parking and also workers in Sundridge businesses.
7	Not enough parkings bays. No guarantee that even if I get a permit that I can park. Just another cost.
8	The other problem that drivers face in Church Road is the parking from the turning to the church to the blind bend beyond the school. It may not be possible to reduce the parking particularly during school terms and in the morning as children are dropped off and in the afternoon when they are picked up. The number of near misses that happen daily would be reduced if there were signs beyond the corner warning of oncoming traffic approaching from the other direction. The 30 mile speed limit set further up the road is often obscured by foliage an regularly ignored with the result that vehicles approaching from the Ide Hill direction enter the bend to fast.
9	"Whilst I recognise that it is necessary to promote safety on the corner of Church Road and support local business, I strongly disagree with the proposal to limit parking as proposed in both Chevening Road and Church Road for the following reasons: 1. This reduces the number of parking spaces for an already overstretched parking area. Outside of normal working hours ALL the current spaces are regularly used - and therefore needed. Where are these residents expected to park if the number of bays are reduced? 2. The problem is not resolved by this proposal. It merely moves the problem to other streets in Sundridge, namely Chapmans Road, which will inevitably cause further parking difficulties in an already overcrowded road and no doubt disadvantage many more including those elderly and disabled residents in accommodations at the eastern end of Chapmans Road. 3. Paying for on-street resident parking with too few bays and therefore no guarantee of being able to park could be construed as purely income generation. 4. Having attended Sundridge and Ide Hill parish council meeting, this seems to have been proposed by one parish councillor with no consultation with the residents of Church Road or Chevening Road. It seems that he lives in Church Road and parks in this area and he would therefore appear to have a conflict of interest. Furthermore, as far as I can ascertain, residents in this area through custom and practice have ""self-managed"" their parking for a long time, ie. if there are no spaces available, they park elsewhere."
10	For the last few months parking on Chevening Road has not been a problem as the office behind us has been empty. When it was over capacity with workers then it was often difficult to park between 9am and 5pm. In the future if the majority of office workers park in their car park then parking on Chevening Road should not be an issue. We've lived on Chevening Road for over 6 years and for 90% of the time the parking has been OK. We would like to wait and see what the plans for the

PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE

Summary of Informal Consultation Responses and Officer

Recommendations/Comments

	office that Marker Study group occupied are and go from there. We are concerned at the cost of parking as we have more than one car and also the cost to our family and friends that visit. Would it not be possible to have a visitors pass instead of a book of tickets? as this could prove costly as we have many visitors. Why do the parking restrictions need to apply at weekends? The issue only arose Monday to Friday 9 to 5.
11	"Local residents find it difficult enough to park without extra restrictions. I moved here from Highgate, London, and the permits being proposed are more expensive than Camden, which is ridiculous. If anything, there should be some unnecessary double yellow lines removed. Also, there are Zigzags on Church Road, which not only cover a small garage and driveway, which is perfectly acceptable, but the whole width of a house, which gives one resident an exclusive space to park. Totally unnecessary."
12	There is no need - parking has not been a major issue and this, it feels, is the result of specific, non-universal concerns and self interests. This is a conservation area and having bays and meters would be an eye sore without even guaranteeing parking for local residents.
13	I wish to rescind my previous submission as it has been brought to my attention that the demand for spaces greatly out weighs the availability and as such we would end up paying for parking with no guarantees of getting a space. As it is I can only park outside my own house a few times a month and to have to start paying for this "privilege" would not be in my interests.
14	I have several objections about proposal. Firstly, as far as I'm aware and based on consultations with my immediate neighbours, there's absolutely no support for this, bar one parish concillor, who lives on the same road. My understanding is that another member of Sevenoaks District Council is also backing this and doesn't even live in the area. Parking has never been an issue for me. If I can't park immediately outside my house, then I park around the corner in one of several areas. Secondly, I have been living in my property for over 7 years and I object, in principle, to having to pay to park my car outside my own house. Furthermore, I have absolutely no intention in doing so and will simply park elsewhere in the village because of this. Had this proposal been actioned when I was in the process of buying my house, I would not have moved into this village. Thirdly, the maths do not add up. At best, on my side of the road, there are about 7 slots in which to park but double the number of households. In a lot of these households there are couples who each have a car. Add to that your proposal to include local businesses too and you can see perfectly well this is ill conceived at best. I think that most people with a modicum of intelligence can see this proposal for what it is. Costs are being cut at the Council level and this is a pretty cynical attempt to provide an alternative means of raising revenue. Firstly, by asking people to now pay for a permit to park outside their own house and secondly, in the hope that people will not display a permit, so collect additional money in fines. I am pretty angry that this has gone to a proposal stage, without being consulted about that first. This proposal adds completely nothing. No extra bays. The numbers do not add up. No guarantee of a parking slot, so what is the point in paying for something I can currently do for free? No democratic consultation prior to this letter. All you will do is make things worse, by creating a problem and move it elsewhere in the village.
15	In my view the proposals do not go far enough to prevent the traffic chaos and danger at the junction. The parking bays will not reduce the problems of queuing traffic. It would solve the above problems if, where you show 'dual use' parking

PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE**Summary of Informal Consultation Responses and Officer****Recommendations/Comments**

	bay (blue) lines, they were made into Double yellow lines (red), i.e. on the west and east side of the A25. Residents, like myself would have to find alternative parking further up Chevening Rd or into Chapmans Rd
16	If you put double yellow lines we will not be able to park outside our house. We would lose 3 car parking spaces which would defeat the object of paying for permit
17	"The area available to park in this area needs to be reduced by increasing the number of double lines. As you approach the bend from the A25 in the direction of the entrance to the private school, it is currently necessary to drive over the centre line and rely on approaching traffic to be travelling slowly. The use of school buses accessing this road also causes problems. A mixture of your proposal and additional yellow lines would I believe be a safer approach. Furthermore drivers park on the road further down the road close to the bend and it is often necessary to stop rather unexpectedly. I would be concerned that displaced commuters may use this area. I use this route to access the A25 from my home in Chipstead to my work in Oxted since moving here last year and have been concerned regarding this."
18	"I think the proposals for parking restrictions north of the A25 on Chevening Road is a poor idea. It will only move the problem of cars parking in this area to another part of the local area, such as Coombe Bank Drive, which is already too narrow. The only likely users of the parking spaces on Chevening Road who are not residents or their guests are visitors to the White Horse, and the pub has adequate parking for its current requirements. The Council should have more regular traffic wardens checking that cars do not park too close to the Chevening Road/A25 junction, as this causes congestion with cars unable to turn into Chevening Road. Parking Charge Notices should be issued to offenders. I would also like to see a pedestrian crossing arrangement on the traffic lights, so there is safe passage for adults and children to cross the A25 safely in order to cross the road to walk to Sundridge school. The Council should have adopted more innovative planning policies, such as requiring use of the parking area at Sundridge House (former Chinese restaurant on A25)"
19	"I support the right of the residents to park on Church Road, Sundridge but would like the school and the parents of the children at the school to be able to park to drop off and collect their children safely from the school. At present this is barely possible due to the lack of parking on the road and the speed at which some cars drive down it. Although some of the parents are ignoring the requests, regarding the parking, from the school and residents this is a minority, and most of us parents try to get there as late as possible and leave as quickly as possible, therefore causing as little disruption as possible. Is there any possibility that provision can be made which will make it safer to get children to and from the car and school."
20	"As a long term local resident, it is appalling that we are now being asked to pay outside our own property. Part of the village charm is that we do not have to look out on to garish road signs and markings. This is a purely money making scheme, that only makes life more difficult for the residents of Church Road. Currently, there is no issue with availability of spaces or the duration/length of stay. I have always been able to park within eyesight of my property and have observed availability for passing trade and custom with regard to the two small shops at the end of the road, and for the hair dresser. Rest assured, that as a resident I would be the first to say if I was unable to park either in Church Road or Chevening Road. This is disgraceful and is not welcome with the vast majority of residents in

PARKING PROPOSALS CHEVENING ROAD AND CHURCH ROAD, SUNDRIDGE

Summary of Informal Consultation Responses and Officer

Recommendations/Comments

	Church Road. Who does this benefit? It is certainly not in the interest of residents as implied in the recent correspondence. By all means issue a permit, but charge us for it? Ridiculous!"
21	"I am undecided if the proposal will work in favor of the residents of Chevening Road or not. I am concerned there wont be enough bays to house all of the residents and local workers, especially if each household has 2 cars. If Chevening Road has 5 houses with 2 cars each, there isn't any space for guests or local workers. Or residents will be left without parking as another member of Chevening Road has a guest parking. I spoke to someone at Sevenoaks council and they stated that the left over bays on Chevening road would still be available without permits which is helpful but again this does not help if the all day parkers not associated with Chevening Road or the surrounding roads are still parking there. Perhaps the whole of the road should be permit holders, just for Chevening Road residents. This would remove any parkers that do not live or work there. I would appreciate more information and some security that I will still be able to park outside my property if made into permit parking. I am very concerned that my husband and I would not be able to park if permits were issued and we had to share the parking with other roads. I understand this is an option now as no restrictions apply but if the spaces are reduced it may cause a problem. I am 8 months pregnant and will struggle if I cannot park down my own road. "
22	The proposals as they stand offer no benefit to local residents, most of whom are out at work all day and have no reason to park in the proposed dual use bays during working hours. The proposal to introduce these restrictions appears simply to be a money making scheme for the council. The main issue that we as residents have is a lack of parking spaces available in the evenings. If we are to be made to pay for parking permits then we would support a number of resident only bays with this restriction to be applicable at all times.
23	Adding a double yellow section by the junction would further reduce the limited number of parking spaces, better to utilise it as a "dual" space.
24	If this motion is a drive to support local businesses why will there be a charge for residents who wish to occupy a permit? This proposal could be implemented without a cost or fee to the existing residents, had this been the case I would have supported the proposal, particularly where small local businesses are concerned. I object to being expected to pay to park outside my own property!
25	Pleased to see that this is being reviewed. My views count less than those living and using the space as I live further up the road.
26	If parking restrictions are brought in, where are cars going to park? If they park further up and nearer to my gate I will not be able to drive out into the road as my view will be blocked! Should I drive on to the road I will be put onto the wrong side of the road, facing traffic. Very dangerous. Surely the office block round in the main road should provide sufficient parking places for their staff. Though this not affect me, why should people who live down the road be restricted to 2 hours at a time during the day.?

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To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 8 March 2016
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

2. Footway and Carriageway Improvement Schemes - see Appendix A

3. Drainage Repairs & Improvements - see Appendix B

4. Street Lighting - see Appendix C

5. Transportation and Safety Schemes - see Appendix D

- **Casualty Reduction Measures** - see Appendix D1
- **Integrated Transport Schemes** - see Appendix D2
- **Local Growth Fund** - see Appendix D3

6. Developer Funded Works - see Appendix E

7. Bridge Works - see Appendix F

8. Traffic Systems - see Appendix G

9. Combined Member Fund - see Appendix H

10. Conclusion

This report is for Members information.

Contacts: Carol Valentine / Julian Cook 03000 418181

Contact Officers:

Agenda Item 6

The following contact officers can be contacted on 03000 418181

Carol Valentine	Highway Manager (West)
Julian Cook	Sevenoaks District Manager
Sue Kinsella	Street Lighting Manager
Katie Moreton	Drainage Manager/ Structures Manager
Alan Casson	Resurfacing Manager
Toby Butler	Traffic Systems

Appendix A - Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing - <i>Contact Officer Mr Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
A225 Eynsford Road	Eynsford/Farningham	From previous surfacing at Mill Lane to Beesfield Lane	Completed
Footway Improvement - <i>Contact Officer Mr Neil Tree</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Brattlewood	Sevenoaks	From its junction with Garth Road to its junction with Beechmont Road - Completion of postponed replacement of existing asphalt surface and renewal of kerbs where required	Works to be programmed, currently liaising with legal and local resident in regard to allergy issues.
Garth Road	Sevenoaks	From its junction with The Rise to its junction with Weald Road - Completion of postponed replacement of existing asphalt surface and renewal	Completed.

		of kerbs where required	
Surface Treatments - <i>Contact Officer Mr Clive Lamourne</i>			
None			

Appendix B - Drainage

No update.

Appendix C - Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement - <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Alder Way	Swanley	Replace 2 columns	Complete
Brittains Lane	Sevenoaks	Replacement of 1 column	Complete
Claremont Road	Hextable	Replacement of 3 columns	Complete
Cramptons Road	Sevenoaks	Replacement of 2 columns	Complete
Footpath Green Court Lane to Goldsel Road	Crockenhill	Replacement of 3 columns	Complete
High Street, Brasted	Brasted	Replacing 38 ornate lanterns allowing water ingress	1 Lantern remaining to change, issue with bracket - completion by

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Street Lighting Column Replacement - <i>Contact Officer Sue Kinsella</i>			
			end March 2016
Farmstead Drive	Edenbridge	Replacement of 3 columns	Complete
Fircroft Road	Edenbridge	Replacement of 1 columns	Complete
Garrolds Close	Swanley	Replacement of 2 columns	1 complete, 1 remaining completion by end March 2016
Goldsel Road	Crockenhill	Replacement of 8 columns	Columns erected transfer of power supply delayed due to UKPN cable fault. Connections being reprogrammed
Harrow Close	Edenbridge	Replacement of 1 column	Complete
Heron Close	Edenbridge	Replacement of 2 columns	1 Completed, 1 remaining - completion by end March 2016
High Street	Brasted	Replacement of 1 columns	Works delayed, issue with Ornate Column - completion by end March 2016
Hillingdon Avenue	Sevenoaks	Replacement of 2 columns	1 completed, 1 column erected awaiting service transfer

Street Lighting Column Replacement - <i>Contact Officer Sue Kinsella</i>			
Holmesdale Hill	South Darenth	Replacement of 1 column	Works Programmed for Feb/March 2016
Hopgarden Close	Edenbridge	Replacement of 2 columns	Complete
Hospital Road	Sevenoaks	Replacement of 1 column	Complete
Kennedy Gardens	Sevenoaks	Replacement of 2 columns	Works Programmed for Feb/March 2016
London Road	Halstead	Replacement of 1 column	Works Programmed for Feb/March 2015
London Road	Swanley	Replacement of 3 columns	Minor remedials, eg Lantern with correct number of LED's
Mabel Road	Swanley	Replacement of 1 column	Complete
Magpie Green	Edenbridge	Replacement of 1 column	Complete
Mallard Way	Edenbridge	Replacement of 2 columns	Complete
Manor House Gardens	Edenbridge	Replacement of 7 columns	Complete
Orpington Bypass	Shoreham	Replacement of 1 column	Complete
Paddock Close	South Darenth	Replacement of 2 columns	Complete
Plough Walk	Edenbridge	Replacement of 2 columns	Complete
Plover Close	Edenbridge	Replacement of 7 columns	Complete

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Street Lighting Column Replacement - <i>Contact Officer Sue Kinsella</i>			
Selah Drive	Swanley	Replacement of 2 columns	1 Complete, 1 remaining - completion by end March 2016
Wainhouse Close	Edenbridge	Replacement of 5 columns	Complete
Waterlakes	Edenbridge	Replacement of 3 columns	Complete
Wayside Drive	Edenbridge	Replacement of 1 column	Complete
Woodland Drive	Edenbridge	Replacement of 3 columns	Remedial works with 1 column, 2 complete

Appendix D - Transportation and Safety Schemes

Appendix D1 - Casualty Reduction Measures

Identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
A21 Sevenoaks by-Pass / Westerham Road	Chevening	Development of potential Crash Remedial Scheme	Michael Heath	Development of Options Report and survey work.
A225 Morley's Roundabout / Riverhill	Sevenoaks Weald	Crash Remedial Measures at Riverhill exit to roundabout, vegetation clearance and warning signage improvements	Michael Heath	Scheme designed
A224 Polhill, including Morrants Court and Badgers mount roundabouts	Chevening, Dunton Green and Shoreham	Route study focussing on cyclist strategy	Paul Brand	Feasibility study was commissioned in 2014/15. The County Council is still awaiting

Location	Parish	Description of Works	Lead officer	Current Status
				the final report, which will inform works. Based on the findings, the County Council is beginning detailed design for cycle facilities at Badgers Mount roundabout for construction in 2015/16. Design works for improvements to Morrants Court roundabout to be undertaken in 2015/16 for construction in future year.

Appendix D2 - Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
Birchwood Road, Swanley	Swanley White Oak	Realignment of acute bend and footway protection	Steven Noad	<i>Project briefs currently with our consulting engineers, Amey PLC for</i>

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Location	Parish/Ward	Description of Works	Lead officer	Current Status
				<i>progression.</i>
A225 Dartford Road, Sevenoaks	Sevenoaks	Implementation of new pedestrian crossing	Steven Noad	<i>Project briefs currently with our consulting engineers, Amey PLC for progression.</i>
A224 Orpington by-pass	Badgers Mount	Provision of new traffic refuge	Steven Noad	<i>Project briefs currently with our consulting engineers, Amey PLC for progression.</i>
A224 Orpington by-pass	Badgers Mount	Provision of new footway between Badgers Rise & Highland Road	Steven Noad	<i>Project briefs currently with our consulting engineers, Amey PLC for progression.</i>

Appendix D3 - Local Growth Fund

Local Growth Fund programme update for the Sevenoaks District.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent - A network for Growth, 2) Kent Thameside - Integrated door-to-door journeys and 3) West Kent - Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities

- improve sustainable transport connections

The following schemes have been submitted as part of the successful West Kent LSTF this financial year.

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Swanley Train Station improvements feasibility and outline design	Regeneration and improvement of station forecourt	Currently with consultants carrying out outline design and costing. Southeastern rail progressing scheme.
Swanley way finding signs	Installation of way finding signs and monoliths to assist pedestrians and tourists in Swanley	Sevenoaks District Council progressing scheme. Joint scheme with Bat and Ball Station improvements. Invitation to quote for manufacture and installation will be released by consultant week commencing 18 Jan.
Bat and Ball Train Station improvements	New cycle stands and way finding signs	Currently with consultants carrying out detailed design and costing. Sevenoaks District Council progressing scheme. Joint scheme with Swanley way finding signs improvements.
Eynsford cycle parking	Installation of new cycle hoops to cater for requests and demand for cycle parking at the station	Legal agreement complete. Southeastern rail to progress the scheme.

Appendix E - Developer Funded Works

Developer Funded Highway Works (Section 278 Works) - Contact Officer Steven Noad				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE 2075	Station Road / Rye Lane	Dunton Green	Mini roundabout and relocation of a zebra crossing and various improvements in Station Road and Rye lane.	Works now adopted

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Developer Funded Highway Works (Section 278 Works) - Contact Officer Steven Noad				
SE 2083	Crowhurst Lane	West Kingsdown	Provision of traffic calming measures in Crowhurst Lane together with signing and bollards to enable pedestrian access to new development. Also resurfacing to part of Crowhurst Lane in vicinity of new development	Problems with S.38 element of agreement. Waiting for Housing Association to change unbound material on driveways. First Certificate not yet issued. Housing Association is currently tendering for works to be undertaken
SE 2086	Four Elms Road / Station Road.	Edenbridge	Pedestrian improvement works comprising new footway on Four Elms Road including dropped crossing with tactiles either side and other minor alterations. A new zebra crossing on Station road. (the new zebra crossing in Station Road was installed by KCC using S.106 contribution money)	First and Second Certificate issued as this is a combined S.38/278 Agreement. Works currently serving maintenance period

Developer Funded Highway Works (Section 278 Works) - Contact Officer Steven Noad				
SE 003019	Bonney Way	Swanley	New bellmouth entrance and vehicle crossovers to new development including minor improvements to footway and carriageway. Includes re-position of existing street lighting column	Works now adopted
SE 003020	Old Sevenoaks Police Station, Morewood Close	Sevenoaks	Minor works to existing highway including new bellmouth into private development, footway works and tactile paving at junction with London Road includes secondary means of access for emergency services	First Certificate issued. Works currently serving maintenance period.
SE 003023	Lidl Store, London Road	Sevenoaks	Right-hand turn lane into new Lidl Store. Includes minor alterations to existing kerb lines and creation of new bellmouth together with white lining for RHT	First Certificate issued. Works currently serving maintenance period.

Agenda Item 6

Developer Funded Highway Works (Section 278 Works) - Contact Officer Steven Noad				
SE 003024	Shefts Croft, Mill Hill,	Edenbridge	Entrance bellmouth and footway alterations into new private development	First Certificate issued. Works currently serving maintenance period.
SE 003025	M&S Store, London Road and Pembroke Road	Sevenoaks	Various new entrances including vehicle crossings and a new bellmouth together with various Variable Message Signs in town centre locations	First Certificate issued. Works currently serving maintenance period.
SE 003026	Junction of Powder Mills Lane and Hollow Trees Drive	Leigh	Alterations to bellmouth access to private street leading to new development including footway alterations in Powder Mills Lane	Waiting for remedial works to be completed. First Certificate not yet issued.
SE 003029	Old Ambulance Station, Moor Road	Otford	New Bellmouth and associated footway works	Technical approval granted. Works have started and should be completed beginning of February
SE 003031	Old Mill Site, High Street	Farningham	New bellmouth entrance and alterations to existing highway including	Works now adopted

	Developer Funded Highway Works (Section 278 Works) - Contact Officer Steven Noad			
			overrunnable granite sett area	
SE 003033	Hildenborough Road	Leigh	Alterations to the highway including resurfacing high friction surface treatment with roundels and signage relating to planning permission for Gibbs Field	First Certificate issued. Works currently serving maintenance period
SE 003034	A225 Tonbridge Road	Sevenoaks	New Bellmouth entrance into Sevenoaks School and minor improvements to the footway including tactile paving	Works now adopted
SE 003035	Eglantine Lane	Horton Kirby	New access bellmouth and accommodation works to existing highway	Works have not yet started. Chasing the developer for technical re-submission
SE 003036	Mill House, Mill Lane, Bat and Ball	Sevenoaks	New Footway and minor improvements to existing road	Technical Approval has been granted. Agreement is likely to be signed shortly. Works have not yet started. Will need to have pre-start

Agenda Item 6

Developer Funded Highway Works (Section 278 Works) - Contact Officer Steven Noad				
				meeting with roadworks. Permit not yet granted
SE 003040	London Road and Ruxton Close	Swanley	New bellmouth entrance to rear of development off Ruxton Close and accommodation works including ramped access in grassed verge off London Road	Demolition works finished. Highway works have not yet started but technical approval given.
TO 003075	Powder Mills Lane and Leigh Road	Leigh	Redevelopment of old Pharmaceutical Works - minor modification to existing carriageway and footway including new bus stop facility in Powder Mills Lane	Pre start meeting held in January. Works have now commenced.

Appendix F - Bridge Works

No update.

Appendix G - Traffic Systems

No update.

Appendix H - Combined Member Grant programme

The following list of schemes includes those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways and is up to date as of 29th January 2016.

The details below are for Highway Schemes **only** and **does not** detail contributions Members have made to other groups such as Parish and District Councils or list traffic speed surveys.

More detail on Combined Member Grant schemes can be accessed by each Member via the online database or by contacting their Combined Member Grant Engineer.

Roger Gough - Darent Valley

Scheme	Status
Horton Kirby - Vehicle Activated Sign	Confirmation of sign location being sought from Parish Council
Horton Kirby - Gifford's Cottages	Works complete
Horton Kirby - HGV signing	Deferred until 2016/17
Crockenhill 20mph zone	Design complete, TRO in force, awaiting implementation on site
Refresh existing road markings in Swanley Village area	Awaiting confirmation by residents association to provide on-site liaison with the marking crew

Margaret Crabtree - Sevenoaks Central

Scheme	Status
Oak Lane, Sevenoaks - interactive sign	With ITS team for delivery
Bradbourne Road - school keep clear markings	TRO being progressed
Tonbridge Road, Sevenoaks - Feasibility study into proposed footway outside White Hart PH	Being progressed by consultant

Nick Chard - Sevenoaks East

Scheme	Status
Seal village - Proposed 20mph speed limit and right turn prohibition	Design in progress

Clive Pearman - Sevenoaks South

Scheme	Status
Hildenborough Road, Leigh - gateway enhancement	Design in progress
Fordcombe Road, Penshurst - Warning signs scheme	Design in progress

Agenda Item 6

Robert Brookbank - Swanley

Scheme	Status
London Road, Swanley - Verge protection sign	With contractor for delivery
Swanley Lane, Swanley - Dropped kerb	With contractor for delivery

Richard Parry - Sevenoaks West

Scheme	Status
High Street Brasted - Installation of new zebra crossing	Construction due to commence on site on 9 th February 2016
Otford Lane/Church Road/Knockholt Road, Halstead - junction protection	Awaiting confirmation of agreed layout by Parish Council

SEVENOAKS CYCLING STRATEGY WORKING GROUP**Tuesday 02 February 2016 at 10:30am****Present:**

Cllr. Edwards-Winser	Chairman (SDC)
Cllr. Eye	Sevenoaks Town Council
John Morrison	Sevenoaks Cycle Forum
Reg Oakley	Sevenoaks Cycle Forum
Simon Taylor	SDC Planning Officer (Policy)

Also present:

Katie Cullen	KCC Cycling Transport Planner
Louise Rowlands	KCC Strategic Development Planner
Jacky Thomas	KCC Kent Graduate Programmer
Peter Wedlake	KCC Cycle Training Manager
Mark Avis	Assistant Democratic Services Officer

		Action by
7.	Apologies for absence There were none.	
8.	Notes from previous meeting Notes of the Sevenoaks Cycling Strategy Working Group on 25 November 2015 were received.	
9.	Matters arising/update (including actions from previous meetings) County and district wide crash statistics. These had been circulated previously by email however some Working Group Members could not locate original email. Speed traffic survey. Survey could be completed for the District to give an indication of traffic on key routes.	MA to resend statistics to Working Group KC to investigate and report back
10.	Historical consents/Section 106 Sevenoaks District Council's (SDC) Planning Officer (Policy) gave a summary of historical consents/Section 106 agreements. In the past Section 106 have referred to specific improvements to a site's infrastructure which does not include cyclists. To include cyclists there would need to be a variation of the Section 106 agreement.	

Agenda Item 7

	<p>CIL, Section 106 and s278 agreements were discussed and Members sought clarification on whether an application on the CIL 123 list would be excluded from Section 106 agreement funding? Also, would the Section 106 agreement funding be unavailable if there was a s278 agreement in place?</p> <p>Costs of the cycle strategy were discussed. If there was to be a combined effort in seeking CIL funding for the cycling paths then it would be beneficial to know the costings of implementing the entire cycle strategy.</p>	<p>KC to provide clarification on CIL, Section 106 and s278 agreements.</p> <p>KC to provide costings for implementing entire cycle strategy</p>
12.	<p>Local Plan review</p> <p>SDC's Planning Officer (Policy) gave an update on the local plan review. Officers were hoping to consolidate a number of plans into one comprehensive local plan. Once the local plan review was completed, a district wide consultation would take place in 2017. It is hoped that the new local plan will be submitted for public examination in 2018.</p>	
13.	<p>Cycling update</p> <p>KCC's Cycle Training Manager gave an update on the work undertaken by KCC on cycle training</p> <p>There had been a good uptake to KCC's cycle training (Bikability - Level 1 and 2). There had been a slower uptake for Level 3 training (7-9 year olds) and venues for this training course were limited in Kent. Sevenoaks Town Council (STC) was planning a bike open day and Officers were advised to liaise with the Town Clerk at STC.</p> <p>KCC's Kent Graduate Programmer gave an update on adult cycle training. Again, the main problem was finding suitable locations within the District to hold the training. It was suggested that Officers contact local Town/Parish Council to see whether they could provide venues within the District. Furthermore, that Officers contact Kent Velo Girls for advice and assistance.</p>	<p>PW to liaise with STC on bike open day and potential sites which could facilitate "Bikeability" Level 3.</p> <p>JT to liaise with Town/Parish councils on potential training venues.</p>
14.	<p>Any other business</p> <p>An application for a bridleway at Otford (adjacent to Tudor Drive) had been submitted to KCC but as yet no response had been received.</p>	<p>KC to investigate and respond to RO.</p>

15.	Suggested action for Joint Transportation Board The Sevenoaks Cycle Forum raised concerns that since the introduction of the cycle strategy nothing contained within it had been implemented.	Cllr. Edwards-Winser would raise this with JTB.
16.	Date of next meeting Agreed at 10:30am on Tuesday 26 April 2016. Agenda items to include: <ul style="list-style-type: none">• East/West cycle route; and• Otford to Sevenoaks cycle route	MA to add to agenda for next meeting.

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