

05 December 2017 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks
Despatched: 27.11.17



Sevenoaks Joint Transportation Board

Membership:

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

District Councillors

Clack, Edwards-Winsler, Esler, Layland and Williamson

The County Councillors for the 6 County Electoral Divisions representing the Sevenoaks District

Brazier, Mrs. Crabtree, Gough, Horwood and Pearman

The representative from the Kent Association of Local Councils (non voting)

Mr. Parry

Agenda

There are no fire drills planned. If the fire alarm is activated, which is a continuous siren with a flashing red light, please leave the building immediately, following the fire exit signs.

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 12 September 2017, as a correct record.	(Pages 1 - 4)	
2. Declarations of interest		
3. Actions from Previous Meetings	(Pages 5 - 6)	
4. Statutory Consultation - Minor On-Street Parking Proposals - Various Locations - TRO 2013 Amendment 25	(Pages 7 - 60)	Jeremy Clark Tel: 01732227323
5. Local Winter Service Plan	(Pages 61 - 62)	
6. Sevenoaks Highway Works Programme - December 2017	(Pages 63 - 76)	
7. Sevenoaks Saturday Market	(Pages 77 - 80)	John Strachan Tel: 01732227310

8. **Notes of the Cycling Working Group held on 20 November 2017** (Pages 81 - 84)

EXEMPT INFORMATION

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 227000 or democratic.services@sevenoaks.gov.uk.

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 12 September 2017 commencing at 7.00 pm

Present: Cllr. London (Chairman)

County Cllr. Chard (Vice Chairman)

Cllrs. Clack, Edwards-Winsler, Esler, Layland, and Williamson

County Cllrs. Brazier, Horwood and Lake

Parish Cllr. Parry

Apologies for absence were received from County Cllrs. Crabtree and Gough

Cllrs. C. Barnes, J. Barnes, Canet and Eyre were also present.

JOHN MORRISON

The Chairman advised Members of the sad passing of John Morrison who had regularly attended meetings and had been a member of the Cycling Strategy Working Group representing the Sevenoaks Cycle Forum.

12. Minutes

The Chairman advised that Parish Councillor Parry should have been marked as present.

Councillor Clack requested an amendment to the minutes as he did not believe the second paragraph of Minute 6 accurately reflected the email that had been read out in the previous meeting in his absence.

Resolved: That the minutes of the meeting held on 14 June 2017, be agreed and signed by the Chairman as a correct record, subject to the following amendments

- a) Parish Councillor Parry being marked as present; and
- b) all wording after the words 'which asked for' on the first line of the second paragraph of Minute 6 being deleted and replaced with 'the consultation to continue as planned, but that if it were decided to put off the consultation until after the holistic review, that any recommendation to scrap the consultation for Argyle and Gordon be postponed until December 2017.

13. Declarations of interest

No additional declarations of interest were made.

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

There were no matters arising.

15. Applications for Disabled Persons' (Blue Badge) Parking Bays

The Parking Engineer presented the report which reported on applications received and consideration of informal consultations to proposed disabled persons' (blue badge) parking bays. Members attention was drawn to the supplementary agenda with amended recommendations.

Resolved: That

- a) it be noted that the 4 applications for disabled persons' (blue badge) parking bays detailed in Appendix 1 to the report would proceed no further as they did not meet Kent County Council's assessment criteria; and
- b) it be noted that the application for a disabled persons' (blue badge) parking bay at Church Road, West Kingsdown detailed in Appendix 2 to the report, had met Kent County Council's assessment criteria and had been the subject of an informal consultation with no objections received; and
- c) the application for (b) above, be approved and an interim disabled persons' (blue badge) parking bay be marked.

16. Parking in Goldsel Road, Swanley

The Parking Engineer presented a report which had been submitted in response to the local community raising concerns with their local County Councillor with regards to parking in Goldsel Road, Swanley.

The Chairman exercised his discretion and allowed a local resident to address the Board. The resident stated that there were safety concerns with a parking bay adjacent to the junction of High Firs/ Goldsel Road. He stated that although one bay had been removed, there was still not enough visibility at the junction. The Board was informed that a van was frequently parked in the first bay, which reduced the already poor visibility further and adjacent to the junction was a bus stop, which provided another obstacle for drivers. Residents were also concerned by vehicles travelling at high speeds. He stated that the average speed of vehicles was recorded at 36.9mph and a top speed was recorded at 37.88mph. There was a primary school in the area and as a result the safety concerns and congestion were increased during peak times at this particular point of the road. There was one interactive sign installed as a traffic calming measure, but the local County Councillor had requested another. White lines were also placed as a traffic calming

Sevenoaks Joint Transportation Board - 12 September 2017

measure but had faded. He concluded that residents would like another bay to be taken away to alleviate some of the congestion and risk to safety.

County Councillor Horwood tabled [pictures of the junction](#) taken from Google Maps and explained that these were taken from a higher perspective, so were not completely representative and did not fully show the inclination of the road. He stated that he understood that there were minimum requirements to be adhered to when Officers considered where bays were placed and that they had to be a certain distance from a junction. However, he believed Goldsel Road should be considered as a special circumstance, ideally with two bays removed. He further advised that Kent Highway Services (KHS) had confirmed that the white lines would be repainted by the end of summer 2017.

Members discussed the height at which the photograph had been taken and concluded that the distance between the junction and the first bay should be looked at to gain a better perspective and that it be considered whether one or two bays should be removed. It was discussed that the accident record was low and KCC advised that a website called CrashMap highlighted the number of accidents in a given area, but it was noted that not all minor accidents were reported to the Police and therefore would not be shown on the website.

The Chairman exercised his discretion and allowed Councillor C. Barnes to address the board. She stated that she lived in Goldsel Road and expressed her own personal concerns and those of residents that she had received concerning the safety of the road.

Resolved: That

- a) the parking issue in Goldsel Road, Swanley raised by the local community via their local County Councillor be noted; and
- b) KCC and SDC Officers investigate the issue raised, and report their findings back to a future meeting

17. Sevenoaks Highway Works Programme

Members' considered a report which gave an update on the identified schemes approved for construction in 2016/17. In response to questions, the Mid Kent Highway Manager (KCC) stated that the resurfacing at Morley's Roundabout scheme was still to be programmed.

A Member commented on the resurfacing of Worship Hill in Appendix A, expressing that she thought the whole road needed to be resurfaced and not just the section between Cold Arbor Road and Cranmer Road. In response to the comment, the Mid Kent Highway Manager (KCC) said that she would advise the Member when the rest of the road was scheduled to be resurfaced.

Resolved: That the report be noted.

Agenda Item 1

Sevenoaks Joint Transportation Board - 12 September 2017

18. Notes of the Cycling Strategy Working Group

Members discussed and noted the action notes from the meeting of the working group held on 13 July 2017.

THE MEETING WAS CONCLUDED AT 7.44 PM

CHAIRMAN

	Meeting date	Description	Report back from Officers – last updated on 24/10/17	Contact Officer
1.	12/09/17	Minute 16 (b) Parking in Goldsel Road, Swanley.	Following investigations by both officers from KCC and SDC, with regards to the parking bay and the junction of High Firs / Goldsel Road, and the visibility is sufficient for a 30mph limit and there are no proposals to reduce the number of parking bays at this location.	Geoffrey Bineham Schemes Project Manager KCC

This page is intentionally left blank

STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS

VARIOUS LOCATIONS - TRO 2013 AMENDMENT 25

Sevenoaks Joint Transportation Board - 5 December 2017

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the objections to the minor on-street parking proposals within The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places)(Amendment 25) Order 2018 received during the statutory consultation

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark

Recommendation to Sevenoaks Joint Transportation Board: The Joint Transportation Board is asked to endorse the following recommendations, that:

- (a) the results of the statutory consultation regarding minor on-street parking proposals within The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 25) Order 2018 (known as “TRO 2013 Amendment 25” be noted;
 - (b) the relevant objections received to the parking proposals for Hartley - Wellfield and Hoselands View, Swanley - St Marys Road and Westerham - Oak Road be set aside;
 - (c) TRO 2013 Amendment 25 be made and the parking proposals therein be implemented as drawn; and
 - (d) the objectors be notified of the decision.
-

Reason for recommendation:

The parking proposals are aimed at providing better management of the Public Highway, in line with the Highway Code and current legislation.

Background/Introduction

- 1 A statutory consultation was undertaken over a 3-week period from 5 October 2017 in respect of minor on-street parking proposals contained in a draft traffic regulation order entitled The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 25) Order 2017, hereafter known as “TRO 2013 Amendment 25”.
- 2 The parking proposals include changes to existing and/or new waiting restrictions in the following roads, which are shown on the plans and are described in Appendices 1 to 6:
 - Appendix 1 - Hartley - Wellfield and Hoselands View
 - Appendix 2 - Leigh - Crandalls and The Green
 - Appendix 3 - Otford - Station Road
 - Appendix 4a - Sevenoaks - Bradbourne Vale Road
 - Appendix 4b - Sevenoaks - Buckhurst Avenue
 - Appendix 4c - Sevenoaks - Gordon Road
 - Appendix 4d - Sevenoaks - Granville Road
 - Appendix 5a - Swanley - Goldsel Road
 - Appendix 5b - Swanley - St Marys Road
 - Appendix 6 - Westerham - Oak Road
- 3 The parking proposals also included a scale of charges for pay and display that would apply to the proposed pay and display parking bays for Swanley - St Marys Road.
- 4 For the statutory consultation, public notices describing the on-street parking proposals and inviting representations were published in the local press and were erected in each of the locations concerned.
- 5 Details of the proposals and a link for making representations online were also hosted on the District Council’s website.

- 6 During the 3-week statutory consultation period, which ended on 27 October 2017, objections/comments were received in respect the following parking proposals:
- Hartley - Wellfield and Hoselands View (Appendix 1)
 - Swanley - St Marys Road (Appendix 5b)
 - Westerham - Oak Road (Appendix 6)
- 7 The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views.
- 8 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the relevant objections, together with Officers' comments and recommendations given in Appendices 1, 5b and 6, and to decide whether, before TRO 2013 Amendment 25 is made, to:
- Endorse the recommendation to set aside the objections and implement all of the proposals as drawn; or
 - Uphold some or all of the objections, and recommend to the Councils that some or all of the parking proposals for Hartley - Wellfield and Hoselands View, Swanley - St Marys Road and Westerham - Oak Road be modified (by reduction) or abandoned.

(It should be noted that it is only possible to amend proposals by reduction. Any extension to the proposed restrictions or change of type of restriction would form a new proposal and require re-advertisement).

- 9 No objections were received in respect of the parking proposals in Appendices 2, 3 4a, 4b, 4c, 4d and 5a, and hence these can be implemented without a decision from the Board. These locations have been included for information.

Other Options Considered and/or Rejected

- 10 Officers have considered the feasibility and desirability of reducing the extent of or abandoning the proposal to which the objections were received, but considered this to be inappropriate.

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the Board's decision, but if all the proposals in TRO 2013 Amendment 25 are taken forward, the estimated total cost would be in the region of £6,000.

The parking proposals for Sevenoaks - Bradbourne Vale Road, Sevenoaks - Gordon Road, Sevenoaks - Granville Road and Swanley - Goldsel Road, which are required

Agenda Item 4

due to the creation of new and/or changes to existing vehicle accesses on to the public highway, are each being met by third parties, and an estimated total cost of £2,000.

The parking proposals for Hartley - Wellfield and Hoselands View are being funded by Kent County Council through the Combined Member Grant at an estimated cost of £1,500.

The District Council can meet the cost of the other proposals, estimated at £2,500, from its parking account.

Legal Implications

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

Section 1 of the RTRA 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 exempted.

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 objections made to the TRO received during this statutory consultation (other than frivolous or irrelevant ones) that are not withdrawn are reported to the Sevenoaks Joint Transportation Board.

The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views. If the Councils are minded to act otherwise, no decision will be taken until after a discussion with the Chairman and Vice Chairman of the Board.

Equality

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

Risk Assessment Statement

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.

Appendices:

Appendix 1 - For decision
Hartley - Wellfield and Hoselands View
Description and plan of parking proposals, details of objections and Officers' comments and recommendation

Appendix 2 - - For information
Leigh - Crandalls and The Green
Description and plan of parking proposals

Appendix 3 - For information
Otford - Station Road
Description and plan of parking proposal

Appendix 4a - For information
Sevenoaks - Bradbourne Vale Road
Description and plan of parking proposal

Appendix 4b - For information
Sevenoaks - Buckhurst Avenue
Description and plan of parking proposals

Appendix 4c - For information
Sevenoaks - Gordon Road
Description and plan of parking proposals

Appendix 4d - For information
Sevenoaks - Granville Road
Description and plan of parking proposal

Appendix 5a - For information
Swanley - Goldsel Road
Description and plan of parking proposal

Appendix 5b - For decision
Swanley - St Marys Road
Description and plan of parking proposals

Appendix 6 - For decision
Westerham - Oak Road
Description and plan of parking proposals

Sources of Information:

The Traffic Signs Regulations and General Directions 2016
<http://www.legislation.gov.uk/uksi/2016/362>

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/uksi/1996/2489/made

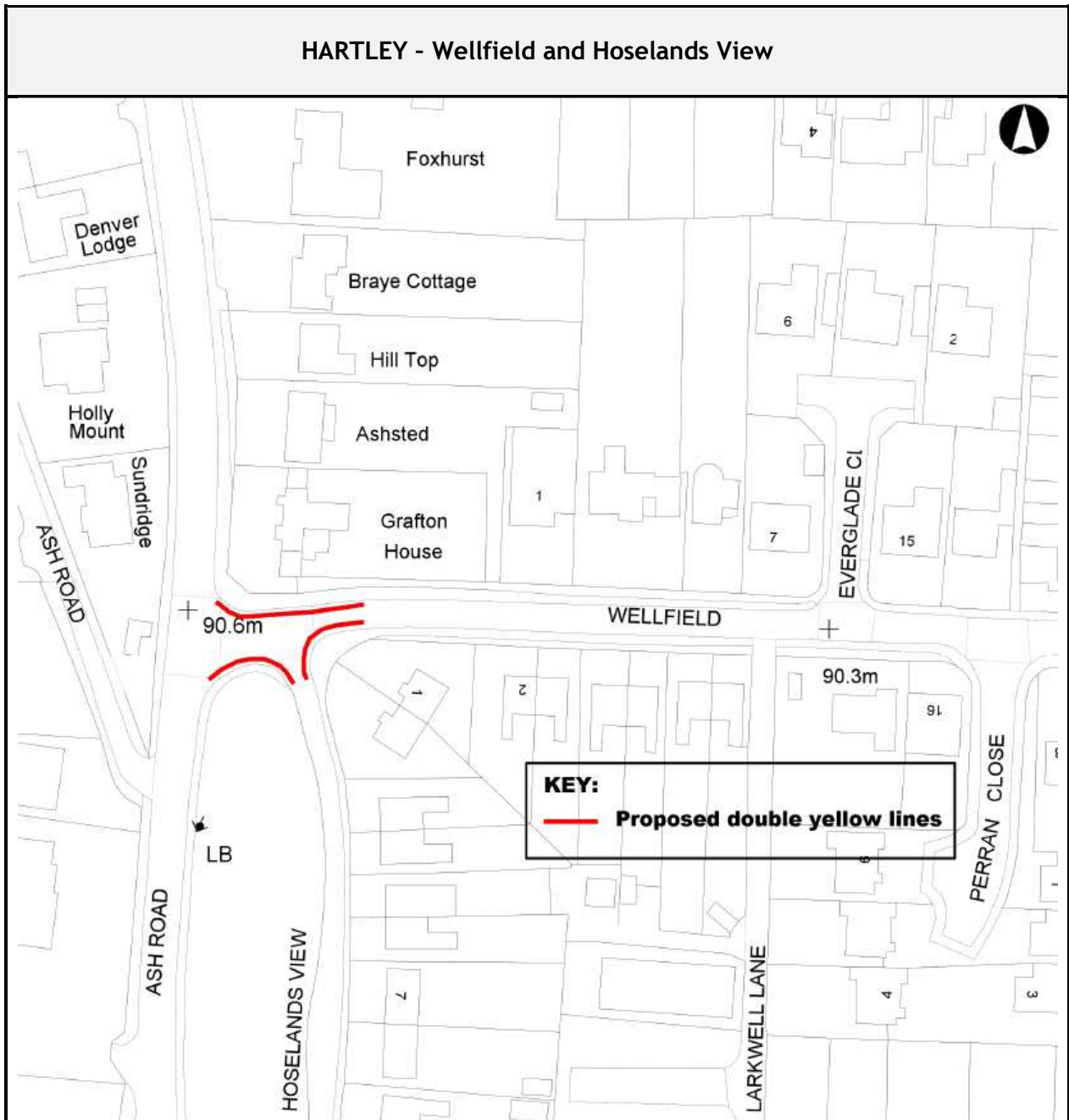
The Highway Code.
www.gov.uk/browse/driving/highway-code

Richard Wilson
Chief Officer, Environmental and Operational Services

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation



Description	Proposed Changes
<p>Hoselands View Both sides, From the southern kerb line of Wellfield, southwards for 10m</p>	<p>New double yellow line restrictions (no waiting at any time)</p>
<p>Wellfield Both sides, from the eastern kerb line of Ash Road, eastwards to a point 12m east of the eastern kerb line of Hoselands View</p>	

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	Please can you consider a 2 hour parking restriction, as the dental surgery doesn't have anything of parking and we have to park somewhere if it's not there it will be outside some else's.
2	We write regarding the above and would urge you to reconsider your decision. My husband and I have been patients at Hartley Dental Practice for many years and would never consider going anywhere else. The staff are all brilliant! However, we are finding it increasingly difficult to park close to the surgery and are having to allow extra time to ensure we are not late for appointments, which would be detrimental to staff and other patients alike. Just recently, my husband attended the Practice whilst recovering from a bout of sciatica and this caused him severe problems, not being able to park close by. I am sure there must be other patients who have mobility problems and who are also encountering difficulties. It is not fair that patients are having to suffer because of the fact that commuters are being allowed to use valuable parking spaces. I sincerely hope that the Council will re-evaluate its current proposals for the benefit of both Hartley Dental Practice and its patients.
3	As a patient of Hartley Dental Practice - now in my late 70s - I wish to object very strongly to the " over the top " double yellow lines that you are currently intending to install in Wellfield, Hartley. Whilst I can see the need for some restriction to prevent commuters parking there all day, I do not see the need for this to be applicable all the time. Surely either " no parking before 9 am " or " parking restricted to 2 hours only, with no return " would suffice. The dental practice only has a small car park and patients like me, who could not walk all the way to the dentist and back, will be placed in an impossible situation when I would only be parking there for as long as was absolutely necessary for my dental treatment. Please think more sensibly before imposing these restrictions.
4	I am a patient at the Hartley Dental Practice and I understand that you are proposing to introduce extensive double yellow lines from the corner of Wellfield but without an additional parking restriction. This will present enormous parking challenges for patients of the Practice, particularly people of my age and beyond (74) who attend for regular check-ups. My twice yearly checks are not only for general dental health but also to check for oral cancers. Should you go ahead with these proposals it will mean that I, and other elderly patients, will find it virtually impossible to park anywhere near the Practice due to commuters parking outside all day! May I respectfully request that you consider reducing the extent of the double yellow lines and place an additional '2 hour no return' restriction down past the Practice.
5	I am writing in support of the appeal by Hartley Dental Practice. I am a patient of the practice and do not live locally so have to drive and on each visit I am

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	finding it increasingly difficult to park anywhere near the surgery.
6	I understand that you are proposing to put extensive double yellow lines along Wellfield, Hartley, very close the Hartley Dental Practice which will make it very difficult for patients such as myself and my family to park on that road when we visit our dentist. We would welcome a "2 hour no return" instead which would reduce parked cars belonging to commuters, who are using this road as free parking whilst they travel on the train to work for a whole day. At least this way it would allow patients to park outside the dental practice when they have a genuine dental appointment. I do hope that you will consider this very seriously.
7	I am emailing regarding the new parking restrictions at Wellfield extending double yellow lines will only move the parking problem further down the road. Please consider the possibility of installing restricted parking i.e. two hours only - this would ensure I could still park when I visited my dentist. How can the elderly or infirm manage to receive treatment if they cannot find a parking space.
8	I am writing as patient of this dental practice since it opened when I was small. It is a superb practice with much recent investment and it has always been relatively easy to park outside until the last few years when it just seems to be much harder to park with cars on the road all day long. They are not customers for the dental practice most of them. The practice has provided parking for as many cars as it can and yet it is still quite difficult to park, with patients having to park in any available space sometimes a very long way down the road. With many dental patients being elderly and some with carers because they are wheelchair bound it is far from ideal. I do think limited time parking would be a very good idea as it would stop day long parking whilst still allowing genuine dental practice patients to be able to park for the short while they are there. It would reduce the congestion for residents living in the area too, whereas double yellow lines all the way along will just make the situation worse in the long term. Or a paid parking system maybe? This dental practice is a superb business and has been in the location for so many years. It needs supporting in finding a solution for the parking problems, they never happened to this extent years ago.
9	Yellow lines are not the answer it will make matters worse for all the residents the sensible answer is a restriction period with the council enforcement office giving out parking tickets If you work in conjunction with the residents and Dartford borough council perhaps this problem could be solved quickly , this is a problem that our boroughs councils will not deal with sensible or quickly we have a massive problem in Longfield with commuter parking all day long and blocking footpaths as well

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

10	I would like to support the Hartley Dental Practice which recommends reducing the extent of the proposed double yellow lines in Well field and to consider an additional 2 hour no return down past the practise. This would make reasonable then for us dental patients.
11	I would like to put forward my suggestion to alleviate the parking in Wellfield, Hartley. I live in Everglade Close, just off Wellfield and find it very difficult to turn right into Wellfield due to the parked cars obscuring my sight line of the vehicles approaching from Ash Road, often travelling in excess of the speed limit. It is also dangerous turning into Wellfield from Ash Road due to cars parked on the corner. As I often have to wait for the traffic to clear, my car is vulnerable to being struck from behind from cars coming up the hill from Longfield. This has already happened to several people. The proposed double lines are a partial solution but will just move the parking further down Wellfield. I suggest a "no parking between 9am and 10am" as this will stop commuters but still allow local residents to park outside their homes virtually all day and also visit the dentist. I do not agree with permit parking. Why should residents pay when commuters refuse to?
12	You appear to have overlooked the need for limits on parking on the Dental Surgery side of Wellfield, from the surgery entrance to the junction with Everglade close, to prevent day long parking by non-residents. A 1 hour Monday--Friday parking limit between 6 am and 5 pm with no return for 2 hours should be applied The needs of the few Wellfield residents affected could be protected by the issue of no-cost parking permits.
13	I currently go to Hartley Dental practice and understand that there are plans to put extensive double yellow lines on the corner of Wellfield, Hartley, Longfield DA3 7EG. This is going to make it impossible to use the practice as I cannot get there without a car and there is nowhere around the dental practice that you could park. It would make more sense if the restrictions are in place to stop commuters, to make it a 2 hour limit, then the people who really need the parking could use it, and the commuters could use the station car parks, which are too far away from the practice to be used by patients.
14	I wish to object and challenge the proposed double yellow lines, planned for the outside of the Hartley Dental Practice. I, like many of the patients are of a senior disposition and feel that easy access and parking as it stands at this time, affords easy, better access - especially for mobility impaired people. The better alternative would be a restricted parking time frame of a maximum of 2 hours, which will also mitigate any long term parking issues and assist visitors to the Dentist. I would be interested as to the reason for this work , noting that parking elsewhere would mean a long walk as there is nowhere in the near vicinity to park as a good alternative?

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

15	I am writing in support of the Hartley Dental Practice's appeal against your proposed new parking restrictions in Wellfield, Hartley. I have been a patient with the Practice for many years and one of the benefits has always been the ease of parking nearby. Wellfield is not a main road but a side road in a semi-rural location. Parking restrictions would be of no benefit to local residents but could severely impact on the Practice, which is the only business in the immediate area. I cannot believe that the Council are considering a measure that can only be to the detriment of a good local business and urge you to reject the current proposals.
16	I would like to bring to your attention how difficult it is to park when visiting Hartley Dental practice. Your proposal to insert double yellow lines to stop commuters parking can only worsen the problem for patients. Please will you consider a two hour restricted parking for patients only.
17	I understand from the Hartley Dental Practice that it is proposed to put double yellow lines on the corner of Wellfield at Hartley. I can fully understand that it will be safer to keep cars away from the corner, and that the local residents will appreciate the cessation of all day parking there by commuters. However, I consider it a retrograde step to prevent dental patients from parking close to the dentists' premises. It will just make patients park further down the road. I suggest that an alternative solution would be to permit parking in close proximity to the dentists' premises for only a limited period, - for example, a maximum of 1 hour.
18	Parking restrictions in Well field Hartley. Double yellow lines only will worsen the problem with commuters parking further down the road giving patients trouble getting to dentist, as this is the only business in this road it's obvious the rest are pa...
19	I understand from the Hartley Dental Practice that it is proposed to put double yellow lines on the corner of Wellfield, Hartley. I appreciate that the residents in Wellfield will be grateful to cease the all-day parking by commuters, frequently very close to the corner. However, it makes sense for the dental patients to be able to park reasonably close to the dentists' premises. If the object of your proposal is to rid the corner of all-day parking by commuters, I suggest that a compromise would be to restrict parking near the dentists to a maximum of 1 hour.
20	In relation to the above parking proposal to put double yellow lines in Wellfield, Hartley, I have no problem with this but I do think there should be more parking restrictions in Wellfield, as at present it is almost impossible to park anymore outside or even near to the dentist, due to the extensive commuter parking for Longfield station. I believe you should add in proposals to enact a 2 hour and no return restriction for a considerable way along the street, to prevent this commuter problem. Improving the bus service from New Ash green and

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	surrounding villages would also help.
21	With reference to the proposed double yellow lines at corner of Wellfield road, Hartley. As a patient of Hartley Dental Practice I am very pleased that you will be placing double yellow lines from the corner of Wellfield. However, it will mean that we as patients, will still not be able to park to attend appointments. Would like to see a " 2 hour no return" area running outside the practice which would enormously help myself and other patients to attend an appointment without having to find alternative parking some distance away. I also feel sympathy for the long-suffering residents in that area - they must get very fed up with people parking outside their homes all the time.
22	I would like to suggest your proposed double yellow lines at the entrance to Wellfield road Hartley will make matters worse. The area in front of the dentist needs to be restricted to say a maximum of two hours parking. Without this the area will be even worse for residents in that area.
23	Please can common sense prevail and parking be continued in use in Wellfield, to enable clients of the Practice to attend the surgery. I appreciate this is a hot potato, but parking with perhaps a 2 hour limit with no return, should eliminate all day parking.
24	I support the principle of putting double yellow lines on the Wellfield Road junction but I believe that a 2 hour parking restriction should be effected in Wellfield Road to prevent commuters from blocking the road. Also, restrictions on pavement parking should be enforced.
25	Please would you think seriously about the parking in Wellfield outside the Hartley Dentist Practice and make it 2 hours only. It is difficult to park when visiting the dentist especially as I am disabled.
26	I refer to the above traffic regulation order and would like to register and objection and request that your current proposal to put in double yellow lines from the corner of Wellfield 12 metres past Hoselands View is amended to either single yellow lines for a longer length, "2 hour no return" notices, and residents' parking permits or a shorter length of double yellow lines from the corner of Wellfield, "2 hour no return" notices, and residents' parking permits. As the TRO currently stands, those of us who live locally to Wellfield feel that the problem of commuter parking will simply be moved further down the road. My husband and I live in Perran Close and already have 4-5 commuters parking there during the day. On occasion they have also parked in the small space between our driveways which causes us, and our neighbours, inconvenience when entering and leaving our properties.
27	Car owners have started to use the Ash Road end of Wellfield as a station car park. I welcome the news that double yellow lines are to be painted at the

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	corner, but we need a time limit to stop the commuters using this end of Wellfield, and to leave room for customers of Hartley Dental Practice.
28	I would like to appeal the plan to put yellow lines outside Hartley dentist, I have been a patient for a number of years and never had a problem parking in the road which is not a busy road. I cannot understand why the council would do this and feel it may jeopardise the business trade of a very good dentist as well, which would be unfair. I think it would be fair to say that a council representative should pay a visit and monitor the road and I am sure they will come to the same conclusion.
29	I would like to raise a protest not against the double yellow proposed on the corner of wellfield in Hartley, which I feel are totally necessary, but that you are not considering the 2 hour restricted parked put forward, if you lived anywhere off wellfield you would change your mind, getting down the road is a nightmare, cars parked form 7 in the morning till 7 at night, quite obviously commuters, I feel for them as parking in Longfield is a nightmare too, but I just wish they would park somewhere else, we do need the single yellow 2 hours no return, please reconsider.
30	I understand from my Dentist that is the intention of Sevenoaks Council to introduce Double Yellow Lines down this road. As a pensioner I feel this is a retrograde step in that how can I get to the Dentist as I live some distance from the Surgery without using my car. I understand that we can appeal this decision under "TRO 2013 Amendment 25"
31	Reference the Council's decision to put double yellow lines only at the top corners of Wellfield to reduce the excessive parking- please explain how this will alleviate the amount of commuters cars parking along Wellfield and in Everglade Close. I live in Everglade Close and on three separate times I have had near escapes from crashing my car because cars are parked on the pavement on both sides at the top of Everglade Close and block my view of Wellfield. I have to pull out blind and on three occasions as I have pulled out cars could not see me until I was in the middle of Wellfield and they and myself had to brake sharply - so near each time to being hit. This is an accident waiting to happen. The cars parking along the road from the corner of Wellfield down the road by the dentist and pass Everglade Close still block the view from the top of Everglade Close. The vehicles park on the pavements and there is no room to walk on the pavement or push a pram and pedestrians have to walk in the road - so selfish of these drivers. There is room in the station car park and they should park there. Please can the Council reconsider their decision and put double yellow lines past Everglade Close or better still parking restrictions such as 2 hr no return.
32	I am a patient of Hartley Dental Practice and request that the proposed double yellow lines be reduced and to consider an additional '2 hour no return' down

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	past their practice. It is extremely difficult to park when visiting the practice.
--	--

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

33	With reference to the above mentioned parking review, I would like to request that a 2 hour parking window is included in any change, which will be most important for patients visiting the Dental Surgery located in Wellfield. My wife and I use this dental practice, which in the long term is beneficial to the NHS and the local area.
34	I am writing with regard to the proposal for double yellow lines in Well Field, Hartley and would request a 2 hour no return be installed instead for customers of Hartley dental practice.
35	I am disappointed to discover the extent of the proposed double yellow lines in Wellfield which will exacerbate the parking difficulties already experienced by patients of Hartley Dental. The practice has been in this location since the 1970s and difficulties arose when commuters discovered Wellfield as a free all-day parking area. They should be dissuaded from doing this - there are after all two car parks which serve Longfield station. I hope you will consider reducing the extent of the proposed double yellow lines as well as introducing a "2 hour non return" directive.
36	As I understand you are going to put in parking restrictions in Wellfield Rd, Hartley outside of the dental practice, I have used this practice for over thirty years from the days when I lived in Longfield. I now live on St Marys Island, Chatham but still use the Hartley dental practice and am concerned that these restrictions will make parking a problem. Could you please let me know what restriction there will be and if provision will be in place for parking to use the dental practice as after all these years I don't relish the idea of having to change dental practices.
37	I'm sending this you to add my name for the parking situation in Wellfield road Hartley outside the dentist as I use this dentist it is so times very difficult to park the for an appointment
38	The situation is atrocious for car parking in the road as it is being used primarily by commuters - sort it out !
39	I support this appeal from our dental practice.
40	We are a family of six (four children) and we regularly visit The Hartley Dental Practice and always park on the road outside. We are saddened to hear you are considering putting double yellows line all around that area and ask and insist that you consider the business and us, its patients, accessing that valuable and vital business, so that we can all park on the road, when the car park is full, which is regularly. You just need a small area don't you - a boxed area for three or four cars that can park for uptown 2 hours, or a small area that is not double yellow. I know you need to stop commuters parking there and walking down to the train station - but it makes a lot of sense surely, to protect important local

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	businesses and their customers. Please come up with a solution that works for all.
41	As I am an attendee of the Hartley Dental Practice in Wellfield Road I am often faced with having to park outside on the road when it is particularly busy in the surgery car park. I have been informed that you are to have double yellow lines placed within this road which will make it impossible to attend an appointment if unable to park in the surgery car park. I am confused and disappointed why a 2 hour no return policy cannot be introduced on this road as this would surely be enough of a deterrent for would be station parkers assuming this is what it is about
42	I am patient at the Hartley Dental practice and I understand that the council are putting in extensive double yellow lines from the corner of Wellfield but are not implementing an additional parking restriction which was requested by the practice. This proposal on its own, will only worsen the parking issue for patients because of commuters who park outside all day. I am appealing to reduce the extent of the double yellow lines and also to consider an additional "2 hour no return" outside the practice.
43	I refer to the consultation proposals and would like you to consider the following: Allow greater and easier parking to facilitate customers of the Hartley Dental practice. To reduce the extent of the double yellow lines. To consider an additional "2 hour no return" restriction in the area of the Dental practice.
44	Instead of doing yellow lines round a very busy and great dentist, which will probable make you money. Go and find some place else .
45	I would be grateful if you could reconsider the extensive double yellow lines you are thinking of putting down Wellfield. Would it not be possible to put restricted parking there instead as in a 2 hour no return system? I understand you want to stop commuters parking there, but there is a Dentist in Wellfield with a very small car park and us patience would have nowhere to park thus having to change Dentists which would then impact the surgery?
46	From what we understand the suggested yellow lines would prove problematic for my husband and I when attending Hartley Dental practice which we would not want to leave. Therefore we are greatly opposed to this suggestion .
47	I am both a resident in the neighbouring road and a patient of Hartley Dental Practice and feel that a 2 hour no return restriction is far more appropriate than extensive double yellows.
48	I understand that you plan to put in extensive double yellow lines from the corner of Wellfield without taking into account the additional parking restriction which has been requested by the Hartley Dental Practice. This proposal, on its own, will only worsen the parking issue for us patients, with commuters parking outside all

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	day. Please consider this appeal to reduce the extent of the double yellow lines and also to consider an additional "2 hour no return" down past the practice.
49	As a Client of Wellfield Dental practise I would ask you to consider my strong objections to any form of Parking control that effects this practise. It is an essential service to Hartley and many Locals use this facility on a regular basis. Whilst I could understand if time was limited to say two hours as in Waitrose Parking a use of yellow lines would be very difficult for many people of the Village. I therefore want to register my strong objections to the current proposal.
50	I write to express my disquiet at the proposed double yellow line restriction at the corner of Wellfield. It is extremely difficult now to find parking when visiting the dentist. My understanding is that this is due to inconsiderate commuters parking all day. Double yellow lines will only make it worse for the dental practice. I would be grateful if you would consider perhaps a two hour/ no return parking restriction section along there. This would stop the all day parking but give dentist patients somewhere to park for a short time.
51	Putting in double yellow lines will not control the congestion in Wellfield, though it could help buses and larger vehicles turning in off Ash Road. What would help is to restrict the parking early morning to deter commuters from parking in Wellfield rather than use the car parks provided in Longfield. A two hour only morning restriction would be best. (and double yellow lines at the junction, if we must). Also, the car parks in Longfield are overpriced [hence the recent parking increase in Wellfield]. If the parking charges could be reduced [back to what they were in the past] the congestion in Wellfield from people parking there to avoid paying the charges, would likely disappear. The only solution that will work is to lower car park charges AND a two-hour AM restriction. Lowering car park charges would increase their use making them equally profitable for those running them. I'm sure you know that putting double yellow lines at the junction will simply move the problem further down Wellfield which will exacerbate not eliminate the problem.
52	The proposed restrictions will make it impossible for me to visit my dentist. I understand that you must stop the commuter parking but some provision should be made to allow parking for a short period.
53	I understand that new parking restrictions are to be put in place outside Hartley Dental practice. I've been a patient there for several years and the only issue has been commuters using Longfield train station parking outside the practice all day and taking up valuable space for patience? Perhaps a limited parking time rather than double yellow lines would work better? Double yellow would certainly deter commuters but force the dental practice patients to move further into the estate and outside more residence houses?
54	It is very unfortunate that the road outside the Hartley Dental practice so narrow

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	that you have to park on the kerb to allow but the passing of traffic, putting double yellow lines outside the dental practice will only make matters worse.
55	I wish to lodge an objection regarding your intention to place double yellow lines in Wellfield, Hartley. I am a patient at the dental practice in Wellfield. I know parking in Wellfield can be difficult, but this is due to commuters parking there all day, whilst using Longfield train station. I cannot understand why you would penalise a local business and its customers, all of whom pay council tax, by installing double yellow lines. Where are we supposed to park whilst visiting the dentist? In order to reduce parking congestion and to prevent people parking in Wellfield all day, you have several other options available to you, which you could consider including a maximum waiting time of up to two hours, or similar to the scheme currently operating in Meopham, a no parking zone for one hour in the middle of the day. I would urge you to reconsider your proposal to place double yellow lines in Wellfield and instead place a time restriction of a maximum of 2 hours parking.
56	We understand that the Hartley dental practice has appealed to the planned yellow line introduction on the corner of Wellfield in Hartley. Our whole family are patients at the practice and we would like to suggest to introduce a 2hr no return parking restriction which will allow patients to park, but will deter commuters, who should be using the parking facilities at the station.
57	Please can the Council consider additional parking for Hartley Dental Practice. As putting in extensive double yellow lines from the corner of Wellfield, but not putting in place Hartley Dental Practice's request for additional parking will worsen the parking issue for the patients, as commuters park outside the practice all day. I fully agree with the Hartley Dental Practice's appeal to reduce the extent of the double yellow lines and also for the Council to consider an additional "2 hour no return" down past the Practice.
58	As a patient of the Hartley dental practise in Wellfield Road, Hartley, I feel I must object to the proposal for new yellow lines from the corner of Wellfield Road. The parking at present is very limited, and new yellow lines will only cause more problems. Please reconsider your proposal and maybe look at 1 Hour Parking only.
59	We are writing in relation to proposed parking restrictions/changes to Wellfield Road and ask that you consider the concessions in relation to the dental practice which serves our community of all ages. It must be a seriously considered, we as a family realise along with many others in the area that we do not have access to public transport in front of our homes and therefore the only option open to us is to take a car. Much of the country roads in and around the area do not have access to public transport, and albeit we are conscious of doing our part for the environment, not having or using a car in area would be totally impractical for many of the isolated country dwellings. Therefore please consider relaxing parking purely so as our community services are not affected, our services should

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	be protected and assisted to encourage their success as well as allowing them to look after us all.
60	The double yellow must extend up to the corner to prevent it from being a blind corner.
61	Having been a patient for over 20 years, I do believe that double yellow lines would certainly cause problems. No return within 2 hours should work well. Lack of parking currently sends cars to the two nearest cul-de-sacs. If parking is made any worse, vehicles will inevitably start using Parkfield.
62	Please can you consider extending the 2 hour parking outside the Dental Practice on Wellfield as if you extend the double yellow lines then there is nowhere for customers to park.
63	It would appear to be another example of not listening to local businesses and residents. I would ask you to reconsider your proposal to double yellow the area and impinge my local dentists ability to trade, especially for elderly patients who might be forced to walk further. Other Perfect examples are the neglect of new ash greens shopping centre over the past 40 years (though complicated by the owners), not installing crossings in Hartley for children and elderly over ash road, nr Wellfield, awful maintenance of Valley Road through Falkham and so on. Please reconsider - spend my money more wisely please.
64	I am a patient of the Hartley Dental Practice and in recent years the parking outside the practice been difficult to say the least! Putting double yellow lines outside the practice without an additional parking restriction will only make the parking issue much worse.
65	We have had a notice put up on Wellfield today. It states that double yellow lines only will be placed, not only around the corner up to Hoselands view, which the bus drivers said would be sufficient, but also extending a further 12 metres along Wellfield. There was absolutely no mention of a further parking restriction. This is going to be a nightmare for our patients and all our neighbours as it is going to reduce the parking by half, basically eliminating the already very limited parking we had for our patients. Commuters will quickly take up the few remaining parking spaces all day and patients will literally have nowhere to park. This is really unfair on us, is there anything that can be done? The council have placed parking restrictions on every road up Ash Road to stop commuters, why not Wellfield? Surely there should be some consideration for the dental practice, which has been here for over 50 years. Please can you help us and advise what can be done to help limit the double yellows, which seem very excessive on how far they extend, and to add a no return restriction in line with other roads off Ash Road? Hopefully you can be persuaded to amend this plan, I'm really worried on the long term viability of the practice this change is going to make if it goes ahead.

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

66	Adding double yellow lines in Wellfield has no logic. Also places additional issues for patients at the dental surgery. Surely a 1/2 hour parking with 'no return' option is feasible?
67	This will push the commuters currently using this area as a daily parking area further down the road therefore blocking patient parking at the Hartley Dental Practice. In view of this I would like to support the appeal by the Hartley Dental Practice to reduce the extent of the double yellow lines and to consider an additional "2 hour no return" down past the practice.
68	Difficulty in parking to attend Hartley Dental Practice
69	As a client of Hartley Dental Practice I strongly object to this proposal as it seems to be aimed at preventing me and other clients from parking at the practice. I assume the object is to prevent commuters from parking all day there as they do at present, but you are preventing the clients like myself and my wife from attending appointments that are about 1 hour maximum. This is sledge hammer and nut scenario as usual with councils. Surely you should do what the practice proposed and impose a limited parking restriction of say 2 hours that would allow people to use the Dentist but prevent commuters parking there all day.
70	What is needed is a "no return within two hours" restriction along a length of Wellfield in order to discourage commuters from parking there all day long.
71	I attend the dentist there so parking is a must.
72	This proposal, on its own, will only worsen the parking issue for our patients of commuters parking outside all day.
73	I attend the Dentist based at Wellfield and there are not enough parking spaces for the customers so we are forced to park on the road. With double yellow lines there will be nowhere to park - I understand the issue with mainly cars parked there all day instead of paying for parking in the station car park, so perhaps a 2 hour not return policy would work better. It would alleviate the all days parkers, but allow for short term parking for the dentist
74	It will make it even harder to visit the Hartley Dental Practice
75	Yellow lines will cause a lot of stress for staff who commute to work each day also the 2 hour no return down past the practise and reducing the yellow lines as these people come to work trying to earn a living and the practise is trying to run a business for patients needs and all consideration should be given to this matter
76	I believe that double yellow lines as shown will help the parking problem near the corner of Wellfield and Ash Road. Current parking causes major problems for traffic turning off Ash Road, especially buses, which causes danger and obstruction to traffic on Ash Road. However, the limited extent of the current

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	proposed lines, and the absence of any additional parking restrictions in surrounding roads will only move the problem a few yards away. If anything, it will make Wellfield even more congested and add to the difficulties of traffic moving along Wellfield.
77	Parking is always a problem, double yellow lines only moves the problem elsewhere, it is unreasonable to penalise others as the problem is wide spread. The dental practice there would inevitably suffer as people who leave their cars all day will leave them in the neighbouring roads, where will clients of the dental practice park? I think restricted parking would be more beneficial. We all rely on some form of transport , the problem here is that there is no place to park safely and securely, people are leaving their cars all day then clients of the dental practice compound the issue or are forced to park some distance away making it harder to get to for mothers with children and the disabled, those who park all day probably use the station and will inevitably find some other road some considerable distance away clients of the dental practice probably will not and new clients will be deterred.
78	Yes I agree that something really needs to be done but the cars that are left there are people who park up & then catch the train. Why should the rest of us suffer? The most sensible solution would be to have a two hour restricted time mid-day to 2pm. This works well in many other area's & residents aren't effected.
79	Because it would make difficult to attend dental appointments
80	We also need a 9.00am - 10.00am parking restriction
81	Concerned about the impact this will have on parking near the dentist I use regularly.
82	I support yellows lines but feel the restrictive parking does not go far enough to stop people leaving their cars there to get all day to use the main line train service in Longfield.
83	I'm a client of the Hartley Dental Practise and this proposal could mean I'll be unable to attend an appointment due to not being able to park my car. Appointment times are generally only 15 to 30 minutes so it is only short time parking that's needed.
84	I do think a parking restriction of no return within 2 hours is more appropriate as no:- 1 it will just push all day parking traffic further down the road and no:-2 if your visiting the dentist 2 hrs is ample time for your appointment.
85	Reduce space for dentist in Wellfield
86	I am a long time customer of the Dental practice on the road. This will make it extremely difficult to park when visiting the practice. I would like to appeal to

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	reduce the extent of the double yellow lines and consider an additional "2 hour no return" down past the practice.
87	My Husband & I both use the Dentist at Hartley.my husband has a Disabled Foot & holds a Blue Badge. We need to be able to park at the Dentist.
88	I won't be able to visit my dentist and it is too far to walk from my home especially as both my young children are enrolled there too.
89	The parking problem in Wellfield is due to commuters using the road instead of using the station car park. I and my family have been patients of the Hartley Dental Practice since 1980 and recently it has become impossible to park and keep appointments. Could some parking permit/time concession be allocated for the patients of this practice.
90	My Dentist is situated near the entrance to Wellfield and I understand the problems currently being experienced by cars parking all day by commuters. I do support the introduction of parking restrictions but would ask you to allow for a maximum 2 hour waiting time with no return for clients of the dentist. I do not believe there is anywhere else nearby to park and I would not like to be forced to move dentists due to the inability to be able to park nearby.
91	Yellow lines are needed but for patients visiting the dentist this will be a nightmare. Could a time limit be introduced so that parking for the dental surgery is allowed?
92	Will restrict parking when visiting the dentist
93	There is already very little parking or access to the dental surgery making it very difficult to attend with children and older people.
94	We would like to suggest an amendment to the proposals
95	I am a customer of Hartley Dental practice in Wellfield. The proposals will make it virtually impossible for patients to find parking places, with commuters displaced and parking outside all day. I would support the appeal of the practice to reduce the extent of the double yellow lines and also to consider an additional "2 hour no return" down past the practice
96	I use the dentist on wellfield road and have done so for over 20 years. I have to drive and would not be able to park for the 30 mins I need for my appt
97	These restrictions mean that it will be difficult as a blue badge holder to attend my dental practice. Can you please consider making it a restricted time parking zone, either for 2 hours or no parking between certain times to deter commuter parking which is the real problem here. thank you

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

98	Want to stop train users parking but allow dental visit parking so require a limited time parking to stop the all day parking obstructing the dental surgery visits.
99	This will prevent people using dental practice
100	It needs an additional parking restriction to include "2 hour no return" from the end of the double yellow lines to a couple of houses past the Hartley Dental Practice.
101	I am a client of the Hartley Dental Practice which is situated in Wellfield, just next to the rear of Grafton House. The practice has a very small car park - just enough spaces for the staff. Dental clients have trouble parking on the road outside/near the surgery because commuters living in Hartley park their cars there in Wellfield near to the junction with Church Road. By introducing extensive double yellow lines in Wellfield, the problem will be exacerbated, I support the Dental Practice's request that the double yellow lines are restricted and that a 'no return in 2 hrs' restriction be introduced on the LHS of Wellfield as far as the next turning on the left.
102	It will impede parking for clients of Hartley dental practise. The lines should be restricted to a maximum of 2 hours no return
103	I support the ban on all day parking by commuters but would like a limited parking time for attendance at the dental practice, (say two hours). My wife is partially disabled and this would be very helpful.
104	I am 79 years old and I need to be able to drive my car to get to Hartley Dental Practice and be able to park outside because I have pain when walking too far.
105	This proposal will only worsen the parking issue for patients of the dental practice, at a time when the council is trying to encourage local business. There are plenty of parking spaces by the station which commuters can use, but choose not to.
106	Where you propose to put the double yellow lines will just cause the people who park there to park further up the road. This will cause a massive problem for patients at Hartley Dental Practice there's not enough space in the car park and then we also won't be able to park outside. I support putting in a 2 hour no return this will enable patients to park there for a limited time but not commuters using the train station who are causing the parking problems.
107	As a patient of the dental practise a parking area is needed
108	It will make it very difficult to attend dental appointments at The Hartley Dental Practice.
109	An early morning hourly no parking sign should be put in place to prevent people

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	parking to use the station in the morning, however people visiting the dental practice have to use this part of the road to park. They are only there a maximum 1 hour, but prevents the dental practice becoming too full in the small carpark they have.
110	This does not solve the problem of commuters parking their car on Well Field all day long and blocking access to the dental practice down the road. A time-limited stay denoted by single yellow lines would better solve the awful and dangerous parking conditions in this area.
111	the rest of Wellfield will still be used by commuters all day stopping patients to the Dentist parking, the yellow lines are fine but the rest should be limited time parking only during the day
112	The proposal does not allow for patient parking outside the dentist. I, and many other elderly patients need parking adjacent to the entrance to the dentist. This could be achieved by allocating a parking area outside the dentist with parking limited to 2 hours and would prevent all day commuter parking which is the main reason for the congestion that occurs in this area.
113	They do not consider the need for parking for the Hartley Dental Practice
114	Simply introducing double yellow lines in the area indicated will encourage parking further down Wellfield and adversely affect parking outside the dental surgery. A "two hour, no return" approach would address this issue more effectively.
115	I do understand the concern about the parking in this area since parking there currently makes it difficult to enter or leave Wellfield and that can cause traffic to back-up on the main road too but I believe the length of the double yellow lines is unnecessary and will adversely affect the dental practice nearby. As many of the parked cars are commuters, leaving their cars all day, a simpler, fairer but no less effective option would be to put shorter double yellow lines nearer the main road and single time-restricted lines further into Wellfield e.g. 2 hour restriction or no parking between a small window (11am - 12pm).
116	consider an additional "2 hour no return". These double yellows are only going to push the drivers further down the road to park. It isn't going to solve the problem, just move it elsewhere.
117	2 hour no return should be in place on wellfield adjacent to the double yellows to enable customers of the dentist to be able to park. Commuters avoiding parking charges will park here for 12 hours leaving nowhere for customers only requiring parking for 30 minutes
118	Needs time restriction on bigger area to prevent commuters parking all day

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

119	Parking in this area is a terrible as it is, commuters park alongside the Hartley Dental Practice from very early in the morning and stay there all day. This leaves no parking for the dental patients and makes it very hard for them and the practice! just introducing double yellow lines will only move the commuters further down the road and will not help out the practice in any way. If there was a parking restriction put in place, so people could only park on the road for a few hours commuters will have to park elsewhere and patients would have the road outside and this option will benefit everyone, even the buses.
120	Our family use the dental practice so any parking restrictions nearby would be very inconvenient especially as our visits are usually for no longer than 30 mins at a time
121	As a disabled user of the dental practice in Wellfield when on holiday in the area for 8 weeks each summer I have personal experience of the parking problems in Wellfield. To put in double yellow lines will do nothing to mitigate the current problem exacerbated by commuter parking. To have to park 200 yards plus away from the practice is extremely difficult for me as I have to use a 4 wheel walker. The steepness of the road makes it extremely difficult physically both up the steep slope but also downwards following treatment due to having to use the brakes on the walker continuously. To miss this opportunity to limit parking length to say 2 hours would be the ideal solution if you are serious about alleviating the current situation.
122	This proposal, on its own, will only worsen the parking issue as a patient of the dental practice with mobility problems. The parking issue is down to commuters parking outside all day. A restricted time for waiting and no return would enable people genuinely visiting not to be disadvantaged due to train commuters abusing the roads and not paying for parking it would be an unfair punishment on the wrong people
123	there is a business there that can't operate with an all day parking restriction. if you want to regulate the parking i suggest you have a FREE 2hour parking with no return .
124	I fully support Hartley dental practice request for a 2 hour no return
125	Because it's very hard to find somewhere to park when visiting the dentist.
126	Because they merely push back the commuter parking problem further into Wellfield thus creating an impossible parking situation for those attending Hartley Dental Practice, many of whom are elderly or disabled.
127	there won't b anywhere to park when visiting the dentist
128	As a patient of Hartley Dental Practice I wish to support the proposals they have suggested with regard to the parking in this location. Currently there are

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	problems parking whilst visiting the Dentist due to commuter all day parking and their proposals would alleviate the problem.
129	I have been a patient of Hartley Dental Practice for a number of years and have experienced difficulty in parking due the popularity of the practice. The practice only has limited parking off road and due its popularity it can be impossible to park on site. Double yellow lines will inhibit parking in the road even for a short period during treatment. I suggest a "maximum" of two hours allowed and NO return for a further two hours is instigated. This will inhibit commuter parking in one stroke.
130	Although I agree that commuter parking should be restricted an allowance needs to be made for dental patients , I suggest a parking limit of 2 hours with no return on the same day
131	No special provision for Hartley Dental Practice patients especially the elderly who have to arrive by car.
132	The dental practice requires short term parking in the vicinity for customers.
133	On its own will worsen the parking problem
134	Visiting dentist
135	Need to allow a time restriction for local businesses e.g. Dentist & stop commuters parking there all day.
136	I travel from West Kingsdown to use the dentist in Wellfield, often with a patient who has dementia, and need to park outside the dentists. Double yellow lines will make parking virtually impossible. I understand commuters using the station are parking there all day - perhaps a 2 hour parking restriction may be a better compromise.
137	This issue is purely Longfield railway commuters parking all day from early morning - I have been first in the dentist at 0800 and been unable to park at that time but there has been only me and a one or two others in the waiting room so definitely not dentist traffic - I suggest a one or two hour no return policy and if managed correctly with a fine system, you will 100% see clear roads
138	My Dentist is in Wellfield and parking is difficult at the moment but if parking restrictions are put in place without any allowance for short term parking it will become impossible, particularly as a lot of patients have to drive.
139	The proposed restrictions will make it impossible for dental patients who travel by car from parking anywhere near to the surgery. All it takes is a 2 hour restriction to stop the commuter parking but still allowing patients to park. There are only around 3 or 4 at any one time.

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

140	Hartley Dental Practice is my dentist and, if there are double yellow lines, I will not be able to park for my appointments. Could there be a 2 hour waiting time limit imposed so that visitors to the dental surgery can park?
141	The current plans will make it impossible for me to visit my dentist. I understand that you must stop the commuter parking but you must make provision for short stay parking
142	This will be a major issue for the dental practice and parking
143	this will severely limit the access to the dental practice just along from the restriction forcing people who could be suffering from treatment to walk in discomfort a long way
144	As a Client of Wellfield Dental practise I would ask you to consider my strong objections to any form of Parking control that effects this practise. It is an essential service to Hartley and many Locals use this facility on a regular basis. Whilst I could understand if time was limited to say two hours as in Waitrose Parking a use of yellow lines would be very difficult for many people of the Village. I therefore want to register my strong objections to the current proposal. Yours Hopefully David & Barbara Giles Brushwood Stack Lane
145	We attend the Dental practice at the end of Wellfield and would prefer a waiting time limit in preference to double yellow lines so that we can park for the short time that we are in the dentist.
146	There needs to be flexibility with the restrictions in order to use local business's i.e. the dental practice. If there were a 2hr no return restriction patients can use the road to access this business. Current plans not just affect commuters but patients too. A 2hr restriction would stop commuter parking but allow use of the dental surgery for patients. Surely a good thing for the local community!
147	You are creating havoc imposing these restrictions, many of us need to be able to park at our dentist in Wellfield and are simply unable to for heaven sake apply some common sense you are just pushing the problem on. You need to provide and invest in some proper parking on a permanent basis
148	This will be a detriment to the business of the local family dentist
149	The reason being that we go to the Dental Practise in Wellfield have done so for 20yrs plus and there has never been an issue with parking until recently, I believe that the connection is caused mainly by commuters parking all day instead of going to the station. Most of the time when we arrive for an appointment the road is full so this is not patients as the surgery is normally quiet. Therefore I do not believe that the patient using the dental surgery should be penalised as there is NO WHERE nearby to park. I'm sure if a sign was erected making it clear that if a car is parked over a certain amount of time for instance 2hrs then they will

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	receive a fine. Painting yellow lines I feel is a bit extreme
150	It will simply move the parking problem further down Wellfield
151	As a user of Hartley dental practice i am concerned about a total lack of parking resulting from the double yellow line restriction, could a single yellow line restriction be considered instead with a limited waiting time.

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

152	I am someone who is a regular patient at the Hartley Dental Practice and would be greatly inconvenienced with the introduction of the proposed yellow line restrictions. I do appreciate the necessity for same to discourage/prohibit the commuters who park there for the whole day and the inconvenience caused generally. However, I would like to support the introduction of a 2 or 3 hour no return section outside the Hartley Dental Practice which would allow patients to park, perhaps for up to 6 cars. On a personal note, I am unable to walk this distance to attend appointments and rely on my car to attend. Public transport is not readily available and generally only runs in Hartley hourly or two hourly, hence the reason for my support for the appeal lodged by the Hartley Dental Practice.
153	As much inconvenienced residents we are very pleased that the parking problems in Wellfield are at last to be addressed. We feel, however, that what is proposed will not fully meet the needs. Double yellow lines at the junction with the main road should certainly reduce the likelihood of further accidents and facilitate access, but may also serve to push our other problems of congestion, flow and access further down the road. Some additional restriction seems therefor to be required. Perhaps prohibition of parking before 10am as in Longfield and a further limiting of waiting time up to, say 4pm.
154	I have had an email from my dentist in Wellfield Road, Hartley regarding parking restrictions. I am concerned about where we now have to park when visiting the dentist if your proposal goes through.
155	(Supports proposals) - But we would like a 2 hour parking restriction with resident parking, but whatever happens we are still going to get people parking in our 6 house close
156	(Supports proposals) - But would prefer restrictions to be no return within either 1 or a 2 hour period
157	(Supports proposals) - I support the double yellow line restriction but suggest that extend a single yellow line down to the turning into Everglades Close, with parking only allowed for a maximum of 1 hour to operate from 9 am, with a 2 hour no return. This restriction will need to operate both sides of West Field. This should restrict commuters using the rail service from parking
158	(Supports proposals) - Problems parking re dental appointments
159	(Supports proposals) - Drivers should not park on corners as it is dangerous but there should also be restricted parking along Wellfield for, say, 2 hours, to prevent commuters from clogging the road. Also, steps should be taken to prevent parking on the pavement as this inhibits pedestrian traffic and forces people into the road.

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

160	(Supports proposals) - There have been so many accidents caused by narrowing of Wellfield at the Junction of a VERY busy main road, Ash Road. The junction needs to be kept clear at all times.
161	(Supports proposals) - But.....this proposal, on its own, will only worsen the issue of commuters parking all day in the remaining part of the road which will affect patients such as myself of Hartley Dental Practice, which only has very limited parking on its premises. Please would you consider reducing the extent of the double yellow lines and also consider an additional "2 hour no return" restriction beyond the end of the yellow lines.
162	(Supports proposals) - To enable me to park at the dentist and stop all the commuters from parking in Wellfield
163	(Supports proposals) - It is London commuters who park all day and if restrictions were put in place it would make the parking more considerate and roads much safer for pedestrians and other drivers.
164	(Supports proposals) - Increases safety. I cross the road daily and at times its difficult to cross here and to see approaching vehicles due to the cars/vans parked close to the bend/junction.
165	(Supports proposals) - I do support the double yellow lines, but we were under the impression that there would be a restriction placed as well. Without this is only going to cause more trouble for us living in the area, also the local dentist. Please consider placing a 2hr restriction as well, this will ease the congestion on this road.
166	(Supports proposals) - It will keep the access free
167	(Supports proposals) - I understand that there may be proposals from other respondents seeking to extend the parking restrictions further into Wellfield. I would strongly object to this as it will simply push the issue of commuter parking on Wellfield further down the road and into other areas.
168	(Supports proposals) - Because patients of the dental practice in Wellfield cannot find parking spaces
169	(Supports proposals) - It is evidently dangerous to have parking so close to a busy road, and it is also making it very difficult for patients to attend the busy Dental practice in Wellfield. But in addition to the yellow lines it urgently requires a 'restricted parking' zone beyond to prevent all-day commuters just moving further down the road. This is extremely inconvenient, and unnecessary, for both the Dental practice and local residents. Hartley Dental is an excellent local facility, and the community would not be well served if we lost such a valuable service. There are Station Car Parks, so it is unreasonable to clog local streets by all day

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

	commuting.
170	(Supports proposals) - Train commuters park all day outside the dentist, needs 2hr max stay
171	(Supports proposals) - But with additional parking restrictions
172	(Supports proposals) - We visit the dentist from time to time and difficult to find parking due to commuters parking. Extended restriction along wellfield road would help with 2 hr no return please
173	(Supports proposals) - Commuter parking for the rail station is restricting access for dentist patients.
174	(Supports proposals) - Any further restrictions would push parking problems into neighbouring roads
175	(Supports proposals) - For safety reasons it is a good idea but there also needs to be a 2 hour parking restriction and residents parking put in place to help with the problem of commuters parking in the area
176	(Supports proposals) - Although the parking on well field is bad due to the station, further restrictions on well field will move the problems to smaller side roads. The root cause of the issue is the high price of the station car park. If the car park was a sensible price like it used to be then there would not be a parking issue.
177	(Supports proposals) - Causing a lot of tailback on the hill and making it difficult to get down wellfield, can sit there for ages because of inconsiderate parking.
178	(Supports proposals) - Yes but I think there needs to be a parking restriction down to the dentist, to stop commuters parking all day, near and outside the busy dental practice.
179	(Supports proposals) - Corner often obstructed causing problems turning into road at busy times.
180	(Supports proposals) - I agree yellow lines need to be placed for safety reasons, but this will not stop the commuters from parking down Wellfield. My dentist is down this road and we are never able to park to attend appointments due to commuters. Please consider putting a 2hrs waiting limit or something to make it easier for the dental practice patients to be seen at the practice.

Agenda Item 4

APPENDIX 1 - FOR DECISION

HARTLEY - WELLFIELD AND HOSELANDS VIEW - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The main purpose of this proposal is to improve the safety and efficient movement of traffic through the introduction of double yellow line restrictions in the section of Wellfield near its junctions with Ash Road and Hoselands View.

Parked vehicles in this section of Wellfield make it difficult for other vehicles to negotiate these junctions. Wellfield narrows slightly on the eastern side of its junction with Hoselands View, and the parked vehicles there create a pinch point for larger vehicles, especially the double deck buses on bus route 423 that serves this area. This situation has resulted in damage to buses when they overhang or mount the footway in order to pass through the pinch point. As a consequence, the bus operator has considered withdrawing its service from this area.

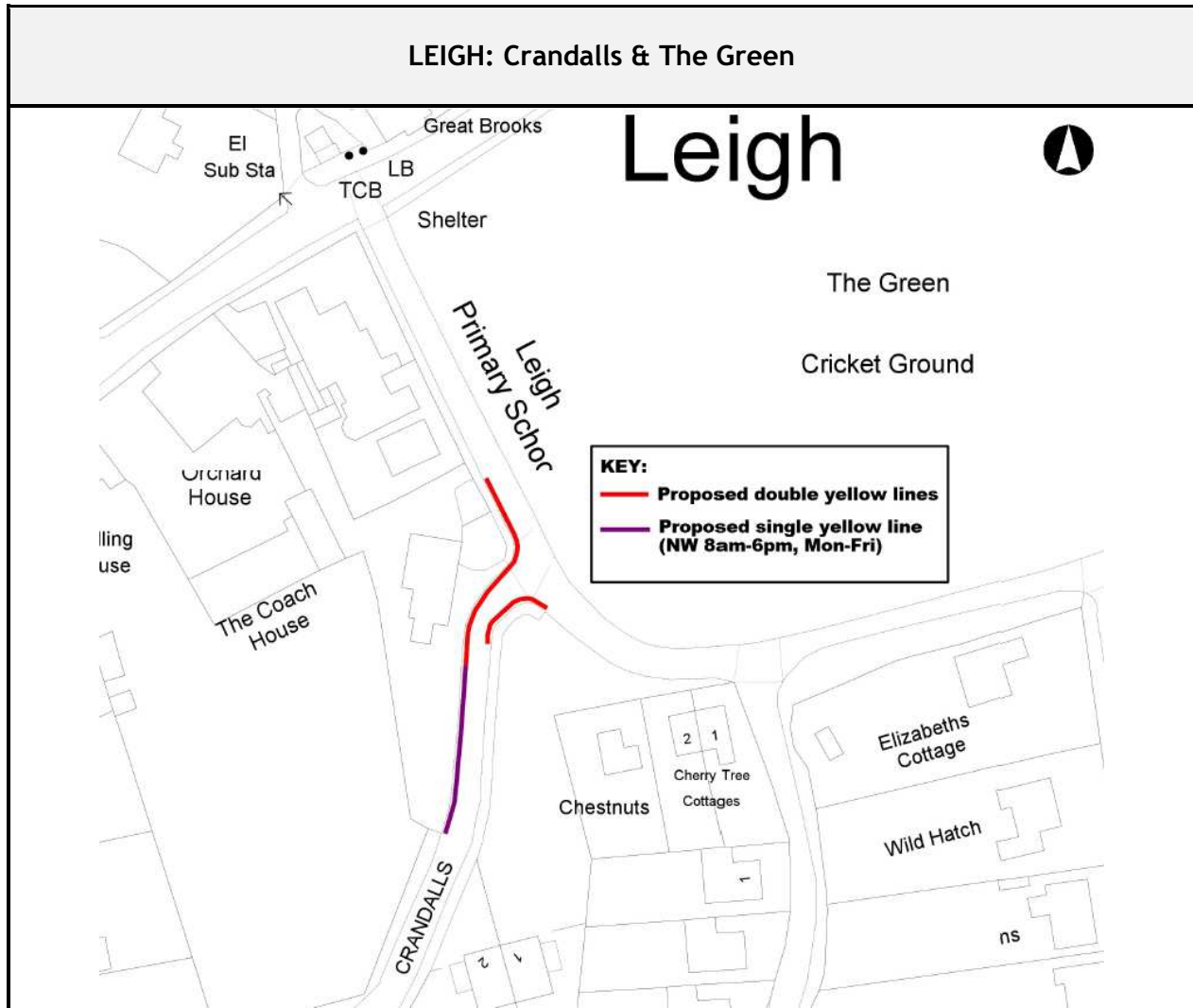
The vast majority of the objections/comments received to this proposal were from patients of the dental surgery in Wellfield, some of whom also requested that a limited wait restriction near the dental surgery be added to the scheme, to increase parking availability for patients. However, it is only possible to modify the current proposal by reduction.

Although we endeavour to regulate parking on street where required, it is also advisable for private organisations and businesses with off street parking facilities, such as the dental surgery, to make these available to their customers, rather than occupy the spaces all day with vehicles belonging to staff. The rationale behind this is that staff (who each represent a single parking transaction a day) effectively "block" a space all day, and could be encouraged park further away and walk in, thereby freeing up spaces for customers (who could represent ten or more parking transactions in a space in a day), who can be pushed to find a parking space and attend an appointment on time.

RECOMMENDATION:

It is recommended that the objections be set aside, and the proposal be implemented, as drawn.

APPENDIX 2 - FOR INFORMATION
LEIGH - CRANDALLS & THE GREEN - PARKING PROPOSALS
 Description and plan of parking proposals

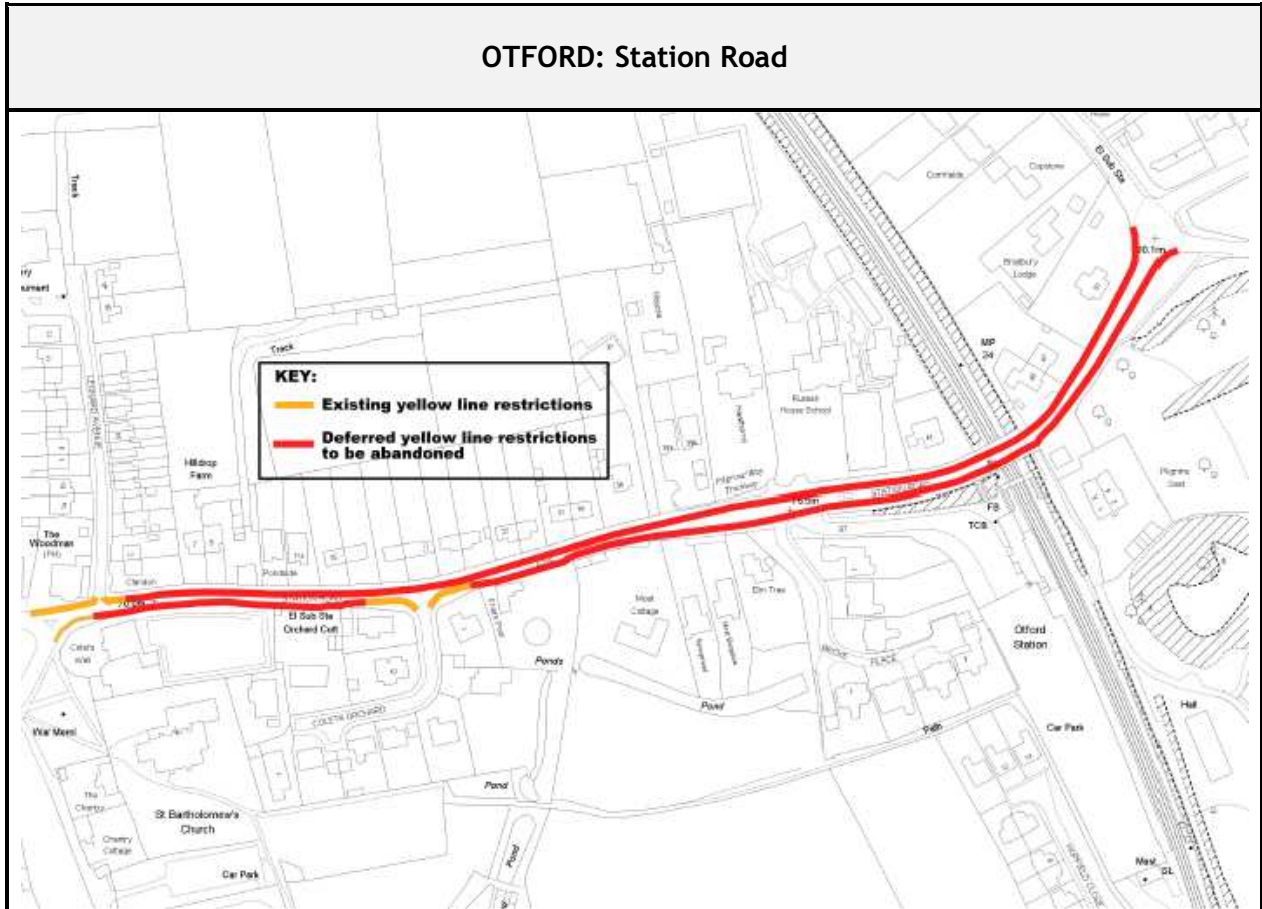


Description	Proposed Changes
<p>The Green South west side, from a point 15m north west of the north western kerb line of Crandalls south eastwards to a point 5m south east of the south eastern kerb line of Crandalls</p>	<p align="center">New double yellow line restrictions (no waiting at any time)</p>
<p>Crandalls Northwest and west sides, from the south western kerb line of The Green, south westwards then southwards for 25.5m</p>	
<p>Crandalls Southeast and east sides, from the western kerb line of The Green, south westwards then southwards for 15.5m</p>	
<p>Crandalls West side, from a point 25.5m south west then south of the south western kerb line of The Green southwards for 29m</p>	<p align="center">New single yellow line restriction (no waiting Monday - Friday, 8am - 6pm)</p>

Agenda Item 4

APPENDIX 2 - FOR INFORMATION
LEIGH - CRANDALLS & THE GREEN - PARKING PROPOSALS
Description and plan of parking proposals

APPENDIX 3 - FOR INFORMATION
OTFORD - STATION ROAD - PARKING PROPOSALS
 Description and plan of parking proposals

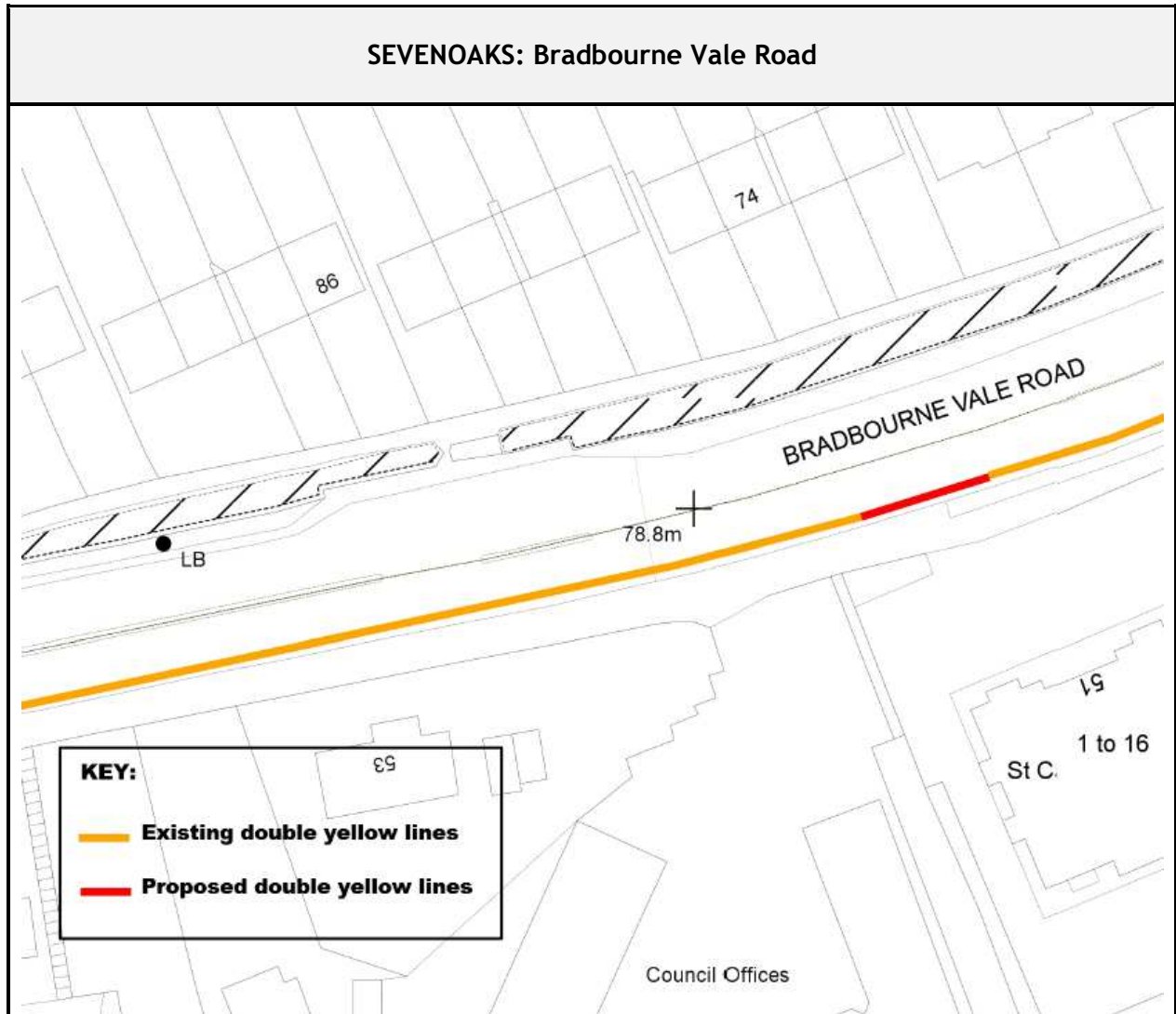


Description	Proposed Changes
<p>Station Road (A225) North side, from a point 10m east of its junction with Leonard Avenue to its junction with Pilgrims Way East</p>	<p>This is a housekeeping exercise to amend the descriptions in the 2013 Consolidation Order to reflect the abandonment of a deferred proposal to introduce double yellow line restrictions on both sides throughout the entire length.</p> <p>There will be no material change to the existing double yellow line restrictions currently marked at this location.</p>
<p>Station Road (A225) South side, from its junction with Sevenoaks Road, to a point 20m west of its junction with Colets Orchard</p>	
<p>Station Road (A225) South side, from a point 20m east of its junction with Colets Orchard to its junction with Pilgrims Way East</p>	

This page is intentionally left blank

APPENDIX 4a - FOR INFORMATION
SEVENOAKS - BRADBOURNE VALE ROAD - PARKING PROPOSALS

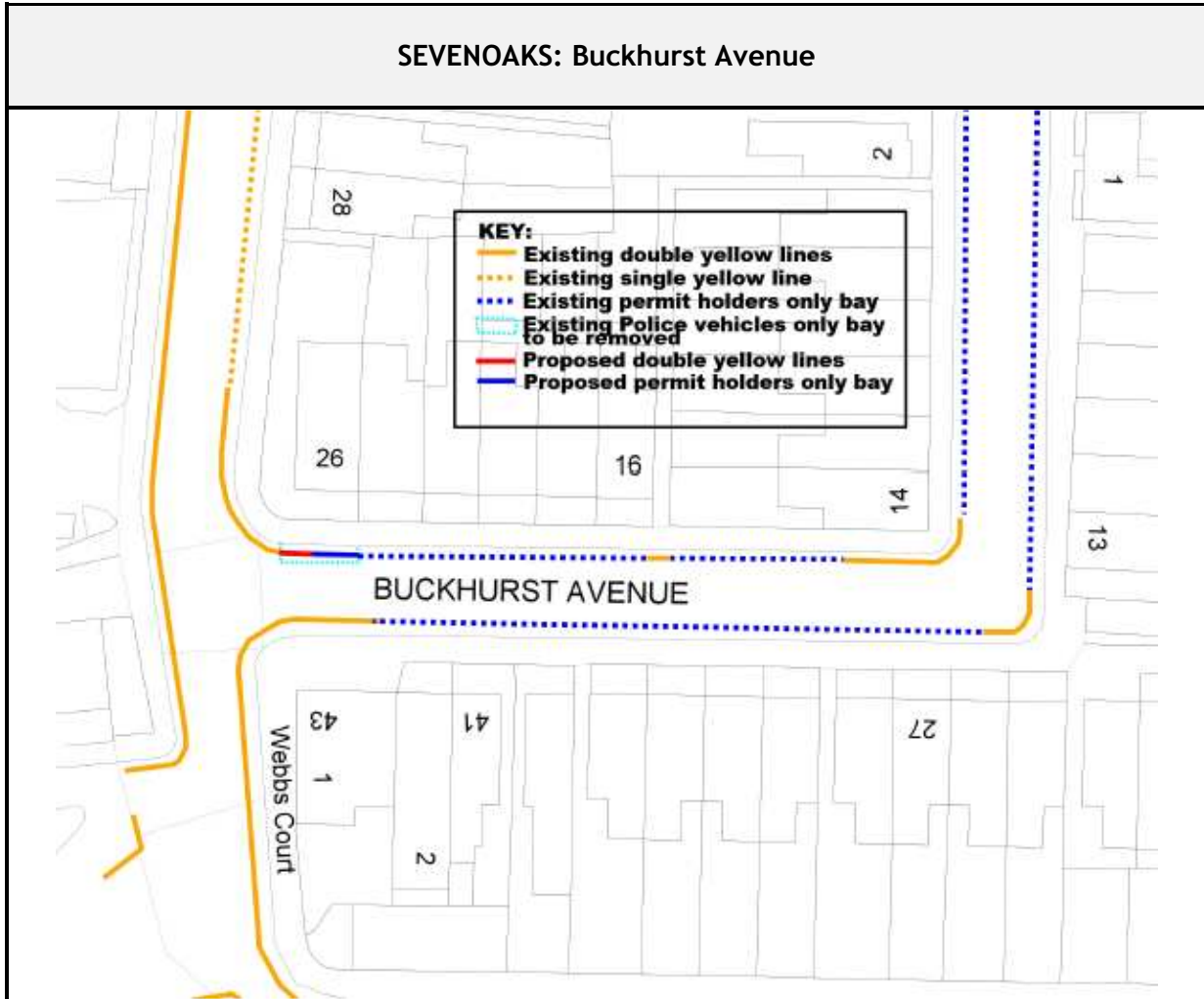
Description and plan of parking proposals



Description	Proposed Changes
Bradbourne Vale Road (A25) South side, from a point 10.8m east of the eastern side of the access to the Town Council offices, eastwards for 13.2m	New double yellow line restrictions (no waiting at any time)

This page is intentionally left blank

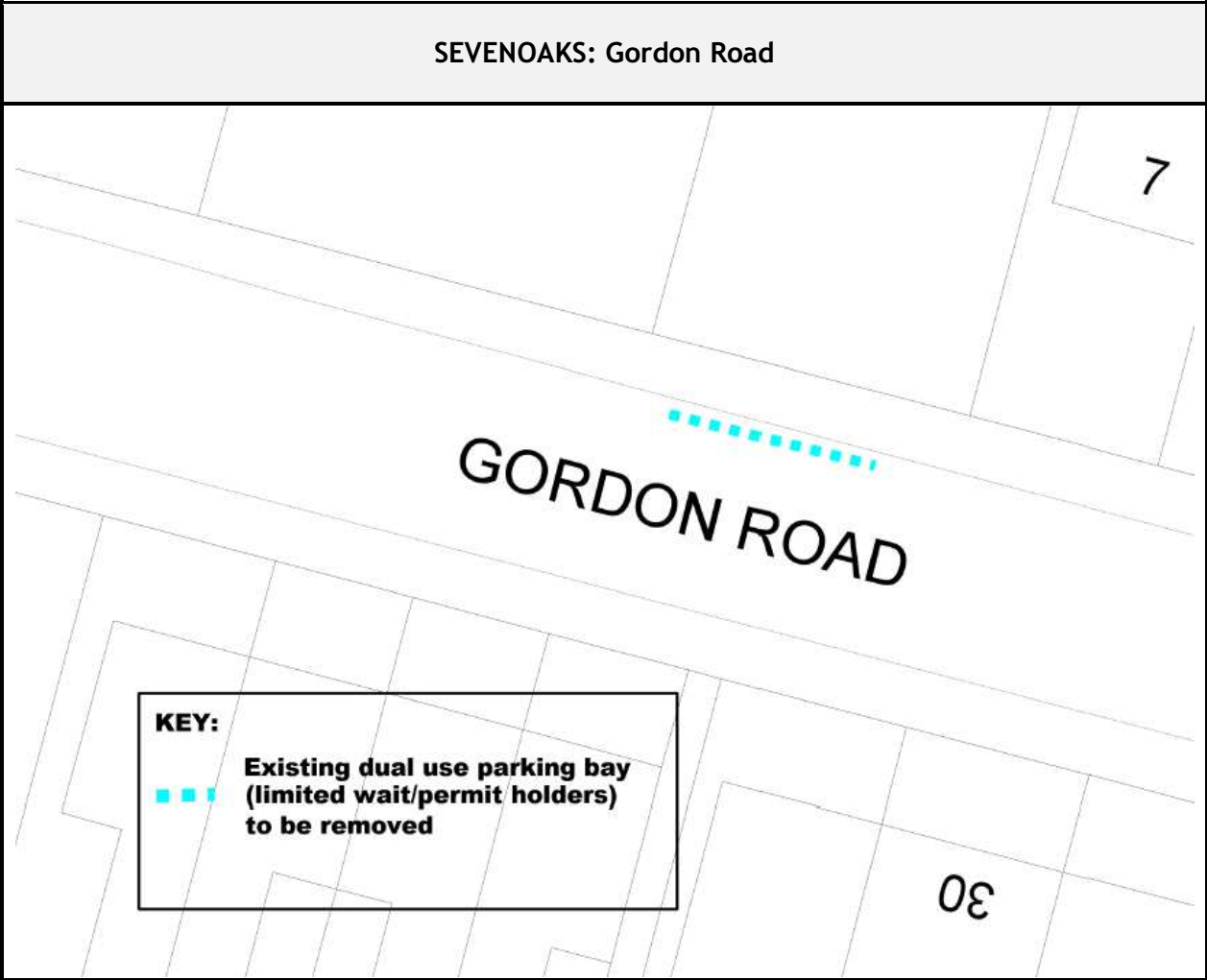
APPENDIX 4b - FOR INFORMATION
SEVENOAKS - BUCKHURST AVENUE - PARKING PROPOSALS
 Description and plan of parking proposals



Description	Proposed Changes
Buckhurst Avenue (southern section) North side, from the boundary of 24 & 26 Buckhurst Avenue, westwards, for 6m	Revoke parking bay for Police vehicles
Buckhurst Avenue (southern section) North side, from a point 4m east of the eastern kerb line of Buckhurst Avenue (western section) eastwards for 3m	New double yellow line restrictions (no waiting at any time)
Buckhurst Avenue (southern section) North side, from a point 4m east of the eastern kerb line of Buckhurst Avenue (western section) eastwards for 3m from the boundary of 24 & 26 Buckhurst Avenue, westwards to a point 7m east of the eastern kerb line of Buckhurst Avenue	New Permit "B" Holders only, Monday to Saturday, 8:30am - 9:30pm, parking bay

This page is intentionally left blank

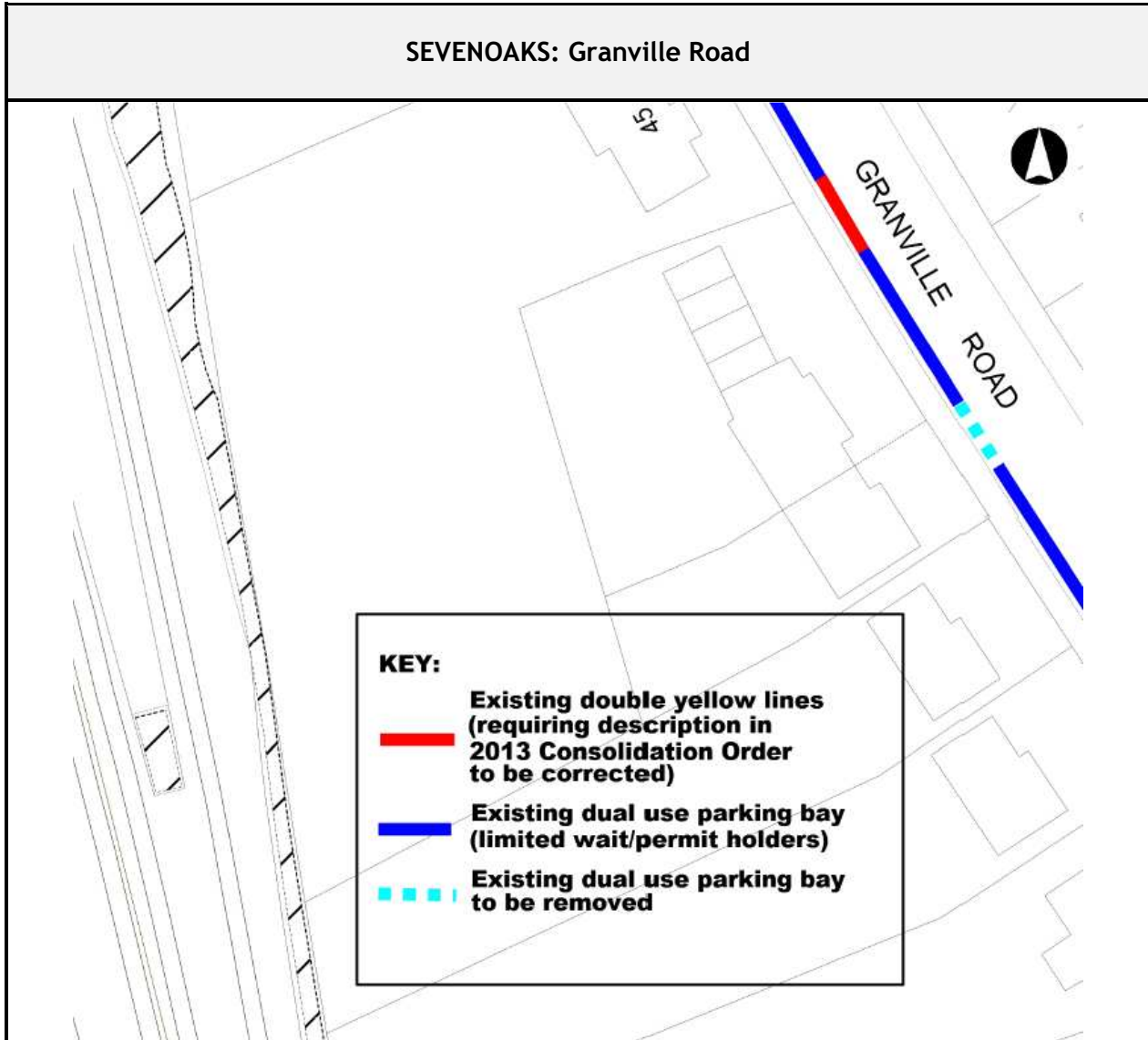
APPENDIX 4c - FOR INFORMATION
SEVENOAKS - GORDON ROAD - PARKING PROPOSAL
 Description and plan of parking proposal



Description	Proposed Changes
<p>Gordon Road North side, from a point 19m west of the eastern flank wall of 8 Gordon Road, westwards for 8m</p>	<p>Revoke dual use limited wait (2 hours max. stay, no return 1 hour)/Permit "A" Holders only, Monday to Saturday, 8:30am - 6:30pm parking bay</p>

This page is intentionally left blank

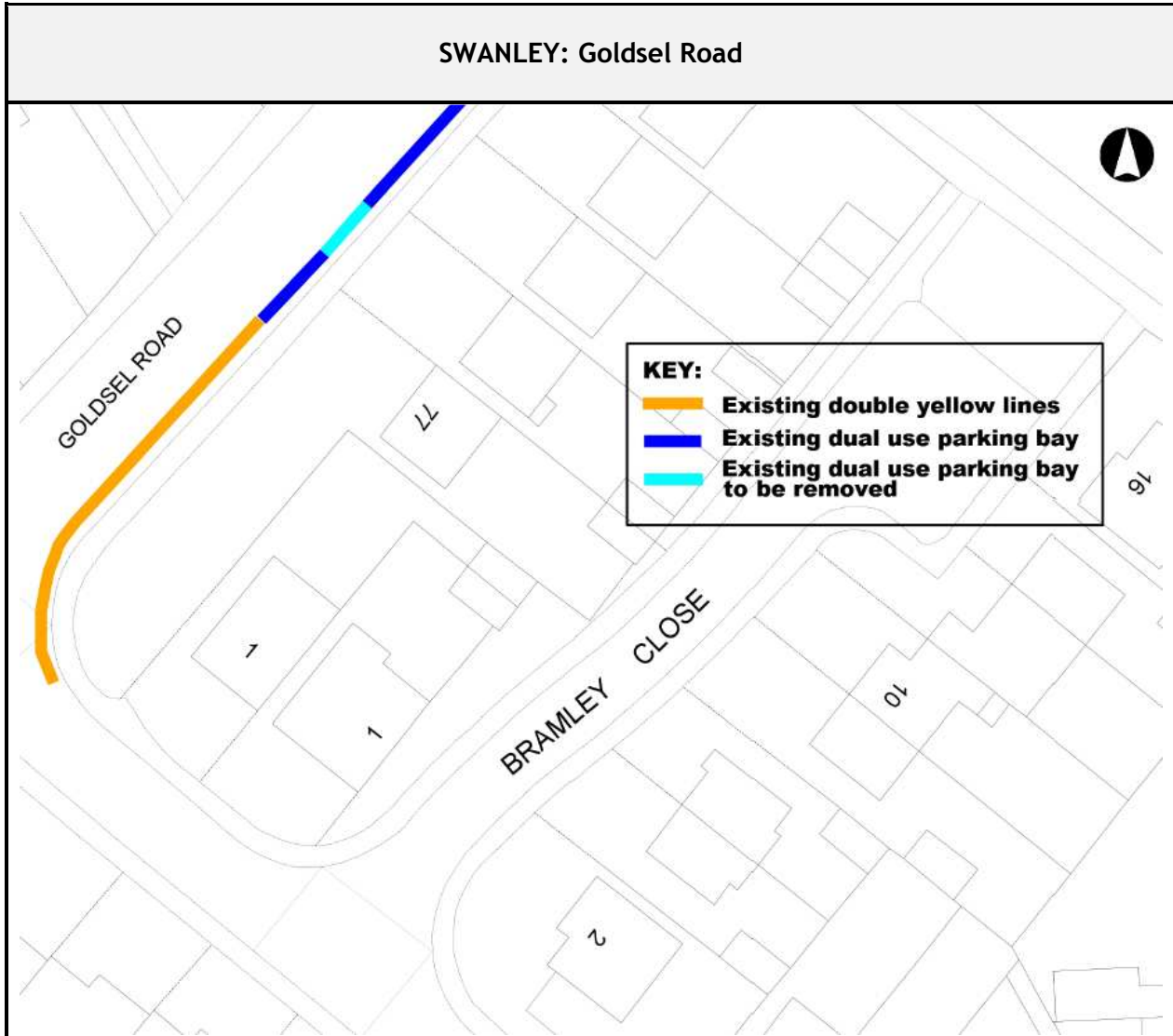
APPENDIX 4d - FOR INFORMATION
 SEVENOAKS - GRANVILLE ROAD - PARKING PROPOSALS
 Description and plan of parking proposals



Description	Proposed Changes
<p>Granville Road West side, from a point 20.5m south of the boundary of 43 & 45 Granville Road, southwards to a point 28m north of the boundary of 39 & 41 Granville Road</p>	<p>Revoke dual use limited wait (2 hours max. stay, no return 1 hour)/Permit "A" Holders only, Monday to Saturday, 8:30am - 6:30pm parking bay</p>
<p>Granville Road West side, from the boundary of 43 & 45 Granville Road, northwards for 1.5m</p>	<p>New double yellow line restrictions (no waiting at any time) There will be no material change to the existing double yellow line restrictions currently marked at this location. This is a housekeeping exercise to ensure that the those restrictions are correctly described in the 2013 Consolidation Order)</p>

This page is intentionally left blank

APPENDIX 5a - FOR INFORMATION
 SWANLEY - GOLDSSEL ROAD - PARKING PROPOSAL
 Description and plan of parking proposal

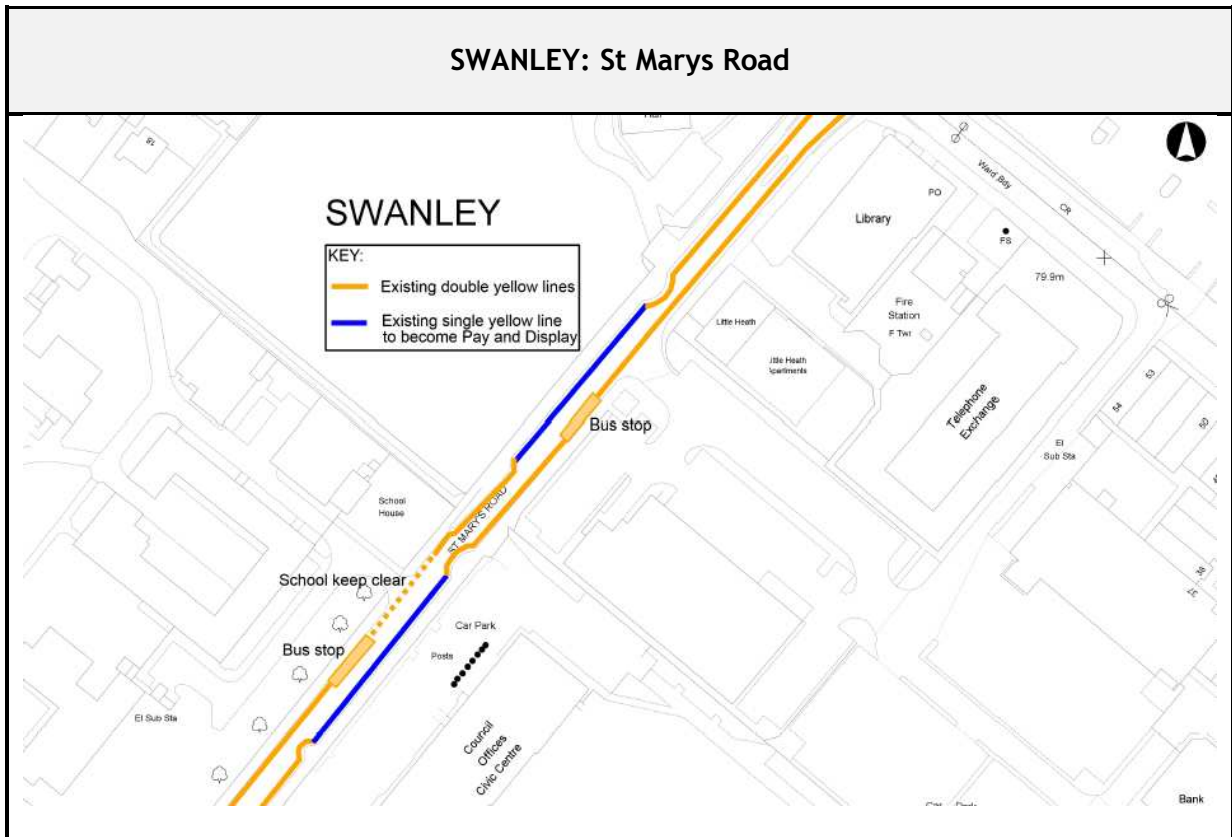


Description	Proposed Changes
<p>Goldsel Road Southeast side, from a point 43m northeast of the north eastern kerb line of High Firs, north eastwards for 5.5m</p>	<p>Revoke dual use limited wait (pay and display/Permit "SW1" & "SW3" Holders only, Monday to Friday, 8:30am - 6:30pm parking bay</p>

This page is intentionally left blank

APPENDIX 5b - FOR DECISION
SWANLEY - ST MARYS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

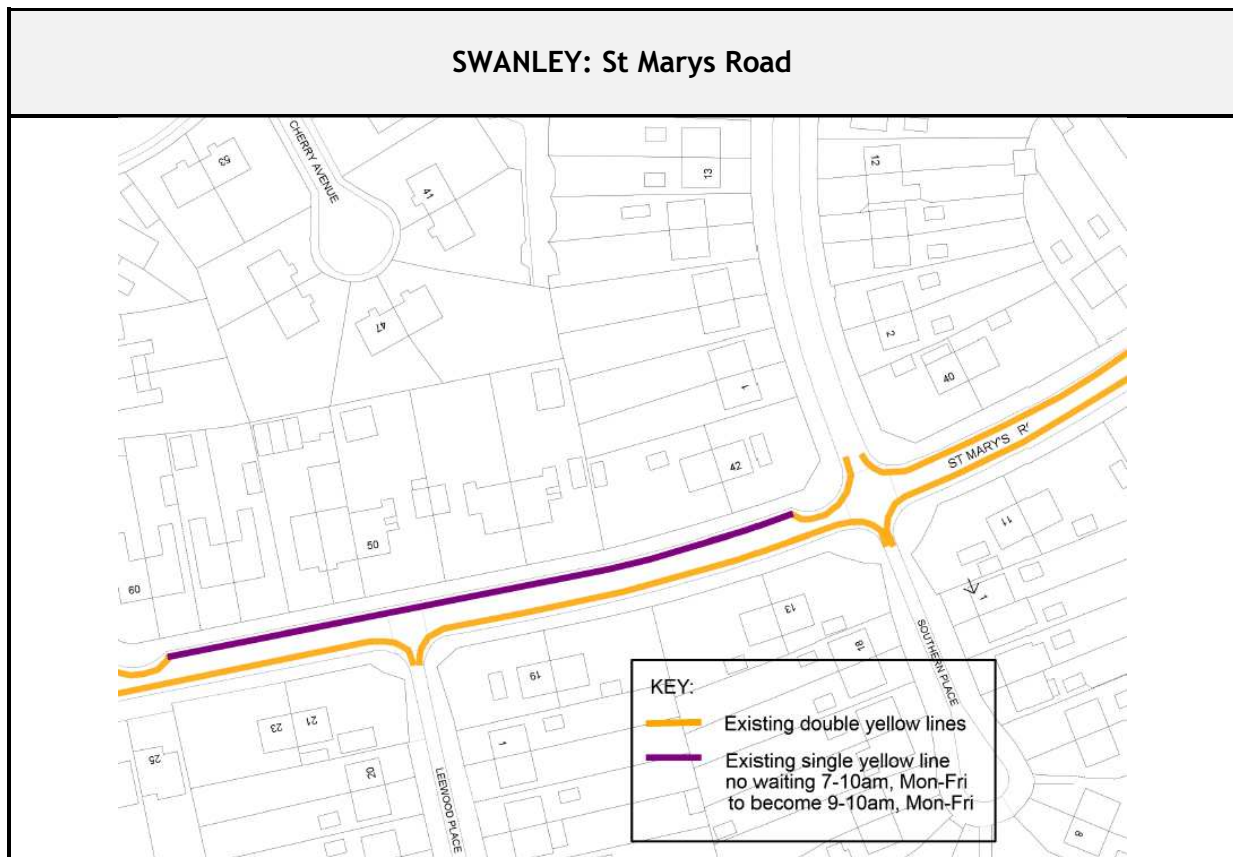


Agenda Item 4

APPENDIX 5b - FOR DECISION

SWANLEY - ST MARYS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation



Description	Proposed Changes
<p>St Marys Road Northwest side, from a point 75m south-west of its junction with London Road (B2173), south-westwards for 47m. (Coloured blue on the plan above)</p>	<p>Revoke single yellow line restriction (no waiting Monday - Friday, 7am - 10am) and replace with pay and display/pay by phone parking bay, Monday - Saturday, 8:30am - 6:30pm</p>
<p>St Marys Road Southeast side, from a point 150m south-west of its junction with London Road (B2173), south-westwards for 45m. (Coloured blue on the plan above)</p>	<p>Revoke single yellow line restriction (no waiting Monday - Friday, 7am - 10am) and replace with pay and display/pay by phone parking bay, Monday - Saturday, 8:30am - 6:30pm</p>
<p>St Marys Road Northwest side, from a point 277m south-west of its junction with London Road (B2173), south-westwards for 65m. (Coloured purple on the plan above)</p>	<p>Revoke single yellow line restriction (no waiting Monday - Friday, 7am - 10am) and replace with single yellow line restriction (no waiting Monday - Friday, 9am - 10am)</p>

APPENDIX 5b - FOR DECISION

SWANLEY - ST MARYS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

<p>St Marys Road Northwest side, from a point 12m west of its junction with Hart Dyke Road, westwards for 115m. (Coloured purple on the plan above)</p>	<p>Revoke single yellow line restriction (no waiting Monday - Friday, 7am - 10am) and replace with single yellow line restriction (no waiting Monday - Friday, 9am - 10am)</p>
<p>St Marys Road Southeast side, from a point 90m north-east of its junction with Everest Place, south-westwards for 70m. (Coloured purple on the plan above)</p>	<p>Revoke single yellow line restriction (no waiting Monday - Friday, 7am - 10am) and replace with single yellow line restriction (no waiting Monday - Friday, 9am - 10am)</p>

Agenda Item 4

APPENDIX 5b - FOR DECISION

SWANLEY - ST MARYS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received and Officers' comments/recommendation

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	I wish to raise an objection to the proposal of introduction of parking charges at the above site, as I work close to the Town Centre and find this currently free parking area an assets as there are no other free parking spaces close to the place of my employment, introduction of parking charges will have an impact on my personal finances
2	I wish to raise an objection to the proposal of introduction of parking charges at the above site, as I work close to the Town Centre and find this currently free parking area an assets as there are no other free parking spaces close to the place of my employment, introduction of parking charges will have an impact on my personal finances.
3	I wish to raise an objection to the proposal of introduction of parking charges at the above site, as I work close to the Town Centre and find this currently free parking area an assets as there are no other free parking spaces close to the place of my employment, introduction of parking charges will have an impact on my personal finances

OFFICERS' COMMENTS/RECOMMENDATION
<p>COMMENTS:</p> <p>The objections received were from workers at a local business, opposed to the proposal to replace some of the single yellow line restrictions in St Marys Road with pay and display parking bays, on the grounds that there are no other free parking spaces close to their place of work.</p> <p>Although one part of the current proposal is to make the single yellow line (no waiting between 7 and 10am Monday to Friday) restriction in the parking areas in St Marys Road opposite Aldi and outside the Town Council offices pay and display parking bays between 8:30am and 6:30pm from Monday - Saturday, another part is to relax the times of operation of the other sections of single yellow line restrictions in St Marys Road from between 7 and 10am to between 9 and 10am, Monday to Friday.</p> <p>This means that these sections of single yellow line restrictions would remain available to local workers for parking after 10am on weekdays and all day at weekends, albeit that they are slightly further away from the town centre.</p> <p>It is anticipated that the proposed pay and display parking bays will help to support the local economy by ensuring a good turnover of on-street parking spaces.</p> <p>RECOMMENDATION:</p> <p>It is recommended that the objections be set aside, and the proposal be implemented, as drawn.</p>

APPENDIX 5b - FOR DECISION

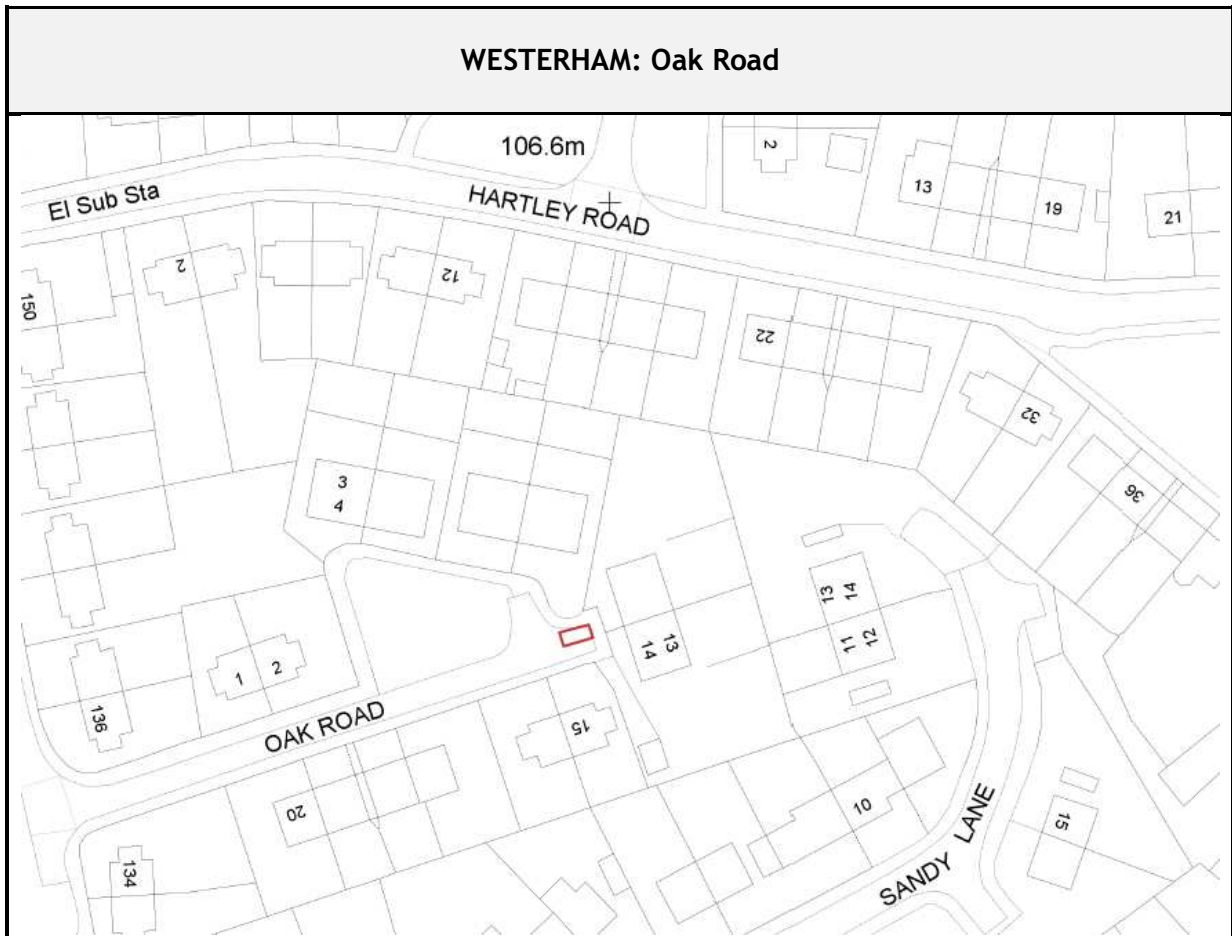
SWANLEY - ST MARYS ROAD - PARKING PROPOSALS

Description and plan of parking proposals, details of objections/comments received
and Officers' comments/recommendation

This page is intentionally left blank

**APPENDIX 6 - FOR DECISION
WESTERHAM - OAK ROAD - PARKING PROPOSAL**

Description and plan of parking proposal, details of objection/comments received and Officers' comments/recommendation



Description	Proposed Change
<p>Oak Road North side of the turning head outside nos. 11 to 14, from the eastern kerb line of Oak Road, westwards for 5m</p>	<p>New parking bay (no waiting at any time, except for disabled persons' vehicles)</p> <p>This is a housekeeping exercise to ensure that the existing marked parking bay is included in the 2013 Consolidation Order</p>

DETAILS OF OBJECTION/COMMENTS RECEIVED	
1	The bay is proposed on the turning head of a cul de sac, which is not prohibited within your own regulations due to the fact it compromises public safety

Agenda Item 4

APPENDIX 6 - FOR DECISION

WESTERHAM - OAK ROAD - PARKING PROPOSAL

Description and plan of parking proposal, details of objection/comments received and Officers' comments/recommendation

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

An interim blue badge (disabled persons') parking bay has been marked in this location for some time, but is regularly misused by non-blue badge holders, thereby causing parking difficulties for the resident for whom it was originally provided. Because the interim parking bay is not covered by a traffic regulation order, enforcement action is not possible. The proposal is therefore to include the parking bay in this order, to enable it to be enforced, which in turn should increase compliance.

Parking often takes place in turning heads without any safety issues, and there is no evidence to suggest that this is not the case here.

RECOMMENDATION:

It is recommended that the objection be set aside, and the proposal be implemented, as drawn.

To: Sevenoaks Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: **Tuesday 5th December 2017**

Subject: Local Winter Service Plan

Classification: Information only

Summary: This report outlines the arrangements that have been made between Kent County Council and XX Council to provide a local winter service in the event of an operational snow alert in the borough/district

1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.3m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 21st September 2017 and subsequently approved by the Cabinet Member.

2. District based winter service plans

2(1) The Local Winter Service Plan for the Sevenoaks District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2017/8; the Policy is available on the KCC website.

2(2) Following the successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances the work that HTW will continue to do in providing a countywide winter

Agenda Item 5

service. The local plan comes into effect when a snow emergency is declared that affects the district of Sevenoaks.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

3. Pavement clearance

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

4. Farmers

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

5. Conclusion

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

6. Recommendations

6(1) Members are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2017/18

Contact officer:

Julian Cook – Sevenoaks District Manager – Kent County Council Highways, Transportation & Waste. - Tel: 03000 41 81 81

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 5th December 2017
Subject: Highway Works Programme 2017/18
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2017/18

1. Introduction

1(1) This report provides an update and summarises schemes that have been programmed for delivery in 2017/18

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

10(1) This report is for Members information.

Contacts: Carol Valentine / Julian Cook 03000 418181

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Carol Valentine	Highway Manager West Kent
Julian Cook	Sevenoaks District Manager
Sue Kinsella	Street Light Asset Manager
Kevin Gore	Drainage & Structures Asset Manager
Alan Casson	Senior Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Emma Green	Schemes Programme Manager
Jamie Hare	Development Agreements Manager

Agenda Item 6

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 – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
None			
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Brattle Wood	Sevenoaks	From its junction with Garth Road to its junction with Beechmont Road. (Footway reconstruction)	Works Substantially Complete.
London Road	Sevenoaks	From O/S No.1 Station Parade, London Road to O/S No.11 St Botolph's Road (Footway Protection)	Completed
Mill Hill	Edenbridge	(south side) High Street to Mead Road (North side) O/S No.122 to High Street. (Footway Reconstruction)	Completed
High Street	Eynsford	from Mill Lane - The Anthony Roper School - from Tower Croft - Priory Lane	Completed

Surface Treatments - Contact Officer Jonathan Dean			
Surface Dressing			
Road Name	Parish	Extent and Description of Works	Current Status
Spout Lane	Crockham Hill	B2026 to Dennettsland Road	Completed
Hartley Bottom Road	Hartley	Hartley Hill to Manor Road	Completed
Broad Lane	Penshurst	Full Length	Completed
Back Lane	Chevening	Cold Arbor Rd to B2042	Completed
French Street	Westerham	Hosey Common Road to end	Completed
Canada Farm Road / Scudders Hill	H Kirby / Fawkham	Rabbits Road to Valley Road	Completed
Brasted Lane	Knockholt	Stoneings Lane to Main Road	Completed
Three Gates Road	Fawkham	Canada Farm Road to Speedgate Hill	Completed
Hogtrough Hill	Brasted	Pilgrims Way to The Nower	Completed
Magpie Bottom	Shoreham	Row Dow La to Birchin Cross Road	Completed
School Lane	Horton Kirby	Three Gates Rd to 30 mph signs at H Kirby village	Completed

Surface Treatments - Contact Officer Jonathan Dean			
Micro Surfacing			
A25 Westerham Road	Brasted	Beggars Lane to Brasted Sand Pits	Completed
Star Hill Road	Chevening	Morants Court Road to Old London Road	Completed
Swan Lane	Edenbridge	B2027 to B2026	Completed
Spring Hill / Fordcombe Road	Penshurst	Colliersland Bridge to Mitre Farm	Completed
London Road	Westerham	Pilgrims Way to Bridge over M25	Completed
Hartley Bottom Road	Hartley	Hartley Hill to Redhill Road	Completed
Four Elms Road	Edenbridge	B2026 to Wayside Drive	Completed
Malthouse Road	Ash-Cum-Ridley	Pease Hill to Plaxdale Green Rd	Completed
Green Lane	Hever	"Chittenden" bends to Scallops	Completed
Ide Hill Road	Sundridge	Church Road to Emmetts Lane	Completed
Truggers Lane	Chiddingstone	Hoath Corner to Walnut Tree Cross Farm	Completed
Highlands Hill	Swanley	Beechenlea Rd to west of School Lane	Completed
Pilgrims Way	Brasted	Hogtrough Hill to Brasted Hill	Completed
Penn Lane	Sundridge	Church Road to Little Norman Street	Completed

Fawkham Road	West Kingsdown	30 mph/de-restriction to Westfield Cotts	Completed
Button Street	Swanley	Wood Street to M25 Bridge	Completed
Poundsbridge	Penshurst	From 30mph Terminal Signs into Speldhurst to junction with Poundsbridge Lane	To be Re-Programmed due to weather delay.
The Brooms	Sevenoaks	Whole Road	To be Programmed

Appendix B – Drainage

Drainage Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
No Drainage works planned over £5000			

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement. 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 – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Garrolds Close	Swanley	Replacement of 2 columns	complete
Beechmont Road	Sevenoaks	Replacement of 1 column	complete
Coopers Close	South Darenth	Replacement of 2 columns	complete
Oakleigh Close	Swanley	Replacement of 1 column	Planned Jan/Feb 2018

Agenda Item 6

Sea Hollow Road	Sevenoaks	Replacement of 1 column	issue with access Dec/Jan 2017/18
Shrubbery Road	South Darenth	Replacement of 4 columns	complete
The Grange	South Darenth	Replacement of 2 columns	complete
Turners Gardens	Sevenoaks	Replacement of 1 column	Planned Jan/Feb 2018
London Road	Swanley	Replacement of 1 column	Planned Jan/Feb 2018
Tonbridge Road	Sevenoaks	Replacement of 1 column	complete
Goldsel Road	Crockenhill	Replacement of 2 signs	1 complete, issue with power supply to be resolved to complete the 2nd
Bradbourne Vale Road	Sevenoaks	Replacement of 1 column	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
A25 Westerham Road junction with A21 slip roads and Homedean Road,	Chevening	Development of potential Crash Remedial Scheme. Our consultants, Amey PLC have completed an options report. Preferred option is to change the current junction layout to a roundabout.	Geoffrey Bineham	Detailed design will be carried out by our consultants in 2017/18. Following on from the detailed design and costing. Initial consultation will be undertaken with stakeholders. The scheme will then be assessed and put forward for possible funding in 18/19.

<p>A20 junction with Button Street, Farningham</p>	<p>Farningham</p>	<p>Development of potential Crash Remedial Scheme.</p> <p>The scheme is to temporarily close the central reservation crossover gap following several serious crashes. The crashes involved vehicles turning right out of Button Street using the crossover and colliding with motorcyclists.</p> <p>The scheme will be undertaken using an experimental TRO.</p>	<p>Geoffrey Bineham</p>	<p>Scheme has been implemented under an Experimental TRO, the consultation is currently on-going until April 2018</p>
--	-------------------	--	-------------------------	---

Appendix D2 - Integrated Transport Schemes - All other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
<p>White Oak Estate, Swanley</p>	<p>Swanley</p>	<p>Kent 20mph Public Health Scheme.</p> <p>20mph speed limit on residential roads to the north of London Road to encourage walking and cycling.</p>	<p>Annette Fletcher</p>	<p>Scheme has been handed over to our contractors for delivery</p>
<p>White Oak Estate, Swanley</p>	<p>Swanley</p>	<p>Provision of DDA dropped kerbs throughout the estate to rectify discontinuation of vulnerable user routes</p>	<p>Geoffrey Bineham</p>	<p>Scheme has been handed over to our contractors for delivery and is currently being constructed</p>
Location	Parish/Ward	Description of Works	Lead officer	Current Status
<p>Hopgarden Lane,-</p>	<p>Sevenoaks</p>	<p>Parking restrictions - consultation and lining remedial work</p>	<p>Geoffrey Bineham</p>	<p>Scheme has been completed</p>
<p>Watercroft Road, Halstead</p>	<p>Halstead</p>	<p>Pedestrian safety scheme - Installation of new pedestrian warning signs</p>	<p>Geoffrey Bineham</p>	<p>Scheme has been handed over to our contractors for delivery</p>
<p>High Street, Westerham</p>	<p>Westerham</p>	<p>Installation of new bend warning sign</p>	<p>Geoffrey Bineham</p>	<p>Scheme has been handed over to our contractors</p>

Agenda Item 6

Appendix D3 – Local Growth Fund

Location	Parish/Ward	Description of Works	Lead officer	Current Status
A224 Polhill (Morrants Court roundabout)	Chevening and Dunton Green	Consultants are being commissioned to undertake a feasibility study to improve the roundabout for cyclists.	Katie Cullen	Design work is being progressed by Scheme Planning Delivery Team with a view to construct the scheme in 2017/18.
Swanley Station	Swanley	Access improvements to Swanley Station, and between Swanley Station and Swanley Town Centre.	Tim Middleton	A revised design is being developed for Swanley Station to deliver improvements within the £1.5m budget of the LGF. Alongside this there are works starting to investigate what access improvements can be made to better connect the station to the town centre.

Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
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 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. A meeting was held in December with a contractor on behalf of the Housing Association who are currently assessing the costs involved before works can be carried out. Another meeting is planned to resolve issues in July
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	First Certificate now issued. Maintenance period reduced to 3 months as majority of works completed previously.
SE 003029	Old Ambulance Station, Moor Road	Otford	New Bellmouth and associated footway works	First Certificate issued. Works currently serving maintenance period. Remedial

Agenda Item 6

				works required prior to adoption.
SE 003035	Eglantine Lane	Horton Kirby	New access bellmouth and accommodation works to existing highway	First Certificate issued. Works currently serving maintenance period.
SE 003036	Mill House, Mill Lane, Bat and Ball	Sevenoaks	New Footway and minor improvements to existing road	Final inspection completed. Remedial works required before start of maintenance period.
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	Final inspection completed. Remedial works required before start of maintenance period.
SE 003048	Grange Close	Edenbridge	New Vehicle Crossovers and associated footway works	Works have now started and are expected to be concluded later in 2017. The works will serve a year's maintenance period before adoption in 2018.
SE003049	Morewood Close	Sevenoaks	SDC Temporary Car Park. Includes pedestrian crossings, tactile paving and vehicle crossing. Footway to be reinstated and vehicle crossing removed when car park is no longer required.	Technical Approval has not been granted. Not heard back from SDC although works have been completed?

SE003050	Rowhill Road	Hextable	New bellmouth entrance for private car park to allow for school parking. Includes new pedestrian crossings with tactile paving and keep clear parking restrictions. Additional minor footway improvements	Works have now started and are expected to be concluded before Schools reopen after Summer holidays 2017. Road to be resurfaced prior to road markings being relaid. The works will serve a year's maintenance period before adoption in 2018
SE003051	Old Fox's Garage Site A224 Orpington By-pass and Old London Road, Badgers Mount	Shoreham	Minor highway improvements including kerb realignment and footway works in connection with conversion of old garage to care home. Also includes road surfacing in front of existing bus shelter in old London Road. Improvements to PROW funded by S.106 agreement.	Submission received. Technical Assessment under way.
SE 003052	Bradbourne Vale Road	Sevenoaks	New bellmouth entrance for private car parking area for new residential development. Includes minor improvements to pedestrian footway and relocation of Bus Stop markings and flag	Submission received. Technical Assessment under way.

Agenda Item 6

SE 003054	Croft Road	Westerham	New bellmouth entrance for private car parking area for new residential development. Includes minor improvements to pedestrian footway	Technical Approval granted. Works have not yet started.
SE 003055	Millfields, London Road	West Kingsdown	New Bellmouth entrance to residential properties and improvements to footway including tactile paving	Submission received. Technical Assessment under way.
SE 003056	Grassy Lane	Sevenoaks	New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points	Submission received. Technical Assessment under way.
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.	Works have been completed and are currently serving a year's maintenance period. The works will be adopted in early part of 2018

Appendix F – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
		Pootings No.2133 Bridge Culvert Reconstruction Pootings Road, Crockham Hill, Sevenoaks. Design ongoing. Provisional Construction Phase Spring 2018	

Appendix G – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
No traffic signal refurbishment work being carried out this year		

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 18th October 2017.

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 – Installation of bollards nr Millen Court.	Works ordered.
Crown Road, Shoreham – installation of ‘conservation’ style yellow lines	Works completed

Nick Chard – Sevenoaks East

Scheme	Status
No highway schemes identified at this stage	N/A

Peter Lake – Sevenoaks South

Scheme	Status
No highway schemes identified at this stage	N/A

Margaret Crabtree – Sevenoaks Central

Scheme	Status
No highway schemes identified at this stage	N/A

Michael Horwood - Swanley

Scheme	Status
No highway schemes identified at this stage	N/A

Agenda Item 6

David Brazier – Sevenoaks North East

Scheme	Status
Wellfield – Hartley – Proposed parking restrictions – relating to bus access (previous scheme from 16/17)	Scheme being progressed by SDC
London Road -West Kingsdown – Installation of 3 bollards to prevent parking at crossing point of A20 near junction with Hever Road	Works ordered.

SEVENOAKS SATURDAY MARKET

Sevenoaks Joint Transportation Board - 5 December 2017

Report of Chief Officer Environmental & Operational Services

Status For Information

Key Decision No

Portfolio Holder Cllr. Matthew Dickins

Contact Officer John Strachan, Ext. 7310

Recommendation to Sevenoaks Joint Transportation Board: That the report be noted.

Reason for recommendation: To debate and understand the need for the double yellow line restrictions at this location.

Introduction

- 1 The Chairman has placed this item on the agenda at the request of County Councillor Crabtree -

“You will see from the below messages and attachment from the Town Clerk, Linda Larter, that the parking restrictions in the parking bay in the High Street where the Saturday market sellers trade is causing great difficulties for them.

Sevenoaks is a market town and a market has been situated at this part of the town for a couple of hundred years which still brings in many people to Sevenoaks on a Saturday, increasing the foot fall for the other shops in the town. If the market traders decide to leave, this would be to the detriment of Sevenoaks residents and shop keepers.

I am most concerned about the situation and am officially requesting that this problem is placed on the December JTB Agenda as a matter of urgency so that the situation can be discussed fully and a decision made as to how we can move forward to save the market.”

Background

- 2 Double yellow lines are generally used to prevent vehicles parking on the highway in locations where a vehicle would either cause danger and or obstruction to other road users and or pedestrians.

Agenda Item 7

- 3 Vehicles can stop on yellow lines to load and unload bulky goods.
- 4 This section of carriageway in the High Street, Sevenoaks is generally narrow, barely accommodating the flow of two-way traffic. It is, in the main controlled either by double yellow lines (against the West footway) to prevent parking, or pay and display bays (against the East footway).
- 5 Part of the carriageway adjacent to the Chequers pub is recessed in to a wider section of footway to a depth of around 1.8 metres, allowing the siting of a 3-4 vehicle parallel parking bay. On weekdays this is a pay and display bay, on Saturdays the bay accommodates the Sevenoaks Saturday Market.
- 6 As the kerb-line tapers in to the footway it is controlled by double yellow lines, that have existed since at least 2010.
- 7 Without a yellow line restriction vehicles could park in the recessed area, but their front or rear would project more or less fully in to the main carriageway. This would obstruct the free flow of traffic at the part of the High street.
- 8 Back in May of this year Sevenoaks District Council received a complaint that vehicles belonging to the market traders were parked illegally on the yellow lines and they were affecting traffic flow.
- 9 On investigation it was found that instead of stopping on the yellow lines to load and unload, and then relocating their vehicles to an alternative location, some market traders were parking on the yellow lines all day.
- 10 Civil Enforcement Officers gave advice to the traders and they are now refraining from parking on the yellow lines.
- 11 District Officers have explored alternative options including relocating the market, and removing the yellow lines.
- 12 Regrettably no suitable alternative location has been found.
- 13 The considered view of Officers is that the current yellow lines are needed to maintain traffic flow and safety.

Key Implications

Financial

None

Legal Implications and Risk Assessment Statement

Under the Agency Agreement with Kent County Council, the District Council has a duty to enforce all parking restrictions in the District.

Equality Assessment

The information in this report have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Environmental Impact

Allowing market traders to park at these points of the High Street on a Saturday will increase congestion in Sevenoaks town and the associated emissions from vehicles held in traffic.

Conclusions

District Officers have explored alternative options including relocating the market, and removing the yellow lines. Regrettably no suitable alternative location has been found. The view of Officers is that the current yellow lines are needed to maintain traffic flow and safety.

Richard Wilson Chief Officer

Environmental and Operational Services

This page is intentionally left blank

SEVENOAKS CYCLING STRATEGY WORKING GROUP

Monday 20 November 2017 at 1:00pm

Conference Room, Council Offices, Argyle Road, Sevenoaks

Present:

Doug Elish (DE)	Sevenoaks Cycling Forum
Cllr. A. Eyre	Sevenoaks Town Council
Simon Taylor (ST)	SDC Planning Officer (Planning Policy)
Katie Cullen (KC)	KCC Transport Planner (Cycling)
Martin Gills (MG)	Sevenoaks Cycling Forum

Apologies:

Reg Oakley (RG)	Sevenoaks Cycling Forum
Neil Proudfoot (NP)	Sevenoaks Cycle Forum
Andrew Michaelides (AM)	Sevenoaks Cycling Forum
Cllr. J. Edwards-Winser	Group Chairman (SDC)
Tony Clayton (TC)	Sevenoaks Cycling Forum

		Action by
71.	Apologies for absence See above.	
72.	Notes from previous meeting Notes of the Sevenoaks Cycling Strategy Working Group on 13 July 2017 were received.	
73.	Matters arising/update (including actions from previous meetings) Matters arising are dealt with during the meeting.	
74.	Cycling Strategy Route 6: Otford to Bat & Ball Cycle Route Update KC informed the Group that further work was required on the route, following a meeting on site with Sevenoaks Cycle Forum members. There are still concerns regarding the route over the M26 and making it safe for cyclists. Further discussions involved at looking at providing alternative routes to avoid Bat and Ball junction by re-routing via Hospital Road. It was suggested that a map could be provided of the route for KC to annotate with any proposed changes following further investigation and site visits. Additional information was received from Cllr. Edwards-Winser following the meeting:	ST to speak to GIS re providing a map of R6.

	<p><i>Route 6:- It is obviously impracticable to have a route marked between Bat & Ball and the Vine. Whichever road is chosen, there are cars parked both on the roadside and pavement all day and until alternative parking is found for them, in my view, cycle lanes up the hill are a non-starter. Could we please concentrate on the easy bit (Otford to Sainsbury's) first or even stretch it to Bat & Ball, but not via Cramptons Rd. which is dangerous for car users in the rush hours, let alone cyclists. I would also suggest that we start it at Bubblestone Rd. and not the pond.</i></p>	
75.	<p>Cycling Strategy Route 5: Off-road Route between Oakdene Road and Otford Road via Wildfowl Reserve (Update)</p> <p>Difficulties were highlighted regarding conservation issues with wildfowl nature reserve as well as the height between the proposed route from Bat and Ball junction. Cllr Eyre suggested that this route could be looked at through the Draft Northern Sevenoaks Masterplan and alternatives proposed.</p>	
76.	<p>Cycling Strategy Route 1: East/West Cycle Route (Update)</p> <p>To progress this route, KC suggested that this route was looked at in stages, rather than as a whole. This would allow parts of the route to be delivered quickly. The Group decided that this was a sensible solution and looked at further.</p> <p>Additional comments were received from Cllr. Edwards-Winsler following the meeting:</p> <p><i>Route 1 - Montreal park to Wilderness, the cost is exorbitant for a route that comprises a few signs and conversion of Public Rights of Way into dual usage. This is an internal KCC matter and should not be reflected in the overall cost.</i></p>	
77.	<p>Local Plan Update</p> <p>ST provided a update on the Local Plan. The Local Plan Issues and Options consultation was held for nine weeks from 3rd August to 5th October. Surveys were sent to every household across the District and consultation drop-in sessions throughout September. The Issues and Options consultation was well received, with a number of residents responding to the consultation and visiting our drop-in sessions. An update of the Local Plan and feedback from the consultation would be provided to the Planning Advisory Committee on 23rd November http://cds.sevenoaks.gov.uk/ieDocHome.aspx?bcr=1). ST encouraged the Group to continue engaging with the Local Plan process going forward.</p> <p>Further Local Plan updates will also be provided to the Planning Advisory Committee in January and March, where a</p>	

	draft Local Plan consultation will be consulted upon in the Spring 2018.	
78.	<p>AOB</p> <p>KC provided the following items:</p> <ul style="list-style-type: none"> • Maidstone Cycling Forum is currently reaching out to other organisations to understand best practice for cycling routes • A joint Dartford & Gravesham Cycling Forum has been set up • There is a proposed trial scheme for “dockless” bikes - discussions are still on going. <p>ST notified the Group that Otford Parish Council are looking at producing a Neighbourhood Plan. Further information on Neighbourhood Planning can be found on the Council’s website (www.sevenoaks.gov.uk/locaplan).</p> <p>Cllr Edwards-Winser provided additional comments following the meeting:</p> <p><i>At the last JTB it was suggested by Cllr. David Brazier, that the Working Group should concentrate their efforts on links between towns and villages and not within the conurbations which have grown up through the ages and most of which are unsuitable for shared usage.</i></p> <p><i>It was also suggested by a KCC highways engineer on a recent visit to Otford to discuss their traffic management plans, that a work-around for the expense of putting a raised parapet on the M26 bridge, would be to terminate the cycle lanes each side of the bridge and install notices directing cyclists to dismount.</i></p>	
79.	<p>Date of next meeting</p> <ul style="list-style-type: none"> • The next JTB meeting is due to be held in March 2018. It is proposed that the Group meet in February 2018 to discuss progress. 	ST to arrange next meeting and circulate dates to the Group.

This page is intentionally left blank