

07 March 2018 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks
Despatched: 26.02.2018



Sevenoaks Joint Transportation Board

Membership:

District Council

Chairman, Cllr. London;

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

Kent County Council (KCC)

Vice-Chairman, County Cllr. Chard

County Cllrs. Brazier, Crabtree, Gough, Horwood and Lake

Town/Parish Council (non-voting) representative from KALC

Richard 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 5 December 2017, as a correct record.	(Pages 1 - 4)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 5 - 6)	
4. Statutory Consultation - Minor On-Street Parking Proposals various locations - TRO Amendment 26	(Pages 7 - 62)	Jeremy Clark Tel: 01732227323
5. Application for Disabled Persons' (Blue Badge) Parking Bay	(Pages 63 - 68)	Jeremy Clark Tel: 01732227323
6. The Rise, Shenden Way and Weald Road Sevenoaks: Parking Survey	(Pages 69 - 130)	KCC

- | | | | |
|----|---|-------------------|-----|
| 7. | High Street, Sevenoaks Layby outside the Chequers Public House - Market Trader Parking | (Pages 131 - 132) | KCC |
| 8. | Sevenoaks Highways Works Programme 2017/18 | (Pages 133 - 148) | KCC |

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 5 December 2017 commencing at 7.00 pm

Present: Cllr. London (Chairman)

Cllr. Chard (Vice Chairman)

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

County Cllrs. Brazier, Crabtree, Gough, Horwood, Lake

An apology for absence was received from Cllr. Williamson

Cllrs. Dickins and Piper were also present.

19. Minutes

Resolved: That the minutes of the meeting of the Sevenoaks District Joint Transportation Board held on 12 September 017, be agreed and signed by the Chairman as a correct record.

20. Declarations of interest

No additional declarations of interest were made.

21. Actions from Previous Meetings

The actions were noted.

County Cllr. Horwood reported that since the previous meeting a speed bump had been removed not because of the Board but because of an application for a dropped kerb within one of the parking bays. He thought it was bizarre to only remove one when more could be removed to allow for the desired extra visibility. He asked whether it could be debated again at a future meeting. The Chairman suggested that he speak to KCC Officers and if was still not happy he could request for it to be looked at again otherwise it started to get circular. It could possibly be reintroduced if funding was provided.

District Cllr. Esler stated that she had not been contacted with regard to Minute 17. The Sevenoaks District Highways Manager undertook to find out and contact her outside of the meeting.

22. Statutory Consultation - Minor On-Street Parking Proposals - Various Locations - TRO 2013 Amendment 25

Members gave consideration to the objections to the minor on-street parking proposals within The Kent County Council (Various Roads in the District of

Agenda Item 1

Sevenoaks Joint Transportation Board - 5 December 2017

Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places)(Amendment 25) Order 2018 received during the statutory consultation.

Hartley - Wellfield and Hoselands View

County Cllr. Brazier was the local member and had been pursuing this on behalf of the Parish Council and was glad the report mentioned the bus service as this was the principle rationale for the scheme. He had visited the area that day at 11am and there had been very few parked vehicles except for at the junction with plenty of parking within 50m of the dental surgery and no reason to believe parking during the rest of the working day would be any different. If buses could not get down the road the sheltered accommodation warden had to come and pick some elderly residents up as they were unable to walk the distance. When cars were parked the visibility was poor. He understood the surgery's point but today he had seen seven vacant parking spaces in the forecourt of the surgery and this worthwhile scheme would save elderly people being put to inconvenience.

Swanley - St Marys Road

County Cllr. Horwood said he had no objection as it was clear from the comments that there was plenty of parking and this would help.

Westerham - Oak Road

There were no comments.

Leigh - Crandalls and The Green

With reference to Leigh - Crandalls and The Green which was submitted for information, County Cllr. Lake stated that the Parish Council was pleased to see the new double yellow line restrictions but believed it differed to what they had thought had been agreed, namely lines opposite Orchard House in the High Street and the dangerous bend to the left of Brook House.

The Parking Engineer advised that due to a funding issue, the High Street and Hildenborough Road restrictions would be added to the next amendment, and would be addressed in due course.

Resolved: That the following decisions be endorsed

- 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 the objectors notified of the decision.

CHANGE IN ORDER OF AGENDA ITEMS

The Chairman, with the agreement of the Board, brought forward consideration of agenda item 7 (Minute 23).

23. Sevenoaks Saturday Market

Additional [pictures were tabled](#) at the beginning of the meeting.

County Cllr. Crabtree advised that it had been brought to her attention that there was a problem for market stall holders at the Saturday market with regard to the parking bay outside the Chequers Pub. She stated that the market had been in the town for two to three hundred years and there were concerns that it might have to close if there were a loss of trade due to the stall holders not being able to keep their vans in the bay for restocking during the day. There had only been one complaint that it was dangerous for other road users, which could be resolved if they parked slightly better. The Chairman asked what was being sought from the Board and she responded that she was seeking suspension of enforcement action.

The Chairman advised that he would exercise his discretion and allow interested parties to address the Board.

Cllr. Dickins, Portfolio Holder for Direct & Trading which covered markets and parking. He advised that currently four spaces were suspended on Saturdays to allow for the market, part of the carriageway adjacent to the Chequers pub was 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. Vans were parking on the tapered ends of the layby which was causing an obstruction to the free flow of traffic at the part of the High street. This was an offence and had to be enforced otherwise the Council would be in contravention of its contract with Kent County Council (KCC) and was a contravention of the contract with the market operator, the Town Council.

He could see only three possible solutions: removal of the longstanding double yellow lines which were KCC's responsibility. However, this would be an acceptance of an obstruction to the free flow of traffic and could result in increased air pollution which the Council could be held responsible for; 'turning a blind eye' - however this was not satisfactory as on-street parking enforcement was conducted on behalf of KCC and the Council had no authority to do so, and under the Agency Agreement with Kent County Council, had a duty to enforce all parking restrictions in the District; or the market operator, Sevenoaks Town Council, could work out a better layout and plan of operations of the site.

Cllr. Piper addressed the Board as a Sevenoaks Town Councillor. As did Bill Westley, a fruit stall holder, and Jonathan Drury.

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Sevenoaks Joint Transportation Board - 5 December 2017

Some Members felt that 'sensible' enforcement or a temporary suspension was needed and that there did not appear to be accidents there, but evidently the vans could park tighter.

County Cllr. Mrs. Crabtree moved that KCC and SDC Officers be asked to look at ways to temporarily suspend the double yellow lines so the market stall holders could park in the bay outside the Chequers Pub in the High Street. This was duly seconded.

It was then added that this should be reported to the next meeting of the Board and an intermediate solution would be required in the meantime.

After further debate and with the permission of the seconder, County Cllr. Mrs. Crabtree amended the motion to stipulate Saturdays and market days or investigation of the use of single yellow line or alternative options.

Resolved: KCC and SDC Officers be asked to look at ways to temporarily suspend the double yellow lines so the market stall holders could park in the bay outside the Chequers Pub in the High Street with a report to the next meeting of the Board and an intermediate solution found in the meantime.

24. Local Winter Service Plan

Members considered a report which outlined the arrangements that had been made between Kent County Council and the District Council to provide a local winter service in the event of an operational snow alert in the district.

Resolved: That the report be noted.

25. Sevenoaks Highway Works Programme - December 2017

Members considered a report which updated them on progress made on the identified schemes approved for construction in 2017/18, and took the opportunity to ask questions of clarification.

Resolved: That the report be noted.

26. Notes of the Cycling Working Group held on 20 November 2017

Members discussed and noted the action notes from the meeting of the working group held on 20 November 2017.

THE MEETING WAS CONCLUDED AT 8.21 PM

CHAIRMAN

ACTIONS FROM THE MEETING HELD ON 6 DECEMBER 2017 AND UPDATES FROM PREVIOUS MEETINGS

	Meeting date	Description	last updated on 23/2/18	Contact Officer
1	5/12/17	Minute 21 - District Cllr. Esler stated that she had not been contacted with regard to Minute 17 (12/9/17). The Sevenoaks District Highways Manager undertook to find out and contact her outside of the meeting.	The Sevenoaks District Manager spoke with Cllr Esler regarding the extents of the surfacing on Worships Hill to explain why the section was resurfaced and not the whole road, and that any defects that meet the intervention level in the remainder of the road will be repaired as required.	KCC Julian Cook 03000 418181
2	5/12/17	Minute 23 'Sevenoaks Saturday Market' - KCC and SDC Officers be asked to look at ways to temporarily suspend the double yellow lines so the market stall holders could park in the bay outside the Chequers Pub in the High Street with a report to the next meeting of the Board and an intermediate solution found in the meantime.	See Agenda Item 7	KCC Julian Cook 03000 418181

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STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS

VARIOUS LOCATIONS - TRO 2013 AMENDMENT 26

Sevenoaks Joint Transportation Board - 7 March 2018

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 26) Order 2018 (known as “TRO 2013 Amendment 26”) 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, Ext. 7323

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 26) Order 2018 (known as “TRO 2013 Amendment 26”) be noted;
 - (b) the relevant objections received to the parking proposals for Riverhead - Amherst Place, Church Field & Shoreham Lane, Riverhead - Cranmer Road, and Riverhead - London Road & Scotts Way given in Appendices 2, 4 and 5 of this report be set aside;
 - (c) the relevant objections received to the parking proposal for Westerham - Madan Road given in Appendix 8 of this report be upheld in part, and the proposal be amended, such that the proposed double yellow lines be implemented on both sides of Madan Road, from the eastern kerb line of
-

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London Road, eastwards for 10m.

- (d) the relevant objections received to the parking proposal for Riverhead - Chipstead Lane given in Appendix 3 of this report be upheld and the proposal be abandoned
- (e) TRO 2013 Amendment 26 be amended as described in recommendations (c) and (d) above and the parking proposals therein be implemented; and
- (f) 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 25 January 2018 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 26) Order 2017, hereafter known as “TRO 2013 Amendment 26”.
- 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 8:
 - Appendix 1 - Leigh - High Street, Hildenborough Road & The Green
 - Appendix 2 - Riverhead - Amherst Place, Church Field & Shoreham Lane
 - Appendix 3 - Riverhead - Chipstead Lane
 - Appendix 4 - Riverhead - Cranmer Road
 - Appendix 5 - Riverhead - London Road & Scotts Way
 - Appendix 6 - Sevenoaks - St Johns Hill
 - Appendix 7 - Swanley - Court Crescent
 - Appendix 8 - Westerham - Madan Road
- 3 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.
- 4 Details of the proposals and a link for making representations online were also hosted on the District Council’s website.

5 During the 3-week statutory consultation period, which ended on 16 February 2018, objections/comments were received in respect the following parking proposals:

- Appendix 2 - Riverhead - Amherst Place, Church Field & Shoreham Lane
- Appendix 3 - Riverhead - Chipstead Lane
- Appendix 4 - Riverhead - Cranmer Road
- Appendix 5 - Riverhead - London Road & Scotts Way
- Appendix 8 - Westerham - Madan Road

6 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.

7 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 2, 3, 4, 5 and 8, and to decide whether, before TRO 2013 Amendment 26 is made, to:

- Endorse the recommendation to set aside certain objections and implement all of the proposals given in Appendices 2, 4 and 5; and
- Endorse the recommendation to uphold some the objections, and to modify the parking proposal given in Appendix 8 and abandon the parking proposal given in Appendix 3.

(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).

8 No objections were received in respect of the parking proposals given in Appendices 1, 6 and 7, and hence these can be implemented without a recommendation to the Board. These locations have therefore been included for information.

Other Options Considered and/or Rejected

9 Officers have considered the feasibility and desirability of reducing the extent of or abandoning the proposals given in Appendices 2, 4 and 5 to which the objections were received, but considered this to be inappropriate.

10 Officers have also considered the feasibility and desirability of implementing, as drawn, the proposals given in Appendices 3 and 8 to which the objections were received, but considered this to be inappropriate.

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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 26 are taken forward, the estimated total cost would be in the region of £10,000.

The parking proposals given in Appendices 1, 2, 4, 5 and 8 are being funded by Kent County Council through the Combined Member Grant. If all these proposals were to be taken forward, the estimated cost would be in the region of £6,500.

The District Council can meet the cost of the remainder of the proposals from its parking account. If all these proposals were to be taken forward, the estimated cost would be in the region of £3,500.

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 excepted.

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

Any 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 information

Leigh - High Street, Hildenborough Road & The Green

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

Appendix 2 - - For decision

Riverhead - Amherst Place, Church Field & Shoreham Lane

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

Appendix 3 - For decision

Riverhead - Chipstead Lane

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

Appendix 4 - For decision

Riverhead - Cranmer Road

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

Appendix 5 - For decision

Riverhead - London Road & Scotts Way

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

comments and recommendation

Appendix 6 - For information

Sevenoaks - St Johns Hill

Description and plan of parking proposals and Officers' comments

Appendix 7 - For information

Swanley - Court Crescent

Description and plan of parking proposals and Officers' comments

Appendix 8 - For decision

Westerham - Madan Road

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

Sources of Information:

The Traffic Signs Regulations and General Directions 2016

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.

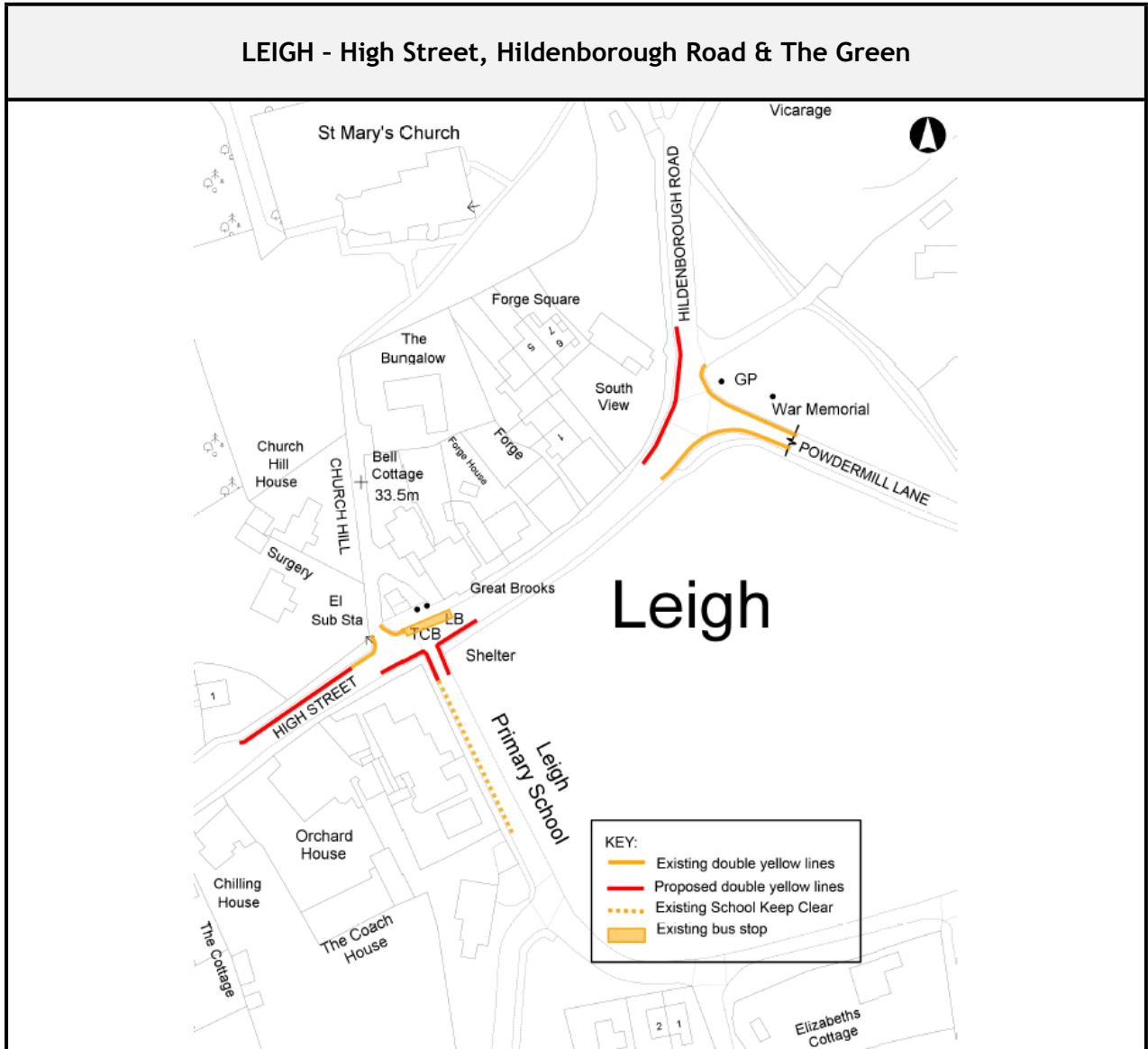
www.gov.uk/browse/driving/highway-code

Richard Wilson
Chief Officer, Environmental and Operational Services

APPENDIX 1 - FOR INFORMATION

LEIGH - HIGH STREET, HILDENBOROUGH ROAD & THE GREEN - PARKING PROPOSALS

Description and plan of parking proposals and Officers' comments/recommendation



Description	Proposed Changes
HIGH STREET - Northwest side, from a point 42m southwest of the western kerb line of Church Hill, north eastwards to a point 9m south west of the western kerb line of Church Hill.	<p>New double yellow line restrictions (no waiting at any time)</p>
HIGH STREET - Southeast side, from a point 15m south west of the south western kerb line of The Green north eastwards to a point 15m north east of the north eastern kerb line of The Green	
HILDENBOROUGH ROAD - Northwest and west side, from a point 20m south west of a point in line with the south western kerb line of Powder Mill Lane, north eastwards then northwards following the kerb line for 37m	

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APPENDIX 1 - FOR INFORMATION

LEIGH - HIGH STREET, HILDENBOROUGH ROAD & THE GREEN - PARKING PROPOSALS

Description and plan of parking proposals and Officers' comments/recommendation

THE GREEN - Both sides, from the south eastern kerb line of High Street (B2027), southwards for 8m	
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DETAILS OF OBJECTIONS/COMMENTS RECEIVED

- | | |
|---|---|
| 1 | To improve safety of all road users. The installation of double yellow lines around and opposite the school will improve safety for children and parents accessing the school. The installation of the double yellow lines on the Hildenborough Road, opposite Powder Mill Lane, are important as vehicles have to be driven out into the road to pass parked cars, with no view of oncoming traffic, and this is a definite safety hazard. |
|---|---|

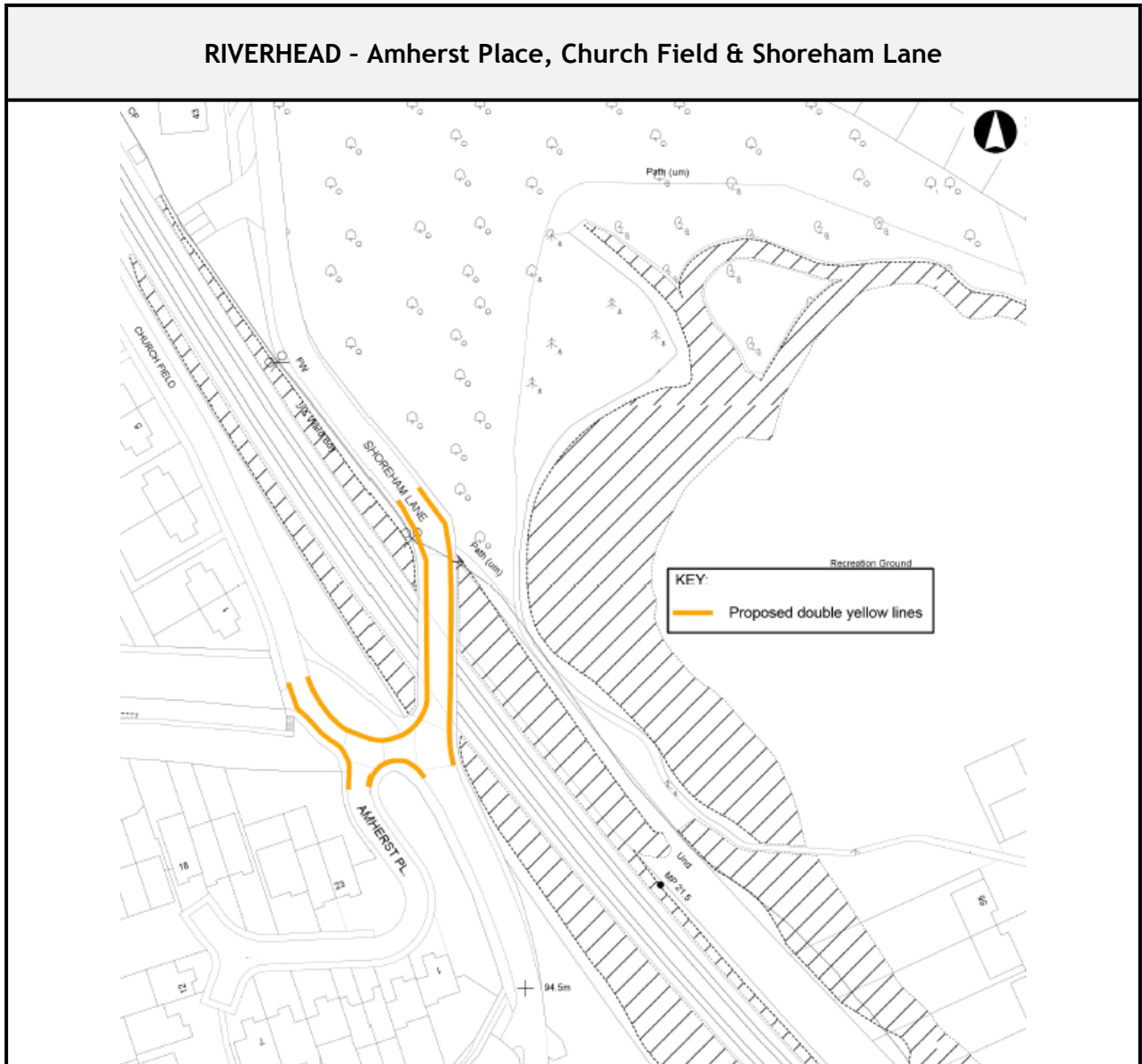
OFFICERS' COMMENTS

COMMENTS:

In the absence of any objections, the proposal can be implemented, as drawn, without the need for a recommendation.

APPENDIX 2 - FOR DECISION
RIVERHEAD - AMHERST PLACE, CHURCH FIELD & SHOREHAM LANE -
PARKING PROPOSALS

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



Description	Proposed Changes
AMHERST PLACE - Both sides, from the southern kerb line of Church Field, southwards for 8m	New double yellow line restrictions (no waiting at any time)
CHURCH FIELD - Both sides, from the western kerb line of Shoreham Lane, westwards and north westwards for 37m	
SHOREHAM LANE - Both sides, from a point 52m north of the northern kerb line of Church Field to a point 10m south of the southern kerb line of Church Field	

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APPENDIX 2 - FOR DECISION RIVERHEAD - AMHERST PLACE, CHURCH FIELD & SHOREHAM LANE - PARKING PROPOSALS

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

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	<p>We would like to add our opposition to the continuing nuisance of cars being parked in Shoreham Lane, Riverhead between Church Field and Glebe House. Whilst we understand double yellow lines are proposed for the bridge over the railway lines and around the corners of Church Field this will not in itself remove the constant danger posed by numerous parked cars along the remaining section up to the Glebe House drive. These parked cars make it impossible to see round them when approaching this hazard due to the very narrow and curved nature of this section of road. Cars approaching either end of the hazard have to more or less stop and wait to ensure no one else is coming round the other way before "running the gauntlet" to get through before anyone else turns up thus causing a potential traffic jam or accident waiting to happen. The position is of course made considerably worse when lorries and vans are involved. In our opinion none of Shoreham Lane is suitable for permanent car parking given its narrow lane status and the need to ensure emergency vehicles can get through all of the sections all of the time. It would also appear that some car owners have parked their cars in the area under review for weeks on end. We have lived in Uplands Way and used Shoreham Lane for over 30 years and have noticed that unwanted car parking in Shoreham Lane has never been as dangerous as it is now. We would urge the appropriate authority to extend double yellow lines up to the drive leading to Glebe House to ensure moving vehicles can safely pass and repass each other as they were always able to do so in the past.</p>
2	<p>In support of my response on the consultation survey, I'd like to voice my concern over the proposed yellow lines on Amherst Place, Church Field and Shoreham Lane in Riverhead. I contacted yourselves, Kent highways and the police when the parking first became an issue. My concern is that the proposed yellow lines whilst preventing people parking will not increase the safety of a currently dangerous situation. I drive the route up to six times a day with two very small children on board. The line of parked cars along Shoreham Lane starting from Glebe house cause an obstruction resulting in cars overtaking them blind into oncoming traffic! If you meet another vehicle then either has to reverse back down the lane, again into oncoming traffic. The cars also park partially on the pavement, which prevents me walking with my pram on the pavement as there is not enough room. I am then forced to walk on the road into oncoming traffic with my baby. I feel that I am risking an accident and most importantly the safety of my children on a daily basis. Please can consideration be made to extend the yellow lines further along Shoreham Lane towards Uplands Way.</p>
3	<p>With reference to the parking restrictions proposed for Shoreham Lane I consider it would be much safer to have a yellow line far longer than the 10m proposed in the southerly direction. As proposed, traffic coming up from Bradbourne Vale Road will, having crossed the bridge, assume there will be room for two-way traffic beyond the bend. There will not be, if traffic is coming in the opposite direction. Also, cars parked</p>

**APPENDIX 2 - FOR DECISION
RIVERHEAD - AMHERST PLACE, CHURCH FIELD & SHOREHAM LANE -
PARKING PROPOSALS**

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

	close to 'The Vicarage' restrict the width of the road so much that large vehicles cannot get past them. The ban should extend to that point to remove this problem.
4	I wish to object to the proposed parking restriction in Shoreham Lane because the prohibition does not go far enough from the corner of Church Fields in a southerly direction towards London Road/Amherst Hill. As the road narrows here, parking causes problems for large vehicles, such as fire engines, added to which there is a slight bend in the road, obscuring oncoming traffic. The prohibition should extend the length of the pavement to the point where a footpath leads to Riverhead village.
	Inadequate to improve safety on Shoreham Lane between Church Fields & Uplands Way. Needs minimum single yellow lines during the business day.
	The proposed yellow lines are not enough to increase safety and prevent an accident occurring on Shoreham Lane. The line of parked cars along the lane from Church Field create a major hazard. I drive this route up to 6 times a day with 2 small children on board. On a daily basis I have to over take parked cars along Shoreham Lane on a blind bend. If I meet another car the only option is for one of the cars to reverse back down the lane. The yellow lines need to be extended further down Shoreham Lane.
	The new yellow lines are simply not sufficient to evade the potential dangers which we are subjected to since cars have been parking here. Yellow lines need to be applied all the way down to Glebe house and on Shoreham Lane. Cars are left abandoned for days, cars are on the path preventing people getting past (and having to walk in the main road into oncoming traffic, never mind the dangers which motorists also have to face. Please reconsider the plans by increasing the scope of yellow lines all the way to the beginning of Uplands Way.
	Support as far as it goes but request that restriction is continued further along past Amherst Place as approaching the bridge can often be dangerous.
	The double yellow lines should be were you have proposed, but to also include the rest of Shoreham Lane up to the entrance to Uplands Way. As a residents of Uplands Way we find it extremely difficult to drive down Shoreham Lane due to the danger of oncoming vehicles when trying to pass parked cars. Also there is no room for emergency vehicles to get through!!!
	I live on Amherst Place and have been concerned about parking in Riverhead since the introduction of parking charges at the Harvester/Miller & Carter car park. First of all, thank you for considering the use of double yellow lines on parts of Shoreham Lane, Amherst Place and Church Field. The yellow lines have become a necessity, as parking is often inconsiderate and dangerous.
	Double yellow line should be continued at least up to Glebe House because the road being at an angle, drivers cannot see whether a car is coming on the opposite direction. It is dangerous for driver and cyclists. Some people horned all the way. The

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APPENDIX 2 - FOR DECISION RIVERHEAD - AMHERST PLACE, CHURCH FIELD & SHOREHAM LANE - PARKING PROPOSALS

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

	road become very narrow just before Glebe House (4.7m wide). When a car (average width 1.8) is park there, there is not enough space for fire engine to go through. It also happened frequently that cars are parked partly in front of our entrance with the result that we cannot turn left coming out of our drive.
	Should extend further along Shoreham Lane towards Uplands Way.
	The yellow lines have not been taken far enough as they do not address the danger caused by cars travelling north having to pass up to 10 parked cars on the wrong side of the road with no chance of cars travelling south being able to see them. It also fails to resolve the issue at the narrowest point where poor parking has already narrowed the road too much to allow a lorry through. If this is allowed to continue, then there are implications for emergency vehicles trying to access both houses on the drive at the point and then all the houses beyond that point.
	I SUPPORT double yellow lines, but the proposed idea does NOT make the lane safe. We need to have traffic using BOTH SIDES OF THE ROAD on the approach to the bridge. It is a BLIND bend from the Western approach. Another few yards would make all the difference.
	Support. However the yellow lines do not extend far enough

**APPENDIX 2 - FOR DECISION
RIVERHEAD - AMHERST PLACE, CHURCH FIELD & SHOREHAM LANE -
PARKING PROPOSALS**

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

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The proposed double yellow line waiting restrictions for Amherst Place, Church Field and Shoreham Lane are shown as advertised in the statutory consultation.

All of the consultation responses supported the proposals, however some asked for additional yellow lines, particularly in the section of Shoreham Lane between the Church Fields and Uplands Way junctions. Under the legislation it is not possible to implement additional restrictions; only the advertised and consulted restriction or a lesser restriction can be implemented. However, requests for additional restrictions can be made to the County Council for future consideration.

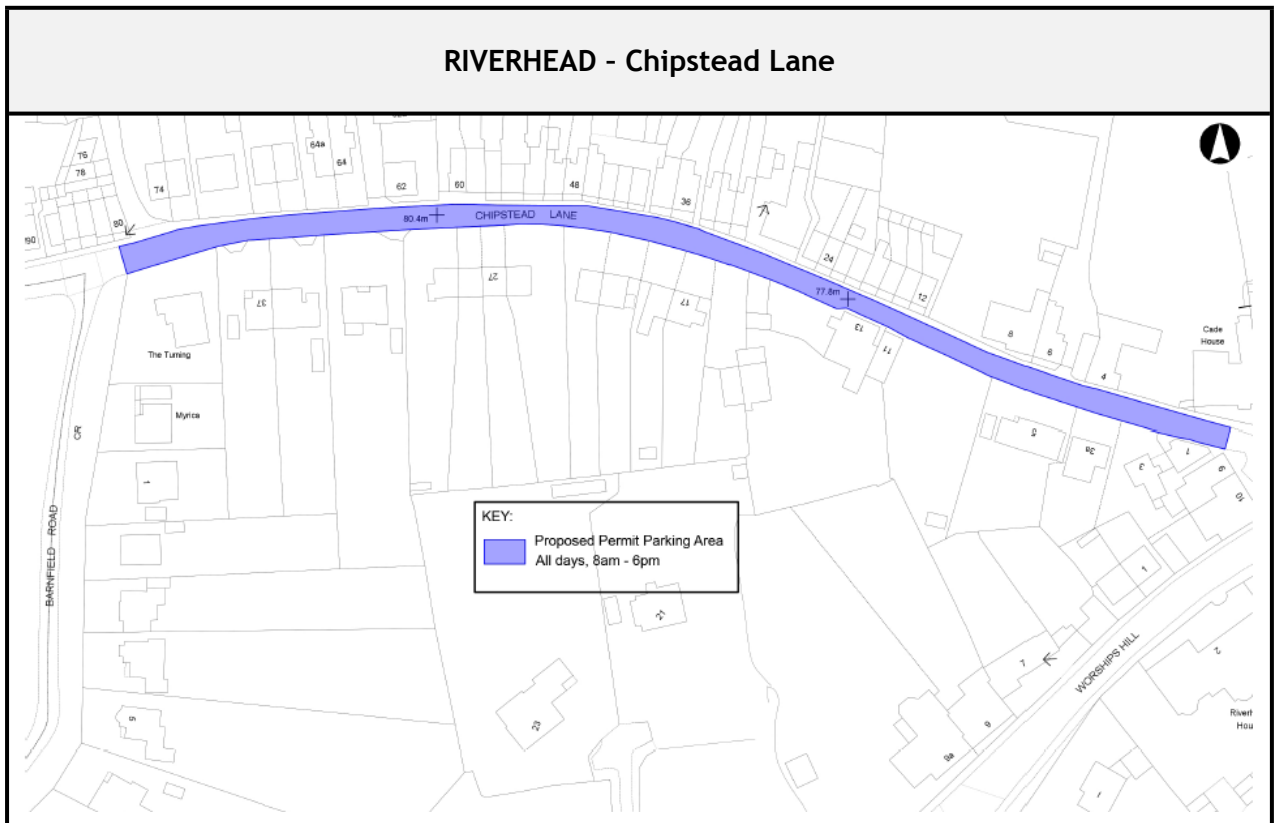
RECOMMENDATION:

As there were no objections to the proposals, it is recommended that the proposals be implemented, as drawn.

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**APPENDIX 3 - FOR DECISION
RIVERHEAD - CHIPSTEAD LANE - PARKING PROPOSALS**

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



Description	Proposed Changes
CHIPSTEAD LANE - Both sides, from a point in line with the boundary of 80/82 Chipstead Lane to its junction with The Square	Install Permit Holders Only Parking (Area "R" permit holders only, 8am -6pm)

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	<p>For the following reasons I do not agree to the parking restrictions proposed for Chipstead Lane. From a resident of Barnfield Rd.</p> <p>I am opposed to the introduction of the proposed residents' only parking scheme ('the Scheme') in Chipstead Lane ('the lower Lane') for the following reasons:</p> <ol style="list-style-type: none"> 1. I have not seen a clear definition of what problem(s) the Council seeks to address by introducing the Scheme nor how the Scheme will solve the problem(s). There are significant problems of speeding vehicles and property damage in Chipstead Lane, but I fail to see how the Scheme will prevent that. If fewer cars are parked in the lower Lane, conversely drivers of larger vehicles may be tempted to use the lower Lane and/or to travel faster, thereby worsening those problems. 2. If the purpose of the Scheme is to allow residents in the lower Lane to park outside or near their homes, then the Scheme does not guarantee that.

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<p>3. I am at home all day and see that there are always parking spaces available in all parts of Chipstead Lane during the day, 7 days a week.</p> <p>4. In the lower Lane there are 42 homes (on both sides of the road) that require on road parking and at most 40 available on road spaces on one side of the road only. Many households have more than one vehicle. Therefore there will always be pressure on the available space to park all residents' cars. The scheme does not resolve that position.</p> <p>5. Of course, lower Lane residents with off road parking also park on the road, thereby reducing the available space even further.</p> <p>6. The Scheme will simply move the non-residential parking in the lower Lane to elsewhere, notably to the upper Lane and Barnfield Road and considerably reduce the available carriageway for such non-residential parking by halving the amount of carriageway available. Of course, non-residents already use the upper Lane for parking and the Scheme would reduce spaces for residential parking there yet further.</p> <p>7. Residents in the lower Lane frequently park both during the day and night in the Upper Lane, often for days at a time. I anticipate that will continue despite lower Lane residents having access to resident's only parking. This would strike me as very unfair on those residents not covered by the Scheme.</p> <p>8. Visitors to homes located in the lower Lane would park in the upper Lane or in Barnfield Road in order to avoid charges/parking tickets. This would be unjust to residents in the upper Lane and Barnfield Road.</p> <p>9. The introduction of the Scheme will adversely affect the local businesses as customers do park in the lower Lane in order to shop/conduct business. The council should be doing everything possible to foster and develop local businesses. The Scheme dilutes that objective.</p> <p>10. The Scheme will impact on the nearby local schools. The already severely limited available parking near these institutions e.g. in Barnfield Road, will be further squeezed, worsening existing problems of parking during school runs.</p> <p>11. The Scheme will involve erecting signage in two conservation areas. The proposal goes against the objectives set out in the District Council's Conservation Area policy, notably, it does not "respect the existing character and preserve or enhance that character." It will also adversely affect those individual properties unfortunate enough to overlook the signage, particularly as the majority of front gardens are only a few feet in length.</p> <p>12. I fear the effect of the Scheme will be to destroy the community feel of Chipstead Lane as one part will be set against the other. This is something that should be avoided at all costs.</p>

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	<p>For these reasons, I oppose the introduction of the Scheme.</p> <p>Glossary of Terms</p> <p>Chipstead Lane - means the full length of Chipstead Lane from The Square, Riverhead to the junction with Witches Lane.</p> <p>Lower Lane - means the length of Chipstead Lane from The Square, Riverhead to the junction with Barnfield Road as defined in the proposed Scheme Upper Lane - means the length of Chipstead Lane from the Barnfield Road junction to the junction with Witches Lane.</p>
<p>2</p>	<p>Note: The terms Lower Lane, Upper Lane and Chipstead Lane are used throughout this document. A full definition of their meaning is shown in the Glossary at the end of this document.</p> <p>I am opposed to the introduction of the proposed residents' only parking scheme ('the Scheme') in Chipstead Lane, Part (hereafter the Lower Lane) for the following reasons:</p> <ol style="list-style-type: none"> 1. I have not seen a clear definition of what specific problem(s) the Council seeks to address by introducing the Scheme in the Lower Lane nor how the Scheme will solve any local parking problem(s). I am aware of the generic stated reasons the council have placed on their website relating to the consultation, but am unsure which of these relate specifically to the Lower Lane. There are significant problems of speeding vehicles and property damage along the full length of Chipstead Lane, but I fail to see how the introduction of the Scheme will prevent that. If fewer cars are parked in the Lower Lane, conversely more drivers of larger vehicles may be tempted to use the Lower Lane thereby potentially damaging vehicles/property and drivers of all vehicles may be tempted to travel faster, thereby worsening those problems. 2. If the purpose of the Scheme is to allow residents in the Lower Lane to park outside or near their homes, then the Scheme does not guarantee that. 3. In the Lower Lane there are approximately 42 homes (on both sides of the road) that require on road parking and at most 40 available on road spaces on one side of the road only. Many households have more than one vehicle. Therefore there will always be pressure on the available space to park all residents' cars. The scheme does not resolve that position. 4. I am at home all day and see that there are always parking spaces available in all parts of Chipstead Lane during the day, 7 days a week. 5. The vast majority of Upper Lane homes also only have access to on road parking. Residents' parking spaces in the Upper Lane are already under pressure from non-residents' parking. The Scheme will simply move the non-residents' parking in the Lower Lane to elsewhere, notably to the Upper Lane and Barnfield Road. The scheme will considerably reduce the available carriageway for residents' parking in those

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<p>areas by halving the amount of carriageway available in Chipstead Lane for non-residents' parking.</p> <p>Thus, the proposed Scheme does not "improve local parking availability" which is a stated reason for the proposal.</p> <p>6. Residents in the Lower Lane frequently park, both during the day and night, in the Upper Lane, putting further pressure on the already limited space. I anticipate that would continue if the Scheme were introduced despite Lower Lane residents having access to residents' only parking.</p> <p>Hence, the proposed Scheme does not "improve local parking availability", as detailed in the 'Statement of Reasons'.</p> <p>7. Under the Scheme, visitors to homes located in the Lower Lane would park in the Upper Lane or in Barnfield Road in order to avoid charges/parking tickets.</p> <p>Again, the Scheme does not "improve local parking availability" which is one of the stated reasons for the proposal.</p> <p>8. The introduction of the Scheme will adversely affect the local businesses as customers do park in the Lower Lane in order to shop/conduct business. The council should be doing everything possible to foster and develop local businesses. The Scheme dilutes that objective.</p> <p>9. The Scheme will impact on the nearby local schools. The severely limited available parking near these institutions e.g. in Barnfield Road, will be further squeezed, worsening existing problems of parking during school runs.</p> <p>10. The Scheme will involve erecting signage in two conservation areas. The proposal goes against the objectives set out in the District Council's own Conservation Area policy, notably, it does not "respect the existing character and preserve or enhance that character." It will also adversely affect those individual properties unfortunate enough to overlook the signage, particularly as the majority of front gardens in Chipstead Lane are only a few feet in length.</p> <p>11. I fear the effect of the Scheme will be to destroy the community feel of Chipstead Lane as one part will be set against the other. This is something that should be avoided at all costs.</p> <p>For these reasons, I oppose the introduction of the Scheme.</p> <p>Glossary of Terms</p> <p>Chipstead Lane - means the full length of Chipstead Lane from The Square, Riverhead to the junction with Witches Lane.</p>

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	<p>Lower Lane - means the length of Chipstead Lane from The Square, Riverhead to the junction with Barnfield Road as defined in the proposed Scheme. The lower Lane is also referred to in the Council documentation as Chipstead Lane (Part).</p> <p>Upper Lane - means the length of Chipstead Lane from the Barnfield Road junction to the junction with Witches Lane.</p>
<p>3</p>	<p>I am opposed to the introduction of the proposed residents' only parking scheme ("the Scheme") in the part of</p> <p>Chipstead Lane from Barnfield Road to The Square, Riverhead ("the Lower Lane") for the following reasons:</p> <ol style="list-style-type: none"> 1. The Council's letter of 24 January 2018 does not describe what is intended to be achieved in the Lower Lane by the introduction of the Scheme nor describe how the Scheme will address any local parking problems. In fact, as is described below, the Scheme will not improve local parking availability, i.e. in Chipstead Lane, as claimed in the Statement of Reasons. 2. If it is proposed that the Scheme will enable residents in the Lower Lane to park outside or near their homes, then of course the Scheme does not guarantee that - it does not allocate parking spaces to houses. 3. In the Lower Lane there are properties requiring on road parking on both sides of the highway. However, parking is only possible on one side. Therefore, obviously there is insufficient highway for all residents to park conveniently in relation to their homes - particularly given that many residents have more than one car and also owing to the short frontages of the cottages. The Scheme does not assist with this position. 4. From my own experience, and also my understanding from residents who are at home during the working day, it is possible to park somewhere in Chipstead Lane at all times. 5. Of course, non-residents' parking occurs along the entire length of Chipstead Lane, including the part of the Lane from Barnfield Road to Witches Lane ("the Upper Lane"). Like the Lower Lane, the majority of the houses in the Upper Lane require on-road parking and such non-residents' parking also puts pressure on parking spaces available to the residents of the Upper Lane. 6. The non-residents' parking includes workers in the local businesses, shoppers, those using the Common for activities and by those on the school run and attending school activities. The Scheme will force any non-residents' parking in the Lower Lane to move to the Upper Lane and elsewhere, e.g. Barnfield Road. Further, the Scheme would reduce the amount of highway available for such non-residents' parking (halving it), so putting further pressure on the availability of parking spaces for Upper Lane residents- and they of course will not be able to park in the Lower Lane. So the Scheme will not improve local parking availability

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<p>7. As some residents of the Lower Lane prefer to park in the wider Upper Lane on a very regular basis, this preference will no doubt continue. If the Scheme is introduced then the Upper Lane residents will not be able to park in the Lower Lane as they sometimes have to.</p> <p>8. Visitors to homes in the Lower Lane would park in the Upper Lane or in Barnfield Road in order to avoid charges/parking tickets. This would be particularly so at the weekends as the Scheme includes both Saturdays and Sundays. Hence, the Scheme will in fact worsen and not improve local parking availability.</p> <p>9. The introduction of the Scheme will adversely impact on the local businesses as some customers do park in the Lower Lane. The Council should be supporting local business actively and positively. The Scheme does not assist with this.</p> <p>10. If non-residents' parking is increased in Barnfield Road and the Upper Lane, this will have an impact on the local schools. Parking in these areas during school runs is already difficult and this problem will be worsened.</p> <p>11. The Scheme will necessitate the erection of signposts and signage in the two Conservation Areas of Riverhead and Chipstead Common. This goes against the objectives set out in the Council's own Conservation Area policy. Such signposts etc. do not "respect the existing character and preserve or enhance that character". Indeed, the two identical Victorian cottages at nos 80 (at the boundary of the Scheme) and 82 have very attractive frontages with specialised brickwork etc. Any signposts outside them would destroy their appearance/character and not preserve or enhance it. They are also adjacent (at nos. 84 and 86) to two 17th century weather-boarded Grade II Listed cottages and so the character of the row of cottages would be adversely affected, including the semi-rural feel.</p> <p>12. Further, most cottages in the Lower Lane (including 80 Chipstead Lane on the boundary of the Scheme, have very short front gardens of only a few feet or so. So any signposts erected outside these homes would be clearly visible from front rooms. This is something which I am very concerned about as again the present character of my cottage, both externally and when inside looking out to the Common, would be adversely affected and would not be respected, preserved or enhanced.</p> <p>13. The proposal to introduce the Scheme for half of Chipstead Lane - which clearly is one whole, with houses requiring on-road parking running continuously along its length and with no clear physical divisions along it - will destroy the community spirit and identity of Chipstead Lane, separating and dividing its residents rather than encouraging a neighbourly community. It will adversely affect the unique character, appearance and semi-rural nature of Chipstead Lane. In writing this, it has necessitated the use of the terms of "Lower Lane" and "Upper Lane" which is not an attractive scenario and one which I cannot support.</p> <p>For the above reasons, I oppose the introduction of the Scheme.</p>

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RIVERHEAD - CHIPSTEAD LANE - PARKING PROPOSALS**

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<p>4</p>	<p>I would like to comment on the proposed parking controls for the lower half of Chipstead Lane. I feel very strongly about this proposal, as it will affect us a great deal, so I hope you can make an exception and include our thoughts in the consultation.</p> <p>Although my wife and I sympathise with the problems faced by residents at the lower end of Chipstead Lane we 100% object to the proposal; primarily as all it will do is move the problem up to our end of the road which faces parking difficulties as it is. Ourselves and several other young families living alongside us already struggle to park near enough to our houses in order to safely bring our children in and out of the house. This is particularly an issue at school drop off and pick up times. It seems extremely unfair to be addressing the problems of one group of residents by simply shifting the problem onto other residents on another part of the street.</p> <p>In an earlier questionnaire, I raised the issue of the speed and quantity of traffic going down Chipstead Lane especially at rush hour - this in our opinion is the greater problem and this proposal will do nothing to improve the safety of the numerous children that cross the road on a daily basis.</p> <p>I sincerely hope that common sense will prevail and that this proposal will not go ahead.</p>
<p>5</p>	<p>Whilst sympathising with the local residents of Chipstead Lane, we ask Sevenoaks Council to be mindful of local businesses.</p> <p>Since charges have been introduced by Miller & Carter, the employees of many Riverhead businesses rely on the available street parking in order to maintain viable employment within the area.</p> <p>I would like to remind the authority that local commerce is vital to ensure the continued regeneration of the area. As with any business, we rely on our employees and feel that any further restriction on local parking, would limit our ability to recruit and retain good staff and eventually influence our decision to remain in the area.</p> <p>One solution for this would be for the Council to issue parking permits for each of our employees.</p>
<p>6</p>	<p>I am strongly opposed to the proposed introduction to permit parking in Chiptsead Lane.</p> <p>Firstly, it does not solve the issues of speeding in the lane that so many residents think would be a solution. If islands were created, traffic would perversely go faster.</p> <p>There are more cars in the lane than houses so purchasing a permit will not guarantee a space for the residents trying to achieve or gain a space for themselves in the lane.</p> <p>The proposal that half the lane is to be on the permit scheme will not benefit any of the house owners in the upper part of the lane as those who don't want to use the</p>

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	<p>scheme or who's guests visit, will simply park where we live (upper section). The scheme will create nothing but traffic displacement, pushing the issues further up the lane and onto the surrounding lanes (Barnfield Road/Witches Lane/Bullfinch lane). The surrounding roads are already highly congested. Any more congestion would be a potential danger to the children who use the footpaths that lead them to school. Visibility would be restricted due to parked cars.</p> <p>Through observation and having lived in the lane for 20 years, parking is not much of an issue in the lane. The current suggested permit scheme would exacerbate the situation by creating a split in the lane & traffic displacement.</p> <p>The lane is used by those who work in Riverhead. Their parking needs would not be met by a permit scheme. These users would be forced to use areas further up the lane and surrounding roads. Already congested. It is important that the lane is kept free for these users and casual shoppers that use Riverhead. Riverhead benefits from these users. It would be detrimental to Riverhead if shoppers were deterred, Riverhead would suffer.</p> <p>I am opposed to the permit parking scheme entirely, in all parts of our lane. The idea should be killed off.</p>
7	<p>I object to the proposal to introduce residents parking only to the lower half of Chipstead Lane on the grounds that it will not solve the parking issue of non-resident all day parking. The proposal will simply move the non-resident all day parking to the upper end of the lane and Barnfield Road.</p> <p>As far as I have observed there are usually parking spaces available in the lower end of the lane during the day.</p>
8	<p>I object to the proposal to introduce Residents Permit parking in Chipstead Lane.</p> <p>There are many overwhelming reasons not to proceed;</p> <p>There is no problem with parking not being available in the lower part of Chipstead Lane. A meeting was held on 19th October 2017 to discuss the traffic problem in Chipstead Lane and it was the consensus at the meeting that fast and dangerous driving was the problem and that it was rare for residents to be unable to find a parking space. I regularly walk Chipstead Lane and in my experience spaces are always available. I therefore carried out a survey which substantiates this.</p> <p>It will be bad for the village as a whole, businesses will suffer from further restrictions to available parking. While permit parking will do nothing to address the problems in Chipstead Lane it will cause problems for other areas already overloaded with school parking etc. The proposal is highly divisive and is already causing ill feeling between the residents of Chipstead Lane and if parking problems elsewhere are aggravated, this ill feeling will spread.</p>

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<p>The present situation works well in that those residents in Chipstead Lane commuting by car leave spaces for those working in Riverhead and those wishing to nip into the local shops. These shops will suffer for many won't want the agro of alternative parking options and will opt for Tesco where free parking is readily available.</p> <p>Resident's guests, visitors and contractors to the lower part of Chipstead Lane will park in the upper part of Chipstead Lane or Barnfield Road rather than use a £1.20 parking voucher.</p> <p>The process so far has been very unsatisfactory and a number of questions need to be addressed;</p> <ol style="list-style-type: none"> 1. Why does the letter of 24th January 2018 from Sevenoaks District Council state that they recently asked residents if they supported measures to help protect residents parking in the area when no such request was made. 2. The only unofficial survey was carried out by a resident of the road who I believe was strongly in favour of permit parking and why were the results not made available for three months. 3. Why was this done for the upper and lower part of the lane and only the lower part now being considered. Presumably it was rejected overall. 4. Why when visiting www.sevenoaks.gov.uk/parkingconsultations are we advised the page doesn't exist. 5. Why were surrounding roads that would be adversely affected not consulted. 6. Why do only those objecting need to explain their grounds whilst those supporting have to give no reason. 7. Having taken so long to get to this stage why is so little time available for consultation. This gives a relevant residents association insufficient time to consider at its next meeting. 8. Why have residents not been given details of how permits will be allocated. Will they be restricted to the number of available parking places. Approximately 40, or will every resident that wants one or more get all they would like. <p>A number of residents in lower Chipstead Lane park in the upper part and sometimes in Barnfield Road and walk to their property, this even when space is available in the lower part. I believe this is partly due to the upper part of Chipstead Lane being wider resulting in less susceptibility to damage. Similarly although Barnfield Road is no wider than the lower part of Chipstead Lane it doesn't have the same level of through traffic. Some may consider this a better option than paying for a permit. Some years ago Barnfield Road was in effect widened with the plastic grid to the edge of the common to facilitate some of the essential parking for the two Riverhead Schools, it accepted then it was desirable to help but this should not now be filled with cars that could be</p>

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	<p>accommodated in the lower part of Chipstead Lane. With the proposal to prevent any off road parking during the day in Cranmer Road (which I believe is only used by parents for short stays at school delivery and collection times) the pressure for school parking will only go from very bad to dangerous. Parents will resort as some already do to stopping in the middle of the road while their children get out. Highly dangerous and proposals to make this more likely should not go ahead.</p> <p>Ironically if there are more clear spaces in the lower part of Chipstead Lane traffic will go faster and larger vehicles will be given the impression that they could get through so rather than help, the introduction of permit parking will make the real problem worse.</p>
9	<p>With regard to your proposal to implement permit holder only parking on Chipstead Lane between Barnfield Road and The Square, I wish to draw your attention to illegally parking with wheels on the pavement, not leaving enough room to get a pushchair containing a baby or toddler past the car. This often results in the parent or guardian having to drag the pushchair backwards for many car lengths until a gap can be found between the front and back of two parked cars that enables the pushchair to be wheeled out onto the road. Once this has been achieved, said parent or guardian is then faced with the traumatic experience of wheeling their child along the very narrow road against the traffic until another sufficiently wide gap can be found to enable them to rejoin the pavement. This illegal and irresponsible behaviour has to be urgently addressed and your current proposals once amended afford the perfect opportunity to do so. So, I respectfully suggest that before you implement the resident only parking restrictions, a survey of the width of Chipstead Lane is urgently undertaken to determine at which points double yellow lines should be installed to prohibit parking on either side of the road in order to protect the safety and well being of our youngsters. Warning notices should also be erected advising motorists that it is illegal to park with vehicle wheels on the pavement when it causes an obstruction. You might also wish to consider how a Fire Engine might be able to attend an emergency along this stretch of road.</p>
10	<p>With reference to the above parking scheme, as a resident of Barnfield Road we have our own problems with inconsiderate parking, which can often lead to being unable to get in and out of one's property. I assure you it can be a nightmare. By having Permit Parking this will mean that non-residents will instantly park in Barnfield Road thus making an already difficult situation even worse. I beg of you to re-consider the idea of having Permit Parking in Chipstead Lane.</p>
11	<p>I would like you please to accept this email as an objection to the proposal to introduce controlled parking along Chipstead Lane.</p> <p>I live in Barnfield Road, and if this proposal went ahead it would create additional parking along Barnfield Road. The road already becomes congested at school 'run' times, which we don't have any objections to, as that is what we knew would be the</p>

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	<p>case when we bought. However, to increase the parking issues would create congestion and risk issues.</p> <p>I would also reiterate the comments made by another resident, that I completely agree with, and those are:</p> <ol style="list-style-type: none"> 1. I have not seen a clear definition of what problem(s) the Council seeks to address by introducing the Scheme nor how the Scheme will solve the problem(s). There are significant problems of speeding vehicles and property damage in Chipstead Lane, but I fail to see how the Scheme will prevent that. If fewer cars are parked in the lower Lane, conversely drivers of larger vehicles may be tempted to use the lower Lane and/or to travel faster, thereby worsening those problems. 2. If the purpose of the Scheme is to allow residents in the lower Lane to park outside or near their homes, then the Scheme does not guarantee that. 3. I am at home all day and see that there are always parking spaces available in all parts of Chipstead Lane during the day, 7 days a week. 4. In the lower Lane there are 42 homes (on both sides of the road) that require on road parking and at most 40 available on road spaces on one side of the road only. Many households have more than one vehicle. Therefore there will always be pressure on the available space to park all residents' cars. The scheme does not resolve that position. 5. Of course, lower Lane residents with off road parking also park on the road, thereby reducing the available space even further. 6. The Scheme will simply move the non-residential parking in the lower Lane to elsewhere, notably to the upper Lane and Barnfield Road and considerably reduce the available carriageway for such non-residential parking by halving the amount of carriageway available. Of course, non-residents already use the upper Lane for parking and the Scheme would reduce spaces for residential parking there yet further. 7. Residents in the lower Lane frequently park both during the day and night in the Upper Lane, often for days at a time. I anticipate that will continue despite lower Lane residents having access to resident's only parking. This would strike me as very unfair on those residents not covered by the Scheme. 8. Visitors to homes located in the lower Lane would park in the upper Lane or in Barnfield Road in order to avoid charges/parking tickets. This would be unjust to residents in the upper Lane and Barnfield Road. 9. The introduction of the Scheme will adversely affect the local businesses as customers do park in the lower Lane in order to shop/conduct business. The council should be doing everything possible to foster and develop local businesses. The Scheme dilutes that objective.
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	<p>10. The Scheme will impact on the nearby local schools. The already severely limited available parking near these institutions e.g. in Barnfield Road, will be further squeezed, worsening existing problems of parking during school runs.</p> <p>11. The Scheme will involve erecting signage in two conservation areas. The proposal goes against the objectives set out in the District Council's Conservation Area policy, notably, it does not "respect the existing character and preserve or enhance that character." It will also adversely affect those individual properties unfortunate enough to overlook the signage, particularly as the majority of front gardens are only a few feet in length.</p> <p>12. I fear the effect of the Scheme will be to destroy the community feel of Chipstead Lane as one part will be set against the other. This is something that should be avoided at all costs.</p> <p>I hope that these comments, that I make on behalf of 5 adults living in my property i.e. my husband and I and our three adult children, are noted and considered.</p>
12	<p>I am sending this email in order to register my opposition to the above proposed parking scheme accompanied by the following comments:-</p> <p>I am a homeowner and resident at the upper end of Chipstead Lane (Witches Lane to Barnfield Road) and beside the common. Should the parking control proposal be accepted then I think that it will further complicate and worsen the current situation for the whole Lane. It will also further deter us (the upper end) from parking anywhere near to our homes and therefore will add to what will become more increased parking in surrounding roads.</p> <p>There will be no guarantee that residential parking in the lower lane between Barnfield Road and Riverhead will be any easier as there are more homes than parking spaces. Those people already use spaces at the upper end sometimes for days at a time and for parking whilst away on holiday. In addition non residential parking at the upper end of the Lane will increase both here, and again in the surrounding roads.</p> <p>Currently the system for school parking, although very busy, seems to work without increased lack of space due to the proposed parking scheme.</p> <p>Perhaps the 'The Harvester' management team could be approached to try and persuade them, in true community spirit, to offer spaces to local businesses. These businesses should continue to be used and supported by local people in order to thrive - they are a necessary facility.</p> <p>There is no point in applying for the restriction in just one part of the lane and this has seemingly not been thought through. We too in the upper end of the lane experience the same parking challenges as do those residents in Barnfield Road, Witches Lane and Bullfinch Lane.</p>

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	<p>The proposed restriction timings should probably be discussed further. Also how tickets could be issued. It might be useful and more appropriate to give the choice, in addition to day tickets, to books of two hourly tickets as well.</p> <p>In the light of the above comments, and as a resident in the upper part of Chipstead Lane, I am again registering my opposition to the proposed resident parking in the lower part of Chipstead Lane between Barnfield Road and the Riverhead roundabout.</p>
13	<p>As residents of Barnfield Road, overlooking Chipstead Common in Riverhead we strongly object to the proposed introduction of permit parking in part of Chipstead Lane.</p> <p>We currently suffer terrible parking issues and frequent difficulties getting in and out of our own driveways Mon-Fri due to the volume of cars dropping off & collecting children from Riverhead Infants and Amherst Primary Schools, we also have floodlit goalkeeper training on the Common on Tuesday evenings, as well as football on the Common on Saturday and Sunday mornings. Inconsiderate parking currently causes major problems at peak times and weekends plus we have the added annoyance of drivers using our private driveways to turn around causing damage to our drives and surrounding grass verges, every day of the week.</p> <p>This will only be exacerbated by the introduction of permit parking in one small part of the area. You either introduce permit parking for the whole of Chipstead Lane AND Barnfield Road, or don't introduce it at all !</p> <p>Permit parking in part of Chipstead Lane will result more cars parked around Chipstead Common permanently, therefore increasing the current parking issues.</p> <p>Can we suggest that before this proposal proceeds any further, the committee responsible for making the decision come & witness the traffic chaos for themselves from 08.15-09.00 and 14.30-16.00 Mon-Fri as well as Saturday and Sunday mornings.</p> <p>For the avoidance of any doubt, we strongly object to limited permit parking in Chipstead Lane as it will only push parking problems to the rest of Chipstead Lane, Witches Lane, Barnfield Road and surrounding areas.</p>
14	<p>I object to the parking controls proposed for lower Chipstead Lane. The current system works well and allows residents, visitors and shoppers to park easily without restrictions. The implementation of restrictions will cause a reduction in shoppers using Riverhead Parade shops and as a result the possible closure of some these.</p> <p>The proposed restrictions will also lead to parking problems will move up to Barnfield Road, Witches Lane and upper Chipstead Lane which are already dealing with congestion due to school dropping off and picking up and other school activities during day time and outside of school times.</p>
15	<p>I am writing to object against the proposed resident only parking in Chipstead Lane.</p>

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	<p>Any parking restrictions imposed from the Barnfield Road corner of Chipstead Lane down to the main road will simply push the parking issue into adjoining roads, including Barnfield Road.</p> <p>Barnfield Road is wholly unsuited to parking as the road is narrow and there is no pavement. Inconsiderate parking at the corner of Chipstead Lane and Barnfield Road has already led to the erosion of the grass verge by at least a metre as vehicles turning into or out of Barnfield Road have to swing wide to avoid parked cars. Chipstead Common itself is also suffering from erosion at the edges where people park.</p> <p>When cars are parked at this point of Barnfield Road/Chipstead Lane it is also impossible for fire engines or ambulances to get around them.</p>
16	<p>Push problems further up the road. Permits will not stop speeding it will be fewer parked cars. Car will drive fast. Bad for the local shops. Car park should be free.</p> <p>I would also like to add another comment that this will be bad for the local shops in Riverhead. The public carpark in Riverhead should be free parking for people to pop to the shops. When the car park started charging last year it only pushed the parking to our road. If we make Chipstead Lane permit parking only then the shops will suffer. The parking 'issue' will only be pushed elsewhere. It would be terrible for the community if the butchers, hair dressers, library etc suffered because of permit holders only parking!! This all came about because one resident complained about the speed of drivers down Chipstead Lane. I really cannot see how permit holders parking will change the speed of drivers cutting through our lane. I feel strongly that this will make the situation outside my house a lot worse when it is absolutely fine at the moment.</p>
17	<p>I am writing to lodge my objection to the proposed residents parking restrictions in Chipstead Lane. At present the lack of parking appears to be due to the number of cars the residents own, this is most evident on Sunday evenings when parking is often overcrowded, at this time most residents are home and we can be fairly sure no visitors are parking to use the shops or other services. I would also be concerned about yet more traffic signage being placed in a conservation area.</p>
18	<p>While in principle we support the idea of the parking permit scheme, have a very narrow, but fairly long driveway. We can therefore accommodate 3 cars, but only if they are parked in a line, one behind the other. This makes manoeuvring cars very difficult - reversing a car off the driveway to allow another car off the driveway often entails driving all the way down workshops hill and back down witches lane (oncoming traffic makes reversing up the road far enough to allow another car out an impossibility most of the time). This is also impractical / impossible unless all owners of all cars are home and ready to move cars around at any one time. For this reason it will be impractical to have our children park on the driveway once they are old enough to drive. A cost of £250 per parking permit seems extreme - do we count as a '3 off street parking spaces' house or will this have been taken into account?</p>

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19	Restrictions need to be for the entire length of Chipstead Lane or not at all.
20	Move the problem to the top of Chipstead Lane. Whole road included or nothing at all.
21	It should not be everyday from 8am-6pm. you should be able to park for a max 2 hours Mon-Fri or with a permit
22	<p>1. Vehicle displacement. A lot of people that live in the lane would object to buying a so called parking permit, because it still does not guarantee that they would be able to park outside their house. So all they will do is park further up Chipstead Lane or around Barnfield Road. so all that does is create another problem elsewhere.</p> <p>2. HGV Lorries. With residents deciding not to buy a permit there will be supposedly less cars parked in the lane, which will mean that even more HGV Lorries will flout the law and ignore the road signs, resulting in them trying to drive down the lane, getting stuck further down the lane and do even more damage to the protected stone wall and damage even more cars that are parked there.</p> <p>3. Speeding Vehicles. Again with less cars parked in the lane, there will be even more people speeding vehicles ignoring the road signs using Chipstead Lane like a rat run. Putting even more residents and school children at risk for using the lane to go to school.</p> <p>4. Tranquillity. Chipstead Lane is such a lovely Lane and it is in two conservation areas. So such a scheme would mean putting up signposts on the very narrow pavements. Not only that it would go against the District Councils Conversation Area Policy. I think with such unwanted signage this would make Chipstead Lane look like somewhere in Croydon.</p>
23	Why should we have to pay to park. No spaces to support local shops. Proposal doesn't cover the whole of Chipstead Lane
24	It's hard enough to park anyway without the introduction of permits that will push the parking further up the road outside my house
25	There are spaces available. Its will affect the whole village and is causing ill feeling. Local business will suffer
26	Resident parking in lower will only move the problem to the upper
27	Only doing half this road will then cause everyone to park at the top of the road directly outside our address. Parking is already bad enough without encouraging more people to park at this end. There is also a beautiful green opposite our house, with these restrictions this will encourage more people to park around the green.
28	I live in Chipstead Lane and I am concerned as we would not be included that our parking section will be constantly full of people who either don't want to pay for a permit or visitors to the rest of the road. I feel that either the whole road should be

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	made to have permits or none of it. I strongly object to this and would be very disappointed if the council agreed for this to go ahead.
29	I can see no advantage to this proposal. During the day there always seem to be parking spaces on this lane. Parking is already limited in the village and the majority of residents would like to see the local businesses able to continue trading here. I would imagine that a few of the spaces used during daytime hours are helping these businesses. I assume that if this went ahead the council would have to put parking signs up which would encroach on the space. This lane is narrow and walking with a pushchair or similar is already an obstacle course. I have known this lane for about 60 years and find it very hard to believe that most people currently living there have seen changes since moving in. The majority of people would have taken parking in to account when purchasing or renting. I think it is more important to try and keep as much of the feeling that Riverhead has got a centre to it rather than homes convenient for the station.
30	<p>1 During the daytime there are usually spare parking spaces.</p> <p>2 Commuters do not park here - residents are still parked later than commuting time</p> <p>3 A restriction just moves available parking further from the commercial centre of Riverhead, not helping local business and customers</p> <p>4 Available parking in the centre of Riverhead is already an issue - SDC should be working to improve and support the local centre</p> <p>5 The proposal will create friction between residents in Chipstead Lane - some from lower Chipstead Lane already park at night in upper Chipstead Lane.</p> <p>6 The restriction should be amended to cover only public carriageway corners - the corner of Barnfield Road and Chipstead Lane is highly dangerous and has resulted in accidents.</p> <p>7 Additional signage in a narrow road will impact on residents and pedestrians, the latter already find it difficult to walk with pushchairs etc</p> <p>8 The proposal does not meet any of the four statutory reasons - does not actually reduce the area for parking, just who can park there, and does not assist local parking availability.</p>
31	I believe that the current proposal is unfair and discriminates against households that do not have a vehicle who will be expected to purchase temporary permits for guests. I believe that a fair solution to all would be to have a permit system that provides a permit 'per household' rather than the current proposal which provides a permit 'per vehicle'. This way, each household would be entitled to a permit which could be used by guests if required. Any additional permits would therefore be temporary. I would fully support the proposal if amended as outlined above.

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32	I believe the scheme proposed will simply move the problems the lower end of Chipstead Lane are having with parking and damaged cars to the upper end of Chipstead Lane making the problem even worse and very unfair for those living at the upper end. The proposed new signage will be just outside my house, it is a conservation area and the signage we already have is enough. More will damage the character look of the road.
33	Parked cars obstructing highway. Cost resident and inconvenience. Obstruction of the passage of pedestrians along the pavement. Obstruction of the passage of middle sized vehicles along the road. Obstruction of the passage of large vehicles along the road
34	The proposed Scheme from the junction of Barnfield Road to the bottom of the Lane is merely a parking displacement scheme. Those who do not wish to purchase a permit (or a second one) will look for spaces in the upper section of the Lane not covered by the Scheme as will local shoppers, visitors, workmen and others who use the Lane to park leaving these residents no parking. This will then impact the parking around Barnfield Road and Witches Lane as residents hunt for parking affecting more of the community and local school traffic. A residents parking Scheme does not address the speed and size of the vehicles using Chipstead Lane and my concern would be that if the Lane is clearer of vehicles - as was the case recently when some road repairs were undertaken - the speed of the vehicles is much faster. Splitting the Lane at the junction of Barnfield Road, when the whole Lane from the crossroads to the bottom suffers from the same parking issue is unfair and unreasonable. The restrictions should apply to the length of the Lane - or not at all. Chipstead Lane has a community feel to the Lane and is a wonderful place to live. This Scheme is divisive to the residents of the Lane - benefitting some and causing misery for others. We are one community and should be treated fairly and equally as such. Parking on the right hand side of the road around the junction of Barnfield Road has been an issue for some considerable time. This severely restricts visibility of traffic when turning out of Barnfield Road and narrows the road considerably. Not only will this likely increase in the hunt for free parking if the Scheme in the lower Lane is introduced it could potentially restrict the access for emergency vehicles. A residents parking Scheme does not solve the issue that there are more cars than parking spaces, particularly as many residents own more than one vehicle. A permit will not guarantee a space. For all of the above reasons I object to the introduction of the Scheme.
35	Any permitted parking that is put in force should be from Witches Lane to The Square. Should this plan be put in place the parking will move to between Witches Lane & Barnfield Road. Therefore there will be no parking for these residents who live in that section of Chipstead Lane.
36	We do not believe this scheme will improve the availability of parking for residents. The pressure from parking is from the residents' cars themselves not visitors. We are also concerned about the effect on local businesses.

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37	This is the main area for school drop off. Taking this option away will inconvenience hundreds of mums using this space twice each school day. I definitely OBJECT!!
38	I think there should be no parking restrictions. I strongly OBJECT to the proposal because I believe it would merely move 'All Day' parkers from the bottom half of Chipstead lane (Barnfield Rd down to Riverhead square) to the upper half-where there'd be no parking restrictions. The proposal has to be the whole lane or none and is not necessary anyway at the weekend.
39	In ten years we have never had a problem parking in the road. Speed is a massive issue, as are lorries, but parking isn't. Implementing this will just push those who do park up the road further and make it harder for those wishing to visit us. It's a definite no from us.
40	The proposal will force more people to park in my end of the road. It is also expensive! One car should be free, two cars should be heavily charged! Visitor parking permits should be free! I don't have a problem with parking most of the time outside my house. Tax people with more than one car, not others!
41	We'd like to deter long-term parking but still allow our visitors to come. A 2 hour limit within parking controlled hours (8:30 - 6?) would be preferable
42	This is likely to make the situation much worse for residents of Chipstead Lane living between Barnfield Road and the junction with Bullfinch Lane. We have a young baby and already face difficulties parking near our home. It's unfair to simply move the cars to our part of the lane, where parking spaces are already inadequate.
43	Without parking provisions being made for the employees and users of local business - such as Oakwood Beauty and The Square hair salon - the issue of parking will be pushed further up Chipstead Lane. Chipstead Lane between the junction with Witches Lane and Barnfield Road already comes under pressure from parents parking at school drop off and pick up time for Riverhead Infants and Amherst School as well as people who apparently leave their cars during the working day. The proposed scheme does not solve the issue. It merely pushes it to another area which doesn't have spare parking capacity. As a person who suffers from a chronic condition and has a toddler, not being able to park close to my property is challenging both physically and from a safety perspective.
44	I have a number of medical conditions which involve regular visits by medical staff and carers. The proposed system would incur considerable expenditure buying permits and involve much toing and froing by individuals to display permits. A much better system would be to introduce a 2 hour parking period with no return within 1 hour.
45	Support - The situation is intolerable and this will definitely help

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46	Support - Resident that struggles to park in the street I live in. Have young children. Also speed of traffic using Chipstead Lane as a rat run.
47	Support - There are no spaces for residents as they are all taken up by non-residents
48	Support - There are not enough spaces for the residents as they are all taken up by non-residents
49	Support, but providing these points are considered!! Daily carers visiting. Totally immobile. Could not afford to purchase permits for daily carers but would purchase permits for family, friends and visitors who visit regularly. Would use drive but is often blocked
50	Support - Permits for residents to park outside their houses. carrying young child in 1 arm and shopping in the other are is a nightmare.
51	Support - Permits not needed for weekends. May limited waiting for 1-2- hours
52	Support - I believe the traffic should be reversed it's the speed that is more of an issue.
53	Support the proposal but I think the speed of cars and large vehicles is also an issue. I would suggest that reversing the flow of the traffic would slow down and reduce the volume of traffic as only residents could use it. At present it serves as a shortcut to non-residents.
54	Support - £35 - worth a try. Improved parking would be beneficial. However, width restriction remains the most important issue to be resolved. The new signs are not sufficient.
55	Support - Because it is very much needed. But it would be even better if the evening time was extended beyond 6:30 by an hour or two (as happens elsewhere in Sevenoaks) and parking during the day was allowed for two hours with no return within one hour (This would not involve any additional road markings) and only requires 8 more words on the signs.
56	Support - Parking is a senior issue in Chipstead Lane. Many residents are forced to park elsewhere as spaces taken up by commuters and employees locally. Due to the volume of vehicles using the road, many accidents occur/ some by vehicles attempting to park hurriedly & in small spaces. HGV vehicles use the lane (always prohibited) and daily get stuck between No13 and parked vehicles- I spend a good deal of time trying to trace owners so that these vehicles can be moved otherwise the police have to be called - the road cleared by following vehicles reversing, before the HGV itself is guided all the way back along Chipstead lane.
57	Support - The road does not have enough spaces, however not restricting the whole of Chipstead Lane will just cause further issues further past the restriction. There larger issues at hand on Chipstead Lane, like the large vehicles and speed of vehicles

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	passing down the lane. I feel these issues are more important than number of parking spaces.
58	Support - It would allow only residents to park and reduce congestion
59	Support - Residents of Chipstead Lane are hard pressed to park on the road where they live. This is due primarily to local employees using the road as it is charge free during the day. The main car park is opposite Chistead Lane.
60	Support - I am a Chipstead Lane resident and I find parking near my house impossible.
61	Support - Reduce the volume of traffic
62	Support - I regularly have to drive repeatedly around the block and down Chipstead Lane in order to simply find a parking space on the lane - let alone near my house. Having discussed the situation with residents, I am optimistic that a Residents Parking scheme will ease the frustration that I experience daily.

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OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

Most properties in this section of Chipstead Lane have no access to off street parking and the close proximity to the Riverhead shops and businesses increases pressure on parking here. This proposal is intended to help protect resident parking.

The majority of the 45 objections received to this parking proposal during the statutory consultation were from residents of Barnfield Road and the section of Chipstead Lane not included in the permit parking proposal. 30 responses were received from residents living in the section subject to the proposal, and 11 of these were objections.

A number of the objectors were concerned about the possible displacement. However, there is a large underused private car park in the centre of Riverhead providing cheap and convenient parking for any displaced shoppers and other visitors.

Some of the objectors were also concerned about the visual and physical impact the additional signing would have on this conservation area. However, the signing arrangement proposed is designed to avoid the need for additional signs and road markings, requiring signs only at entry and exit points.

Some of the responses suggested 2 hour free parking for non-residents. This narrow section of one-way road is not ideally suited for "short stay" parking, and the associated additional traffic volumes this would generate. There is adequate short stay parking in the private car park already mentioned. Visitors to residents would be provided for through the visitor voucher scheme where a daily parking voucher would cost £1.20.

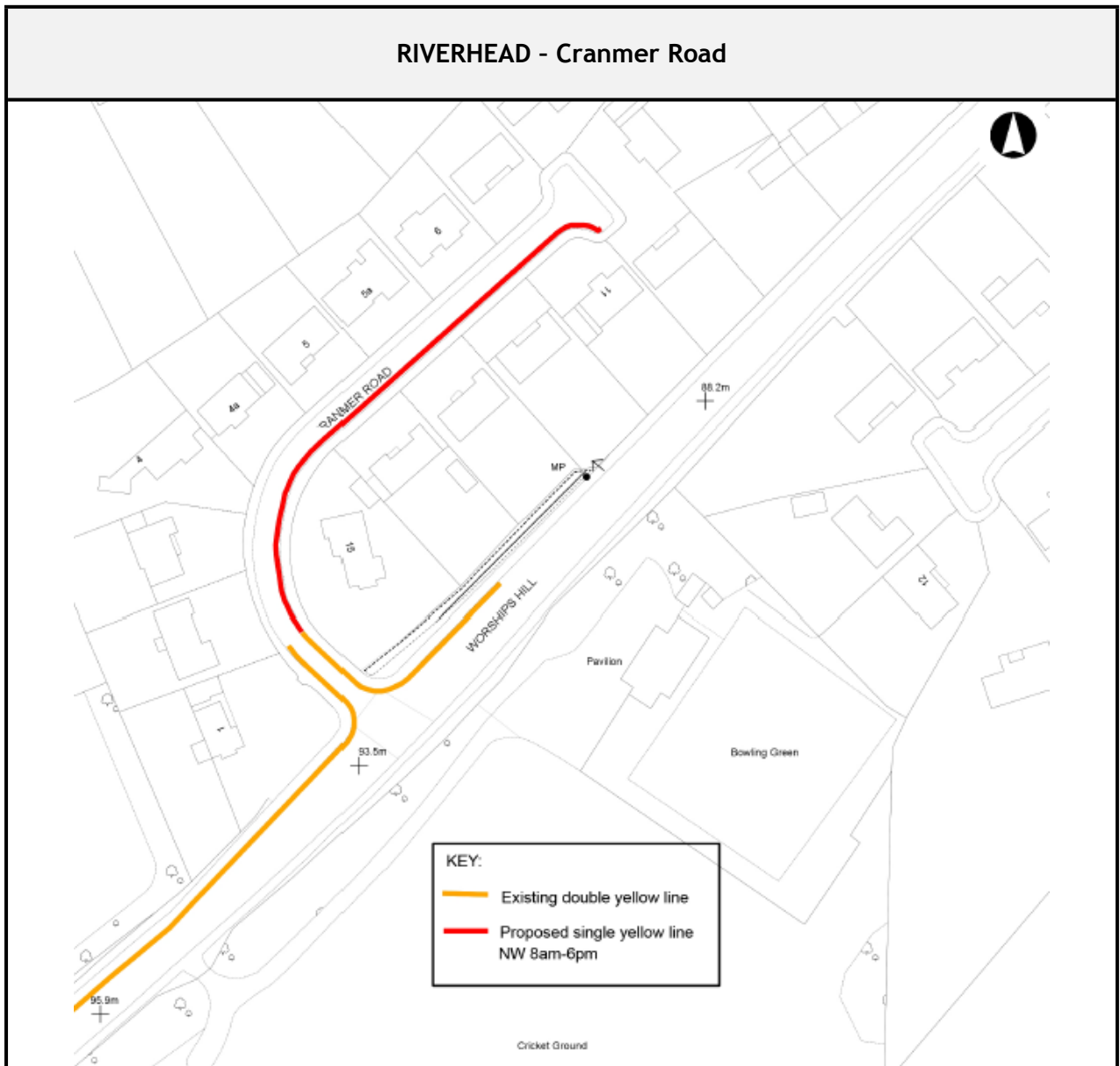
RECOMMENDATION:

Officers consider that the benefit of this parking proposal to residents living in this section of Chipstead Lane outweighs the potential disbenefits to the wider public. However, in the absence of a compelling measure of support amongst the residents the proposal is intended to benefit, it is recommended that the objections be upheld, and the proposal be abandoned.

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APPENDIX 4 - FOR DECISION
RIVERHEAD - CRANMER ROAD - PARKING PROPOSALS

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



Description	Proposed Changes
CRANMER ROAD - East and southeast side, from a point 16m north west of the north western kerb line of Worships Hill (A25), north westwards, northwards and north eastwards to the boundary of 10 & 11 Cranmer Road	Install single yellow line (no waiting, 8am - 6pm)

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DETAILS OF OBJECTIONS/COMMENTS RECEIVED

- | | |
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| 1 | <p>I understand that, as a consequence of the recent Riverhead Parking Review, there is to be consultation on placing a single yellow line on one side of Cranmer Road to prevent parking between 0800 and 1800 Monday to Sunday inc.</p> <p>I am sure you are aware that, independent of the review, the residents of Cranmer Road have been concerned about congestion in the road during certain times of the day and have been pressing for a parking restriction to make their lives more bearable. I have been at the forefront of collating those views, together with Councillor Kim Bayley. Please regard the views below as those of the majority of residents.</p> <p>Please be assured that we welcome the advent of a single yellow line but so as to prevent parking only when the road is congested. As residents, we object strongly to the completely unnecessary times suggested above.</p> <p>In order to meet the parking problem in Cranmer Road and the needs of the people who actually live in the road we consider one yellow line, on one side of the road, preventing parking during 0800-1000 and 1400-1600, Monday to Friday only to be sufficient.</p> <p>In support of our suggestion I would be grateful if you would consider the following:</p> <ol style="list-style-type: none">1. Cranmer Road ONLY becomes dangerous to other road users and residents when it is congested. The ONLY times it is congested is during school drop off/pick up times and potentially if it is used by commuters during weekdays. The road has been in existence since 1960 and, until recently, parking in the road has never been of concern and certainly never considered dangerous by the residents, SDC or KCC. It has only become dangerous in the last few years as a consequence of the recent increase in vehicles being used to take children to and from Riverhead Infants and Amherst Primary schools. Many of the residents have lived in the road since before the Infant school was built and can confirm this.2. Therefore the road becomes congested and dangerous ONLY during certain times of Monday to Friday. Those times are predominantly during 0800-1000 and 1400-1600.3. The cause of the congestion is 'parent parking'. That is a fact and nothing to do with 'targeting' parents. But, in view of point 4 below perhaps SDC should be targeting parents. Also there is every reason to believe that the road could become congested during those same times as a consequence of commuters parking for Sevenoaks station - not just parents.4. Please don't forget that Riverhead Infants School promotes itself as a 'green' school and only got planning permission in the first place on its assurances that it would become a 'walk to school' only establishment. Currently they are in breach of the original planning agreement by not putting measures in place to restrict parents using their cars. When the school was built SDC and KCC were seriously concerned at the |
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	<p>impact the school would have on parking on the surrounding roads. In our view SDC have a duty to encourage walking to school and not support parking within local roads by residents within walking distance i.e all Riverhead residents. In this instance, by supporting 'parent parking' in the local roads SDC are encouraging the school to break the original planning permission. The school grounds have ample parking and a large drop-off and pick-up area for use by parents if they managed it properly and complied with the original planning rules.</p> <p>5. All Cranmer Road residents are fully aware of the need to keep the road clear at all times and they and their visitors are very good at parking considerately and therefore capable of keeping the road safe during evenings and weekends - and have done so for a large number of years without the need for a yellow line.</p> <p>6. Surely the primary concern must be to not inconvenience the people who live in Cranmer Road. I note that there are numerous roads in the vicinity where parking is restricted only during specific times and days so as not to inconvenience the local residents too much. Why should those who live in Cranmer road suffer as a consequence of the actions of a few others who don't live there.</p> <p>7. When reaching the decision to place a yellow line in Cranmer Road were any views of other Riverhead residents taken into account? If so, can you advise me what those views are. If any of those views were parents wanting to park their cars then I refer you to point 4 above.</p>
2	<p>We are residents of Cranmer Road and write in full support of a neighbour's representation to the Sevenoaks Council and all Parking Authorities regarding the current parking situation and proposed parking restrictions on this road.</p> <p>We would be agreeable to parking restrictions of a single yellow line, however, strongly disagree with the proposed time restrictions. The parking problem only exists during drop off and pick up times for the schools Amherst and Riverhead Infants. The parking restriction should apply during "week days" only and for a period of time eg 8am-9.30am and 3pm 4.30pm.</p> <p>In addition serious consideration must be given to the parking along Worships Hill during these times and parking restrictions should be imposed along this road.</p>
3	<p>As residents of Cranmer Road we write in full support of the proposed single yellow line, for the reasons stated in a neighbour's correspondence with you. However we also feel restrictions at the weekend are unnecessary; and that weekdays only during 0800-1000 and 1400-1600, should be sufficient.</p>
4	<p>Support if restrictions are 8-10 & 2-4 weekdays but opposes 8-6 everyday</p>
5	<p>The parking restriction is only needed from 08:00 to 10:00 and from 14:00 to 16:00. At other times there is no problem. As the double yellow lines on the corner are not enforced, a single yellow line will do nothing as people will ignore it and we (who</p>

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	respect parking restrictions) will lose half the parking on our road. So you are penalising residents.
6	I feel the yellow line should only be in force for two times a day ie 8-10am and 2-4pm only. We all have many visitors at various times during the week/weekends and feel that it would be unfair and cause more problems if they could only park on one side of the road.
7	This will reduce the many dangerous traffic problems that currently occur however, we do believe that weekend restrictions are not necessary.
8	Cranmer Road is often totally congested during school pick up/drop off times, making it dangerous as parents often have to manoeuvre buggies, etc. between cars and sometimes in the road. Also for residents of Cranmer Road, it is sometimes not possible to get into or out of our drives during these periods. Any emergency vehicles would not be able to gain access during these times. The congestion in the road is not a problem apart from between 8am - 10am and 2pm - 4pm on weekdays. At the weekend there are no problems and residents and any guests are considerate when parking. So, I support the single yellow line from Monday - Friday only.
9	I think it's unnecessary to have any parking restrictions to address such small times of the day where there is more cars in the road (15mins in the morning and 15 mins mid afternoon). I think a yellow line on one side will cause much more congestion and issues for residents on one side. Having all the cars on one side, half parking on the curb, will be a problem for people with disabilities or with children/prams to pass. I would prefer no parking restrictions.
10	I feel that at present parking is only an issue twice a day, and for a short amount of time. As a resident with a baby in a pram, to have all the cars on the side of the road that I live on, we will have to fight our way down the pavement, along with two other young boys, and it will just become too dangerous / congested. As it is not that bad. I also feel that it will push neighbours visitors on to our side of the road during the rest of the day, and it will cause a big headache where there need be none.
11	Vehicles using the road for school drop offs are creating problems for residents and should be using the schools designated area if they wish to do so. The single yellow line should only be for five days if the week two hours at a time.
12	It is unnecessary and will potentially cause more congestion in the road
13	I support the proposal for a yellow line as indicated on the map but NOT every day. 1. Cranmer Road ONLY becomes dangerous to other road users and residents when it is congested. The ONLY times it is congested is during school drop off/pick up times and potentially if it is used by commuters during weekdays. The road has been in existence since 1960 and, until recently, parking in the road has never been of concern and certainly never considered dangerous by the residents, SDC or KCC. It has only become dangerous in the last few years as a consequence of the recent increase in

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RIVERHEAD - CRANMER ROAD - PARKING PROPOSALS

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

<p>vehicles being used to take children to and from Riverhead Infants and Amherst Primary schools. Many of the residents have lived in the road since before the Infant school was built and can confirm this.</p> <p>2. Therefore the road becomes congested and dangerous ONLY during certain times of Monday to Friday. Those times are predominantly during 0800-1000 and 1400-1600.</p> <p>3. The cause of the congestion is 'parent parking'. That is a fact and nothing to do with 'targeting' parents. But, in view of point 4 below perhaps SDC should be targeting parents. Also there is every reason to believe that the road could become congested during those same times as a consequence of commuters parking for Sevenoaks station - not just parents.</p> <p>4. Please don't forget that Riverhead Infants School promotes itself as a 'green' school and only got planning permission in the first place on its assurances that it would become a 'walk to school' only establishment. Currently they are in breach of the original planning agreement by not putting measures in place to restrict parents using their cars. When the school was built SDC and KCC were seriously concerned at the impact the school would have on parking on the surrounding roads. In our view SDC have a duty to encourage walking to school and not support parking within local roads by residents within walking distance i.e. all Riverhead residents. In this instance, by supporting 'parent parking' in the local roads SDC are encouraging the school to break the original planning permission. The school grounds have ample parking and a large drop-off and pick-up area for use by parents if they managed it properly and complied with the original planning rules.</p> <p>5. All Cranmer Road residents are fully aware of the need to keep the road clear at all times and they and their visitors are very good at parking considerately and therefore capable of keeping the road safe during evenings and weekends - and have done so for a large number of years without the need for a yellow line.</p> <p>6. Surely the primary concern must be to not inconvenience the people who live in Cranmer Road. I note that there are numerous roads in the vicinity where parking is restricted only during specific times and days so as not to inconvenience the local residents too much. Why should those who live in Cranmer road suffer as a consequence of the actions of a few others who don't live there.</p>

Agenda Item 4

APPENDIX 4 - FOR DECISION

RIVERHEAD - CRANMER ROAD - PARKING PROPOSALS

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

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

This parking proposal is for a single yellow line parking restriction, operating between 8am and 6pm every day on one side of Cranmer Road, and is in response to concerns raised by residents about obstructions caused by inconsiderately parked vehicles.

The majority of the objections received to this parking proposal were from residents and were to the times of operation of the proposed parking restrictions. The objectors want a restriction that just operates during the school runs, i.e. between 8am and 10am and between 2pm and 4pm from Monday to Friday, when a number of parents regularly park there.

This type of short am/pm restriction is used to tackle commuter parking and maintain kerbside parking for residents at other times of the day. This is not the case in Cranmer Road. The proposed restriction will deal with vehicles parking on both sides of the road and obstructing the free flow of traffic.

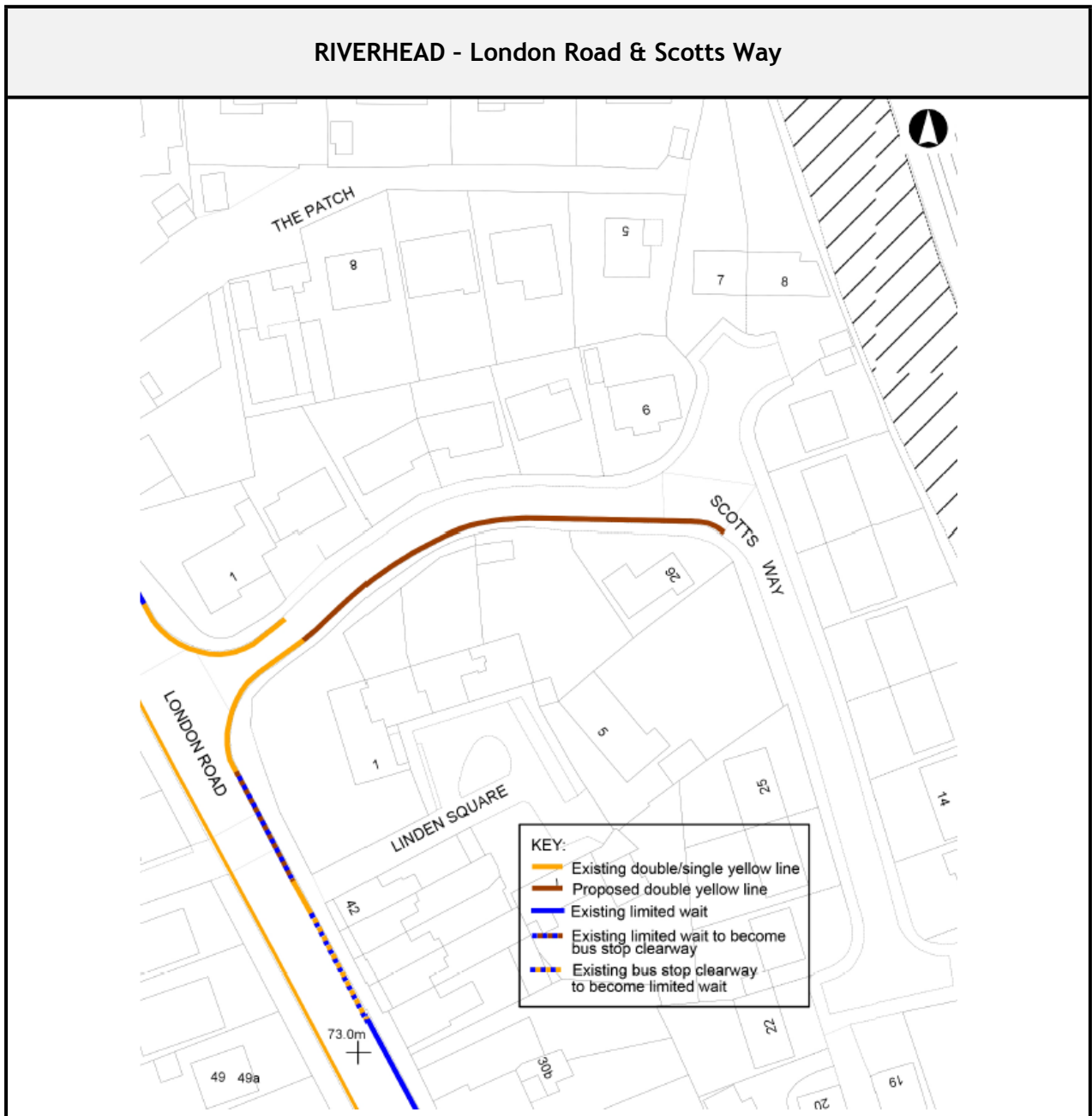
RECOMMENDATION:

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

APPENDIX 5 - FOR DECISION

RIVERHEAD - LONDON ROAD & SCOTT'S WAY - PARKING PROPOSALS

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



Description	Proposed Changes
LONDON ROAD - Northeast side, just east of Linden Square	Replace existing bus stop clearway (no stopping, 7am - 7pm, except local buses) with limited wait (2 hours max. stay, no return 1 hour, Monday - Saturday, 8:30am - 6:30pm) parking bay
LONDON ROAD - Northeast side, between Scott's Way and Linden Square	Install bus stop clearway (no stopping, 7am - 7pm, except local buses) in place of existing limited wait (2 hours max. stay, no return 1 hour, Monday - Saturday, 8:30am - 6:30pm) parking bay

Agenda Item 4

APPENDIX 5 - FOR DECISION

RIVERHEAD - LONDON ROAD & SCOTTS WAY - PARKING PROPOSALS

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

SCOTTS WAY - South and south east side, from a point 17m north east of the north eastern kerb line of London Road (A224), north eastwards for 60m	New double yellow line restrictions (no waiting at any time)
SCOTTS WAY - Both sides, from the north eastern kerb line of London Road (A224), north eastwards for 17m	By way of a housekeeping exercise, it is proposed to change the descriptions of the existing double yellow line restrictions in the 2013 Consolidation Order) such that they reflect the extent of those restrictions marked on street

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	We wish to offer our support to the proposed parking changes in Scotts Way. However, we would ask that you consider extending the yellow line to around the bend, towards the right of the street, past no. 26, as when cars are parked on this corner it causes a hazard and a blind spot, not to mention the fact that pedestrians are forced to walk in the road.
2	I would like to support the extension of the double yellow line up to no.26. It will help slightly with cars that block the bottom of the road and is definitely a positive start. I would like add to however that this does not go far enough. If the double yellow could be extended round the corner that would help with people parking dangerously on the corner.
3	I agree with the above parking proposals. However I feel that the double yellow lines should be extended beyond the proposed up to the property boundary line of number 25 Scotts Way. Due to inconsiderate and dangerous parking the residents have continually found that drivers have been parking opposite previously parked cars on the pavement causing danger to pedestrians and difficulty in accessing the top of the road by delivery vehicles and also not allowing the 3 metres width required by fire engines and other emergency vehicles. Should any misfortune occur in the future the council will be held responsible.
4	I live in Scotts Way Riverhead and I totally agree with the double yellow lines which are proposed in this order
5	For years we have suffered from inconsiderate people blocking driveways, but the biggest problem is where cars park on each side of the road and leave very narrow gaps which delivery vehicles need to 'slalom' through. We've had deliveries cancelled because trucks cannot access our house. Even the small supermarket delivery vans sometimes cannot squeeze through. A common worry among residents is that emergency vehicles may not be able to reach the end of the road. So please can the double yellow lines be extended all the way along one side of the road, and around the kerb between numbers 15 and 16? This would not reduce the amount of available

APPENDIX 5 - FOR DECISION

RIVERHEAD - LONDON ROAD & SCOTTS WAY - PARKING PROPOSALS

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

	parking, but would ensure that all the parked vehicles are on the same side of the road leaving clear access for deliveries and emergency vehicles, and would ensure that those vehicles have room to turn around at the end of the road.
6	There is already insufficient parking room here for residents as people who don't live here leave their cars here all day and go to work or wherever they go for the day. Residents should be given permits for their cars and people from outside should be penalised! My address is in Maidstone Road with no parking facility in the front on A25 which has double yellow lines. I have permission therefore in my deeds to park in Scotts Way which is the back access to my property. I do not have a driveway front or back.
7	Still won't address the parking on both sides of the road which effect residents getting in and out of their drives. The new restrictions will just make the current situation even worse. Whilst the proposals will to some extent relieve the parking problems in Scotts Way, they do not address the main concern of residents that inconsiderate parking on both sides (long and short term) can cause difficult access to properties or obstruction to large vehicles, especially public service vehicles such as fire appliances and ambulances. The new parking restrictions could exacerbate these problems by encouraging/migrating parking to uncontrolled parts of Scotts Way.
8	Inconsiderate parking at present causing danger to pedestrians and lack of access to emergency services who require a minimum of 3 metres width for access (Fire Engines). Would suggest that the double yellows are further extended to the boundary of number 25 Scotts Way again because of dangerous parking blocking safety access.
9	I have seen the public notice and wish to give my support.
10	As a resident of Scotts Way I fully support the proposed new double yellow lines, but would appreciate it if further double yellow lines could be extended on the bends and also parking could be limited to certain times, as some vehicles park for days and weeks at a time, and are all from nearby roads, the road is treated as a "Long term stay".
11	I am writing to let you know that I am in support of the proposed new double yellow lines in Scotts Way Riverhead. I am also asking for yellow lines outside my house which is on the left hand side coming up the road and in a very tight corner. There is a kerb outside just by my garden wall and people have parked there who are non-residents and make it difficult for me to drive out. As it is not a long piece of kerb maybe it could be done when the other yellow lines are painted in
12	We are strongly in favour of the proposed changes. New double yellow line restrictions in the lower part of Scotts Way will prevent vehicles being parked opposite each other as they do at present, preventing access for emergency and other vehicles putting property and residents at risk.

Agenda Item 4

APPENDIX 5 - FOR DECISION

RIVERHEAD - LONDON ROAD & SCOTTS WAY - PARKING PROPOSALS

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

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The parking proposal for Scotts Way is intended to prevent danger and obstruction caused by vehicles parking on opposite sides of the road, by introducing a yellow line waiting restriction along one side of the hill.

A majority of consultation responses supported the proposal, but some requested the yellow line be extended further in to Scotts Way, citing concerns about access/obstruction issues in the sections of the road not covered by the proposal.

Under the legislation it is not possible to implement additional restrictions, only the advertised and consulted restriction or a lesser restriction can be implemented. However, requests for additional restrictions can be made to the County Council for future consideration.

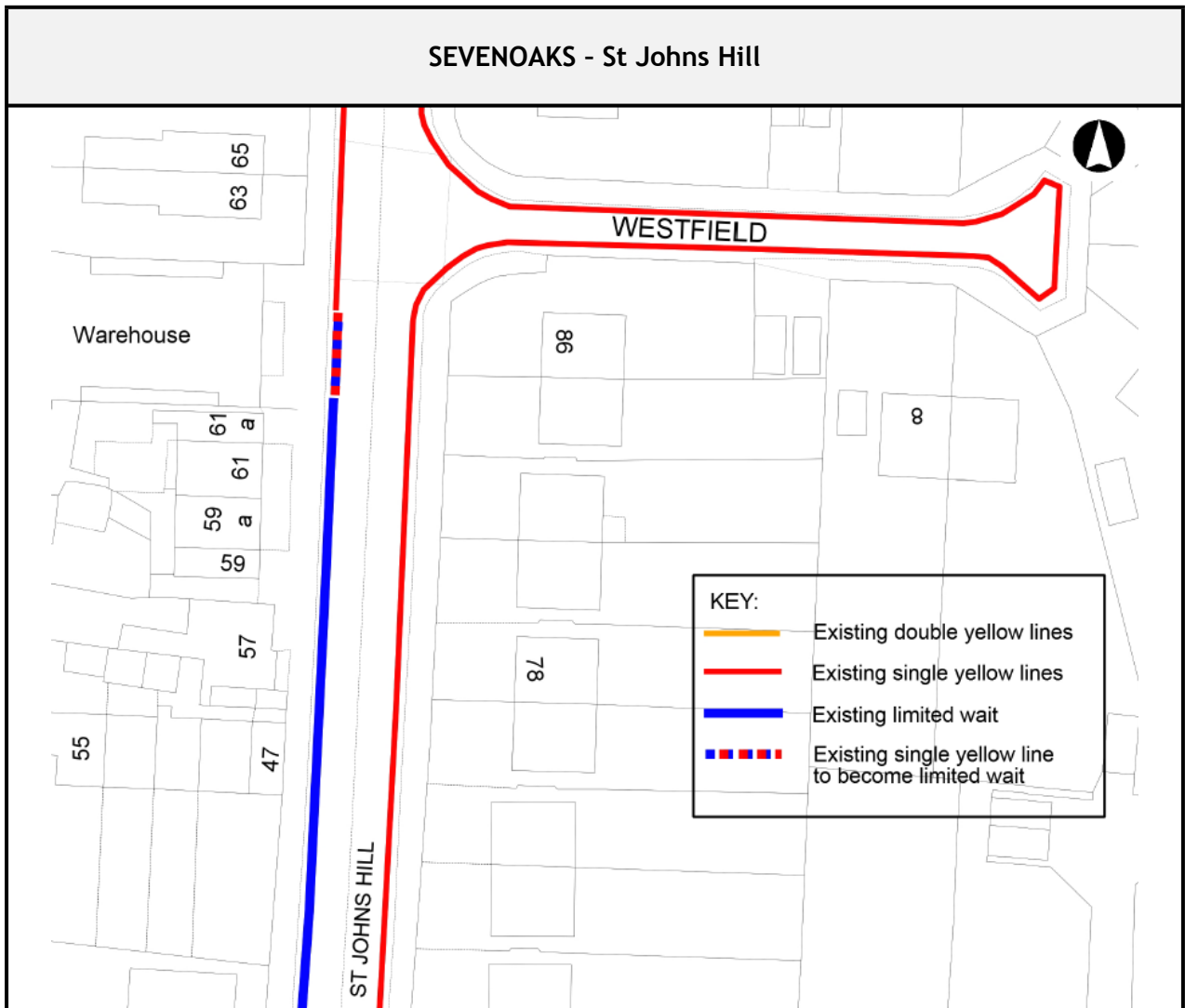
RECOMMENDATION:

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

There were no objections to the proposal for London Road, so this can be implemented, as drawn, without the need for a recommendation.

**APPENDIX 6 - FOR DECISION
SEVENOAKS - ST JOHNS HILL - PARKING PROPOSAL**

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



Description	Proposed Changes
ST JOHNS HILL - West side, from a point 73m north of its junction with Camden Road, northwards for 9m	Revoke single yellow line (no waiting, Monday - Saturday, 8:30am - 6:30pm) and replace with limited wait (2 hours max. stay, no return 1 hour, Monday - Friday, 8am - 5pm) parking bay

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	I write to you as the Landlord of these four shops and on behalf of my tenants who are anxious for their customers arriving by car to be able to stop for services and goods. Since the completion of the residential development known as Carlton Works, the occupants of the 8 dwellings have been parking their vehicles in this limited waiting zone in excess of two hours and on a Saturday their cars have been parked all day making it impossible for customers to stop and shop. Will you please ensure that the

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APPENDIX 6 - FOR DECISION

SEVENOAKS - ST JOHNS HILL - PARKING PROPOSAL

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

	limited wait is extended to include Saturdays. The notice board should read as follows, 'Limited Wait 2 hours maximum stay no return one hour Monday - Saturday 8am - 5pm.'
2	I would like to comment on the proposed extension of parking availability in St Johns Hill from 61 to 64 St Johns Hill. The whole of St Johns Hill is basically a residential area with car parking restrictions on Monday to Saturdays 0830 to 1830 but for some strange reason the commercial area is only Monday to Friday 0800 to 1700 . If anything the restrictions should be in reverse. I have no objection in extending the parking availability as long the restrictions are brought up to the same level as all other roads in the St Johns area i.e. Monday to Saturday 0830 to 1830 hrs. Also, many disabled patients visit the clinic, a disabled only area in this new section would be of great use to these persons.

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The responses received during the statutory consultation were not objecting to the parking proposal for St Johns Hill.

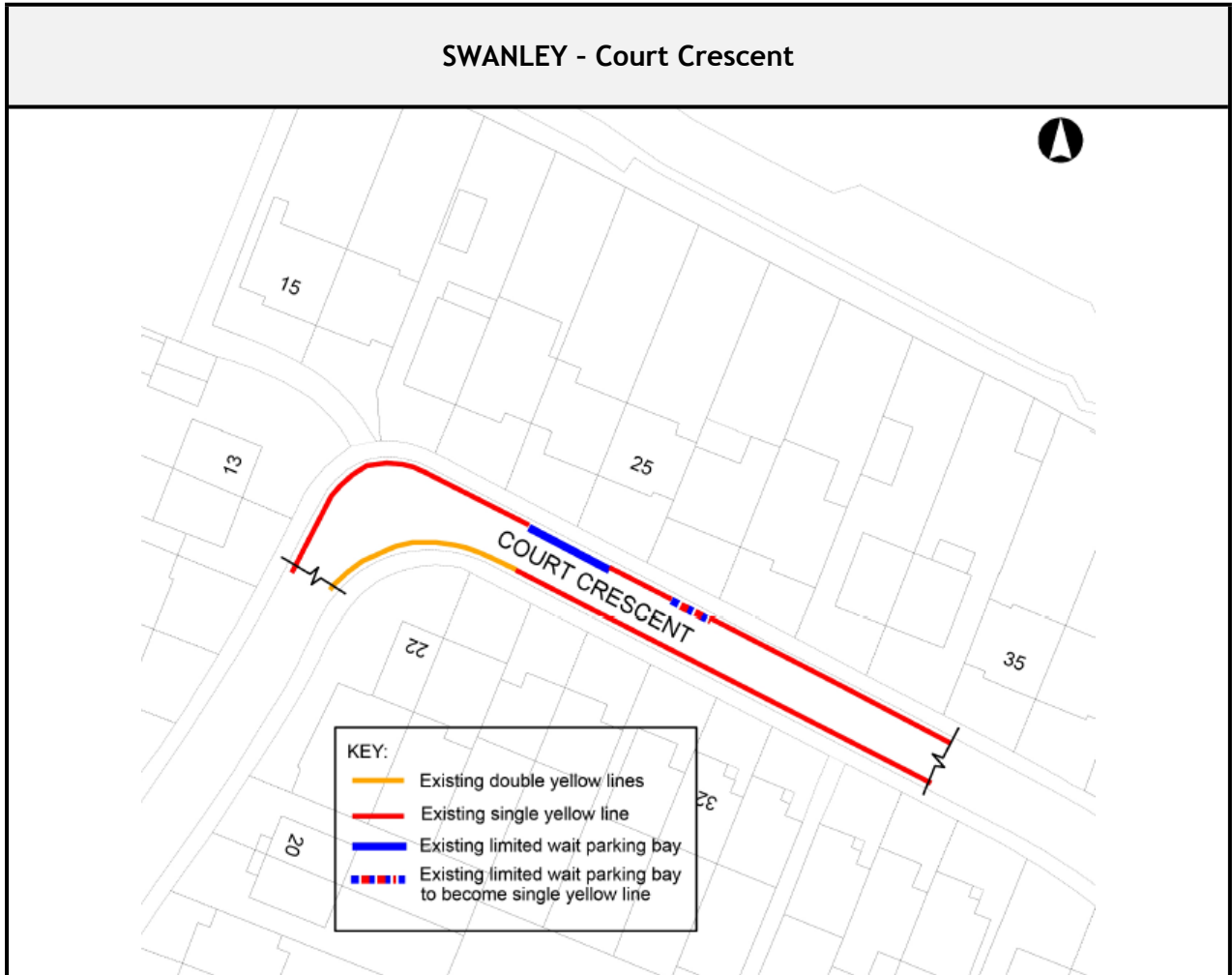
Both the responses requested that the days of operation of the limited wait restriction in the parking bay that is being extended to include Saturdays, and one requested the provision of designated parking for disabled drivers.

However, as stated in the report, it is only possible to amend proposals by reduction and any extension to the proposed restrictions or change of type of restriction would form a new proposal, which would require re-advertisement (if agreed by KCC).

Vehicles displaying a current disabled persons' blue badge can be parked for up to 3 hours on the existing yellow line restrictions in the locality of the parking bay.

In the absence of any objections, the proposal can be implemented, as drawn, without the need for a decision.

APPENDIX 7 - FOR INFORMATION
SWANLEY - COURT CRESCENT - PARKING PROPOSAL
 Description and plan of parking proposals, and Officers' comments



Description	Proposed Changes
COURT CRESCENT - Northeast side, from a point 4m southeast of the boundary of 25 & 27 Court Crescent, south eastwards to a point 4m northwest of the eastern flank wall of 29 Court Crescent.	Revoke dual use limited wait (2 hours max. stay, no return 2 hours/Area "SW3" permit holders only, Monday - Friday, 8:30am - 6:30pm parking bay and replace with single yellow line (no waiting, Monday - Friday, 8:30am - 10am and 3pm - 4pm)

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	This part of the alterations doesn't affect me

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APPENDIX 7 - FOR INFORMATION
SWANLEY - COURT CRESCENT - PARKING PROPOSAL
Description and plan of parking proposals, and Officers' comments

OFFICERS' COMMENTS

COMMENTS:

In the absence of any objections, the proposal can be implemented, as drawn, without the need for a recommendation.

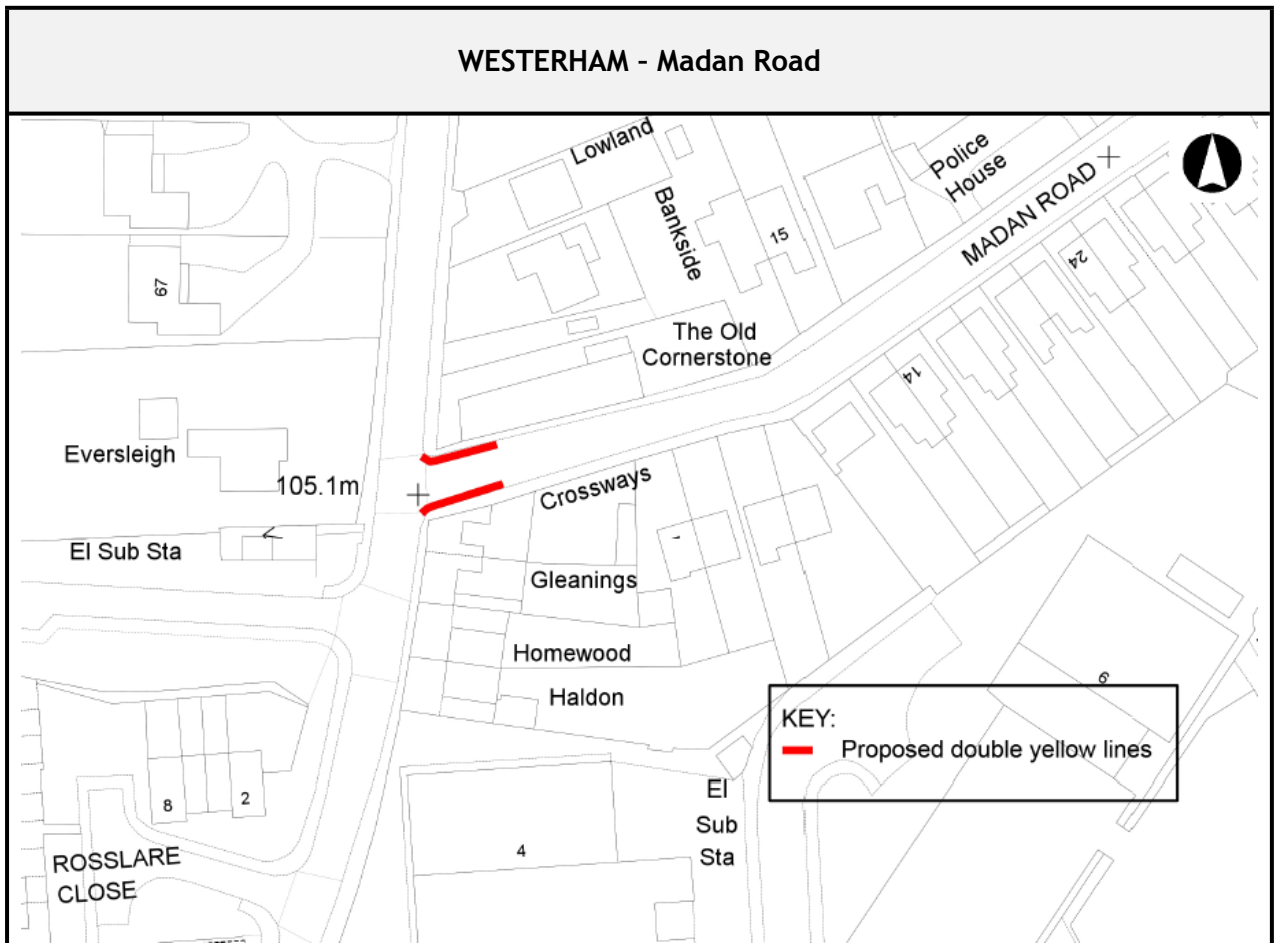
APPENDIX 7 - FOR INFORMATION
SWANLEY - COURT CRESCENT - PARKING PROPOSAL
Description and plan of parking proposals, and Officers' comments

OFFICERS' COMMENTS/RECOMMENDATION
<p>COMMENTS:</p> <p>No objections were received to this proposal</p> <p>RECOMMENDATION:</p> <p>In the absence of any objections, it is recommended that the proposal be implemented, as drawn.</p>

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**APPENDIX 8 - FOR DECISION
WESTERHAM - MADAN ROAD - PARKING PROPOSALS**

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



Description	Proposed Changes
MADAN ROAD - Both sides, from the eastern kerb line of London Road, eastwards for 12m	New double yellow line restrictions (no waiting at any time)

DETAILS OF OBJECTIONS/COMMENTS RECEIVED	
1	<p>I have owned a local business for over 6 years. During that time the parking for my clients has usually been fine and has not caused a problem. Over the last year the parking has got considerably worse and for a large amount of last year, there was parking on both sides of the road near the junction due to the Linden Homes development. Things have now improved and we are back to where we were 2 years ago. I think that yellow lines on the South side of Madan Road are a good idea, however, putting them on both side would not be. I think one of the major issues has been the ability of large vehicles to get down Madan Road. I think if we have lines on both sides, 6 cars that are parked will be moved further down Madan Road resulting in a bottleneck there. A number of cars that park in the road belong to people who work in Westerham. It is the closest you can park to Westerham without paying. A number of cars either belong to, or are being worked on by a local mechanic. Sometimes those cars stay there for days. Perhaps an alternative for the north side of</p>

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APPENDIX 8 - FOR DECISION

WESTERHAM - MADAN ROAD - PARKING PROPOSALS

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

	<p>Madan Road would either be a pay and display, or a single yellow line with no parking for 1 hour a day, say between 1 and 2, so that working people did not park in the road all day. I fully understand why the proposed changes to the parking regulations has been suggested, but it does seem a bit extreme to have restrictions on both sides of the road. Is it not possible to try it on the south side first and then see if that resolves the problem? If it does not, then perhaps it will need to be reviewed</p>
2	<p>I am writing in reference to the proposal to implement double yellow line restrictions on both sides of Madan road at the London road end. Myself, my partner and my neighbours have concerns over the need for such extreme measures. The parking problems caused by parked cars on both sides has only really been an issue in the last year during the new housing development as they wouldn't let their contractors park on site. The issue is when cars park on both sides or too close to the London Road corner as its difficult for cars to turn into Madan Road and for pedestrians to cross. We feel that parking restrictions on the corners would be sufficient to make this safer.</p> <p>If you want to stop cars parking on both sides then double lines on the right side opposite the vets would also solve the issue. Double lines on both sides for 12m will only push all the cars and visitors to the vets further down the road towards the houses that don't have driveways where parking is difficult enough, or they will park on London road and cause chaos to the traffic flow. Please reconsider this proposal so that those of us who live in Madan Road don't end up having to park even further up The road away from our homes.</p>
3	<p>I understand that there are proposals in hand for 12 metres(!) double yellow lines at the top of Madan Rd at its junction with the London road. This is as result of a petition for said lines by someone living in our road (who has his/her own off road parking). The petition is perhaps as a result of the recent congestion caused by the parking of contractor vehicles from Linden Homes development in Madan Road, which caused us all considerable inconvenience even though we were given assurances that no such parking would be allowed. So much for promises. Still, we thought they will be gone soon, and they have, now we are to be further reduced in our circumstances by yellow lines which will impact upon us again this time permanently. The Veterinary business in the London road often has customers who park in our road. We pointed out that that this would indeed happen when we sent our objections to the council regarding this business. And so it came to pass. Madan road has high density accommodation, and in these times this inevitably means more cars needing to park. What will happen following the installation of the lines, is that all the veterinary customer traffic will park further down the road causing us permanent inconvenience. May I point out that many of those who live in the street are retired and getting increasingly immobile and need to access their vehicles nearer their domiciles. I know there is no right to park in any street but this is the reality of modern living. But alongside the high density goes high contributions to the Council's exchequer and with those contributions go certain rights to decide what happens in our immediate environment. We have to park somewhere, if not in Madan Road can you suggest where? (As a side note I see that the 401 is removing some of its later buses if it has not already done so.). Therefore, may</p>

**APPENDIX 8 - FOR DECISION
WESTERHAM - MADAN ROAD - PARKING PROPOSALS**

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

	<p>I suggest that before painting, you please consider the impact on those who will actually be impacted. As a compromise, I suggest lines painted on one side only on the south side opposite the vet surgery which will allow ingress and egress by larger commercial vehicles and the emergency services.</p>
	<p>I wish to state my objection to the planning application for double yellow lines on either side of the top of Madan Road. We are only just returning to a state of normality after the not inconsiderable inconvenience caused by Linden Homes contractors who parked on Madan Road throughout the construction period of the houses on the London Road even though the contract said they would not do so. Double yellow lines would remove a number of parking spaces in an already very congested area. I would like to suggest in the strongest possible terms that this application be reconsidered.</p>
	<p>Our attention has been drawn to a proposal for yellow lines at the top of Madan Road. We would like to strongly object to this and point out that the issue of parking there was when Linden Homes were building opposite and this is no longer an issue. If you ask any resident of Madan Road they would say that yellow lines will make it IMPOSSIBLE to park in our road as cars from the vet and local offices will simply shunt down beyond the lines to park in front of our houses. Many of us have small children, are elderly or use our vehicles for business. Any increased issues with parking would lead to many of us having to consider moving house and this is crazy for a situation which is no longer an issue. Local business' workers and their clients parking in our road do need to be addressed but without parking permits, which we do not want to have to pay for, there is probably no good solution. Please, please consider what the residents are requesting and do not contribute to an already incredibly difficult parking situation. The problem needed interim intervention a while back, the problem is now over.</p>
	<p>Parking has always been a huge issue on Madan road especially up by the Vet. Linden Homes have been disgraceful in the way they have blatantly disregarded their planning obligations not to use Madan Road for their contractors to park. The reason you, the council, are looking at yellow lines is because Linden contractors often parked inconsiderately and indeed illegally on the RHS as you enter the road from London Road. I don't have a problem with potentially ONE side of the road to have some Yellow lines for say two car lengths as the curbing starts so that you can enter the road safely but to lose 12metres on both sides is ridiculous, this equates to roughly 10 car parking spaces?? The Vet constantly has clients needing to park and this will just shunt the problem further down the road. Also, you have the constant problem of local workers eg Crown house also congesting our road. In short: I object to the proposal as it stands.</p>
	<p>We, the residents of Madan Road are very concerned about the proposed parking restrictions at the top of Madan Road. This will make it impossible for us all to park safely and will impact on the selling of our homes. Over the years (I have lived here for 30+) there have been a few issues with parking but on the whole it has been manageable. Several of us highlighted the parking problem when the vet applied to move into the building at the end of Madan Road but this was passed without any</p>

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APPENDIX 8 - FOR DECISION

WESTERHAM - MADAN ROAD - PARKING PROPOSALS

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

	<p>provision being made for parking. The vet however is not the main issue as the vet's customers do not tend to park all day. The main problem was when Linden Homes were on site and their contractors parked on the pavement at the top of the road, too close to the main road resulting in pedestrians having to walk in the road to get passed. They seem to now have finished and have moved on (after we cleaned up their disgusting amounts of litter including the contents of a can of beans) and the issue has gone away. There seems absolutely no need for yellow lines on both sides of the road and 12m seems very excessive. Yes, maybe on the very corners of Madan Road (same as Rosslare Close) to remind people not to park close to the junction and possibly on the south side to stop cars parking on the pavement which does not leave enough room for fire engines or ambulances. Please do not penalise the residents of Madan Road because of a few irresponsible motorists. There are provisions for car parking at both ends of the town and on Quebec Avenue but we have nothing at our end. If we have to resort to parking on London Road this will have a big impact on the traffic flow and I'm sure that the vet will lose quite a few of his customers. We need cars in Westerham with the last bus from Sevenoaks being 17.45 and the last bus from Oxted being 18.30</p>
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OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The current parking proposal for Madan Road considered and agreed by Kent County Council, as highway authority, in the context of current legislation and best highway practice. Its main intention is to protect the junction with London Road from parked vehicles, which cause congestion to vehicles entering and exiting Madan Road.

Most of the objections received during the statutory consultation were opposed to the resultant loss of parking spaces in an area of high parking demand, and some considered that the length of double yellow line restrictions was excessive.

Officers have taken on board these views, and consider that the proposed 12m lengths of double yellow line restrictions could be reduced by 2m on both sides to 10m with minimal detriment to their objective and remaining in line with the Highway Code.

RECOMMENDATION:

It is recommended that the objections be upheld in part, and the proposal be amended, such that the proposed double yellow lines be implemented on both sides of Madan Road, from the eastern kerb line of London Road, eastwards for 10m.

APPLICATION FOR DISABLED PERSONS' (BLUE BADGE) PARKING BAY

Sevenoaks Joint Transportation Board - 7 March 2018

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of any representations received during the informal consultation to a proposed disabled persons' (blue badge) parking bay within the District

This report supports the Key Aim of

- Caring Communities (by providing parking facilities for disabled people)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark, Ext. 7323

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

- a) the results of the informal consultation with neighbours for the disabled persons' (blue badge) parking bay which met Kent County Council's assessment criteria and Officers' comments detailed in Appendix 1 of this report be noted; and
 - b) in the absence of any representations during the informal consultation, an interim disabled persons' parking bay be marked in the location detailed in Appendix 1 of this report.
-

Reason for recommendation:

The recommendations are aimed at providing better management of the public highway, in line with current legislation and the Highway Code

Agenda Item 5

Introduction

1. Kent County Council (KCC) has the power to provide on-street parking places on roads within its area for which it is the traffic authority for the purpose of relieving or preventing congestion on the public highway.
2. This power is frequently exercised to establish disabled persons' (blue badge) parking bays (DPPBs) close to the homes of disabled persons who would otherwise have difficulty parking near to their homes.
3. An application process exists, through which a person can request that a DPPB is established close to their home.
4. The District Council administers local requests for DPPBs on behalf of KCC, and manages and funds their provision.
5. KCC has produced an application form and guidance notes for requests for DPPBs, which is available for applicants to download from the District Council's website, and has produced assessment criteria for the District Council to use when considering applications.
6. If an application satisfies KCC's assessment criteria, neighbours who may be affected by the provision of a DPPB are then informally consulted, and any representations received are reported to the Joint Transportation Board, together with Officers' comments, for a decision to be made on whether to overrule or uphold the representations.
7. If the representations received are upheld, the application will proceed no further.
8. In cases where there have been no informal representations or the Board decides to overrule any representations that may have been received, a DPPB can be installed.
9. An interim DPPB is usually introduced in the first instance in residential areas on an "informal" basis, and without a traffic regulation order (TRO). This means that the DPPB can be marked on the road shortly after the application has been approved, but has no legal status and cannot be enforced.
10. A DPPB can be used by any vehicle displaying a current disabled persons' blue badge, and is not for the sole use of any person or vehicle.
11. Where there is a known pressure on parking, or a DPPB is abused by non-blue badge holders after its introduction, a TRO would be made, thereby making it enforceable.
12. The purpose of this report is to advise the Board on the location of the latest application for a DPPB received from an individual that has been evaluated in accordance with KCC's assessment criteria, and has been the subject of an informal consultation with the occupiers of neighbouring addresses.

Background

13. The purpose of this report is to advise the Sevenoaks Joint Transportation Board on the location of the latest application for disabled persons' (blue badge) parking bay (DPPB) received from an individual that has been evaluated in accordance with the highway authority, Kent County Council's (KCC's) assessment criteria.
14. Appendix 1 of this report contains details of the location in which a DPPB is required.
15. The application and location has met KCC's assessment criteria and at the time of production of this report, the proposed DPPB was the subject of an ongoing informal consultation with the occupiers of neighbouring addresses, but no responses had been received. Officers will provide a verbal update to the Board, should this change.
16. 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.
17. The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the representations (if received), together with Officers' comments/recommendations given in Appendix 1, and to decide whether or not to mark an interim disabled persons' (blue badge) parking bay at the location.

Options

The options are to set aside or to uphold some or all of the representations, if received during the informal consultation with neighbours. If none are received, an interim disabled persons' (blue badge) parking bay can be marked without the need for a recommendation to the Board.

Key Implications

Financial

The costs incurred in administering local requests for disabled persons' (blue badge) parking bays on behalf of Kent County Council and in managing their provision and ongoing maintenance are met by the District Council from its on-street parking account operated under the Agency Agreement with the County Council.

Legal Implications and Risk Assessment Statement

There is no legal requirement to undertake an informal consultation, and there are no legal implications to installing an interim disabled persons' (blue badge) parking bay on the public highway.

However, a traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 and a sign installed before the parking bay can be enforced, and to do this, a formal (statutory) consultation procedure must be followed in

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accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any formal objections received during this statutory consultation would be reported to a future meeting of the Sevenoaks Joint Transportation Board.

Equality Assessment

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

Safeguarding Children and Vulnerable Adults

The report deals with the assessment of applications for disabled persons' (blue badge) parking bays, in line with KCC's policy and assessment criteria.

Appendices:

Appendix 1 - For Decision - Application for a disabled persons' (blue badge) parking bay which met Kent County Council's assessment criteria, including the results of the informal consultation with the occupiers of neighbouring addresses and Officer comments/recommendation

Background Papers:

The Equality Act 2010

<http://www.legislation.gov.uk/ukpga/2010/15>

The Traffic Signs Regulations and General Directions 2016

<http://www.legislation.gov.uk/uksi/2016/362>

The Highways Act 1980, as amended.

<http://www.legislation.gov.uk/ukpga/1980/66>

The Road Traffic Act 1988, as amended.

<http://www.legislation.gov.uk/ukpga/1988/52>

The Road Traffic Regulation Act 1984, as amended.

<http://www.legislation.gov.uk/ukpga/1984/27>

The Traffic Management Act 2004, as amended.

<http://www.legislation.gov.uk/ukpga/2004/18>

The Highway Code.

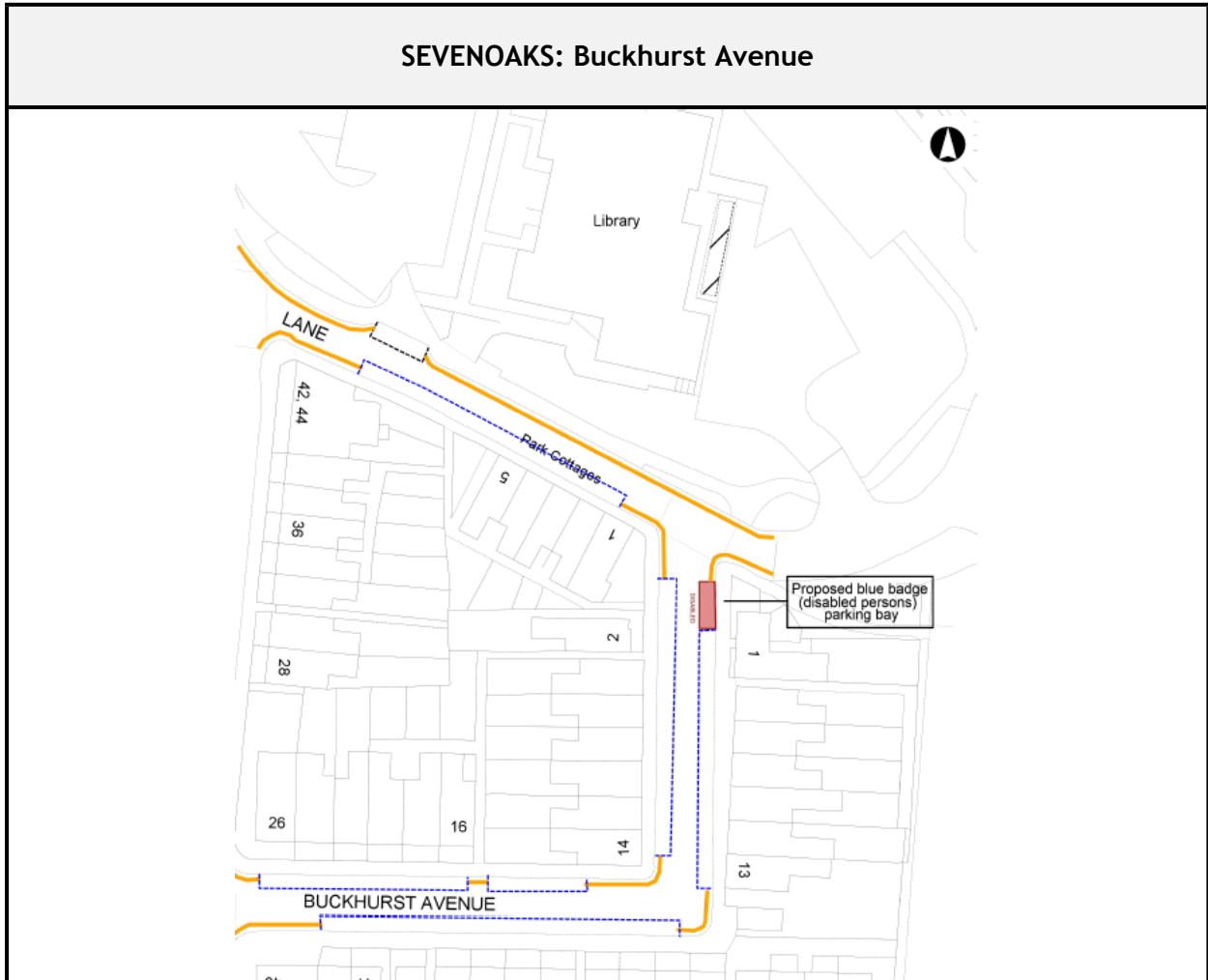
<https://www.gov.uk/browse/driving/highway-code>

Richard Wilson

Chief Officer, Environmental and Operational Services

APPENDIX 1 - FOR DECISION

Application for a disabled persons' (blue badge) parking bay that met Kent County Council's assessment criteria, including a summary of representations received during the informal consultation, and Officer comments/recommendations



INFORMAL CONSULTATION RESPONSES
None*

OFFICERS' COMMENTS/RECOMMENDATION
<p>COMMENTS</p> <p>*At the time of production of this report, the informal consultation with the occupiers of neighbouring addresses was ongoing, but no responses had been received. Officers will provide an update to the Board, should this change.</p> <p>RECOMMENDATION</p> <p>In the event that no representations are received, it is recommended that the application be approved and that an interim disabled persons' parking bay be marked.</p>

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The Rise, Shenden Way and Weald Road, Sevenoaks – Parking Survey

To: **Sevenoaks Joint Transportation Board, 7th March 2018**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Information**

Ward: **Sevenoaks Kippington** Division: **Sevenoaks Town**

Summary: **The report summarises the results of a parking survey carried out in December 2017 and outlines recommendations of any potential parking restrictions.**

For Information

1.0 Introduction and Background

- 1.1 Kent County Council has received complaints from residents of large numbers of commuters parking in their roads. The residents' complaints are that the commuter parking is causing issues of restricting access, visibility and obstruction, with drivers parking in unsafe and inconsiderate ways outside their properties. Residents are concerned that commuters are increasingly parking on both sides of the roads as a result of displacement caused by the implementation of parking restrictions in nearby roads.
- 1.2 These complaints have been received by Kent County Councillor Margaret Crabtree and officers from KCC Highways. The streets identified with this issue were Weald Road, The Rise and Shenden Way, Sevenoaks. Residents have requested parking restrictions in these roads to prevent all day parking by commuters.
- 1.3 These issues were raised by a representative of the residents at the Sevenoaks Joint Transportation Board meeting on 14th June 2017. It was resolved at this meeting that with funding from Councillor Margaret Crabtree, a parking study be carried out in these roads, in consultation with KCC and that the results of the study be presented at a future meeting of the Board.
- 1.4 KCC officers have attended these locations on several occasions and although there was a limited amount of on-street parking evident, no issues related to parking were observed during these visits.

2.0 Survey

- 2.1 Following discussions with Councillor Margaret Crabtree, it was agreed that; the parking survey would be undertaken in Weald Road, The Rise and Shenden Way, Sevenoaks. The roads were surveyed over five consecutive days at set times of 07:00, 10:00, 13:00, 16:00 and 19:00 hours. The survey was undertaken manually and parking data collected including, number of vehicles parked, vehicle locations, vehicle type, timescale vehicle parked, any dangerous or inconsiderate parking and to record any site details e.g. existing parking restrictions and dropped kerbs.

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2.2 The parking survey was carried out over five days between Monday 20th November and Friday 24th November 2017. The results of the survey were sent to KCC on 20th December 2017.

3.0 Survey Results

3.1 The parking survey results are included at Annex 1

3.2 The survey has been divided into the following categories:

Results – Vehicle occupancy by street, duration of stay, arrivals vs departures during the survey period

Parking – Vehicle information

Capacity – Length of existing parking restrictions and calculated parking capacity

Link Classified – Details of vehicle turnover during the survey

Stress level – Stress level on parking capacity by occupancy

3.3 There were some unknown conditions encountered by the survey team during the time of the survey e.g. whether parked vehicles were those of; commuters, residents, visitors, delivery drivers, contractors undertaking work on premises, parents taking their children to or from school, drivers dropping off or picking up passengers. This includes those vehicles observed parking across dropped kerbs.

3.4 The survey was undertaken manually and recorded a snapshot of data at the time of their visits, which were at specific times and in the main recorded the amount/location of vehicles parked. The survey would not have calculated or recorded parked vehicles in-between these times.

3.5 During the survey there was no evidence of parallel parking in these roads i.e. vehicles parked opposite each other on both sides of the road.

3.6 The main arrival times were between 10:00 – 13:00 and main departure times were between 19:00 – 22:00.

3.7 The results show that the available parking capacity in each road was good, with average stress levels on available parking spaces between 1% and 51% per day.

3.8 The parking peaked at 85% occupancy on Tuesday 21st November in The Rise between 13:00 – 16:00.

3.9 All properties on The Rise have off-road parking for at least one or two vehicles, therefore there is no loss of parking amenity, regardless of the occupancy.

3.10 Incidents of unlawful parking on yellow lines and inappropriate parking blocking driveways etc. were limited during the survey.

3.11 There were very few cars parked in Shenden Way during the survey, this may be due to the road being narrow and drivers less likely to leave their vehicles here.

3.12 The recent scheme to introduce parking restrictions in the Kippington area may have contributed to the displacement of parked vehicles to surrounding roads, which explains the perceived increase in parking in Weald Road, The Rise and Shenden Way. This is particularly evident at the north east end of Weald Road as virtually the whole of Turners Gardens had parking restrictions introduced as a result of the Kippington scheme.

3.13 Parking in north east section of Weald Road may be due to some of the residents in nearby roads e.g. Lea Road not having any form of off-road parking facilities.

3.14 Parking in this section of Weald Road may be causing issues at peak times where the road narrows on the bend between Turners Gardens and Lea Road. Weald Road has a regular bus route and reports have been received by KCC of buses being obstructed by parked vehicles.

3.15 The proportion of vehicles parked in these three roads when compared to other roads in Sevenoaks is similar and during the survey period the amount of issues encountered causing obstruction, poor visibility or restricting access was negligible.

4.0 Recommendations

4.1 Based on the survey results, it is recommended that parking restrictions be introduced in Weald Road between Turners Gardens and Lea Road and to include corner protection in Lea Road. This is to improve the safety at this point, improve traffic flow and prevent obstruction.

4.2 It is not recommended to introduce parking restrictions in The Rise or Shenden Way. There must be a lawful reason for making a Traffic Regulation Order for parking restrictions and as there is no loss of amenity or issues related to safety here, KCC would not be in a position to lawfully introduce restrictions.

Future Meeting if applicable: N/A	Date: 18/01/2018
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Contact Officer:	<i>Geoffrey Bineham, Schemes Project Manager 03000 418181</i>
Reporting to:	<i>Emma Green, Schemes Programme Manager 03000 418181</i>

Annex List

<i>Annex 1</i>	<i>Parking Survey Data/Results</i>
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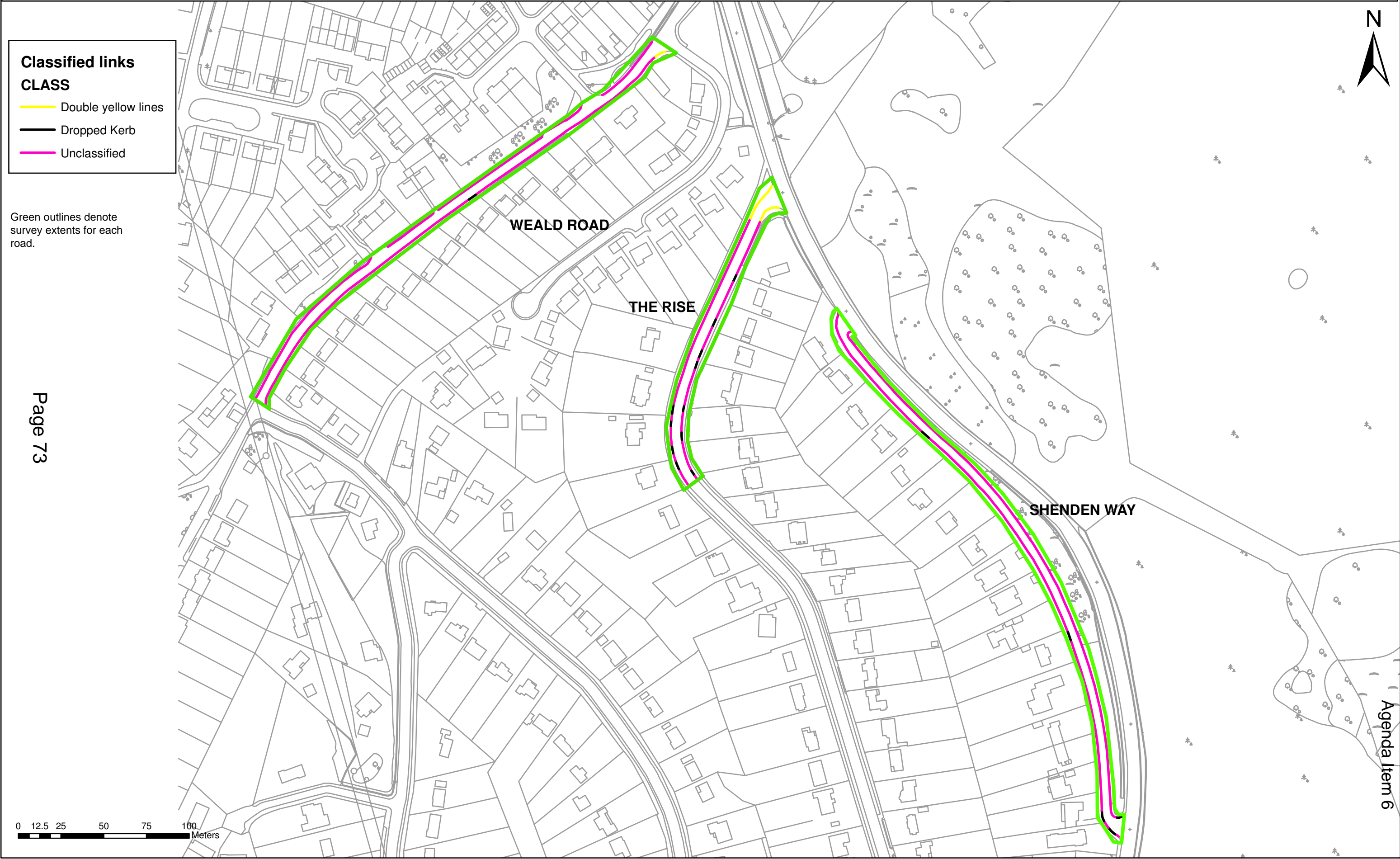
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Classified links

CLASS

- Double yellow lines
- Dropped Kerb
- Unclassified

Green outlines denote survey extents for each road.



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This sheet provides a brief description of what information is held within each tab of this Excel Spreadsheet, and how the results were achieved.

RESULTS

Vehicle Occupancy by Street Table :- These tables show the occupancy per street / per beat. The maximum total occupancy value recorded is therefore the maximum number of vehicles present within the study area throughout the survey day. The graphs below these tables show the "Cumulative" occupancy - street by street stacked for the overall graph. The tables/graphs are presented as an overall value and also broken down by street.

Duration of stay (Hrs) by Arrival Time :- This table presents the duration of stay (In Hours) that a vehicle has stayed for, relative to the time period that it arrived (Example : 10 Vehicles arrived within beat 2 and stayed for 5 hours). The graph below this table shows the "Cumulative" number of vehicles by time period and stay duration.

Arrivals vs Departures by Survey Period :- This table presents the number of vehicles that have arrived or departed within the survey. Note that a vehicle cannot depart in the 1st beat as the vehicle has to be active within the survey to be departed. Generally the number of vehicles captured in the 1st beat represents the number of vehicles "In the survey area at the Start". The graph below the table shows the Arrivals & Departures as a bar chart.

PARKING

Vehicle Information :- This tab contains all the VEHICLE information data which has been spatially connected to its nearest link (classified restriction). This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more.

CAPACITY

Length of classifications (m) by street :- This table shows the length (Metres) of each classified restriction within each street, that has been surveyed as part of the project. The length of each classified restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the classified restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unclassified".

Calculated capacity (spaces) by street :- The table shows the number of spaces available within each individual street. This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the street(example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present. To calculate the capacity using this method each individual link length is divided by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each link length is calculated individually, the combined value of capacity for a street will often be less than the total street length divided by 5m.

LINK CLASSIFIED

Link Classification :- This tab contains all the individual links (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the link throughout the survey period. This is used to calculate the "Turnover", by dividing the number of vehicles captured by the number of spaces available. Turnover is not calculated where a link is classified (e.g. at a drop kerb or similar)

STRESS LEVEL

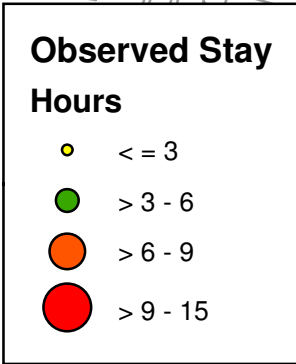
This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for the % capacity to exceed 100% if vehicles are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a link with a length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).

Glossary of terms

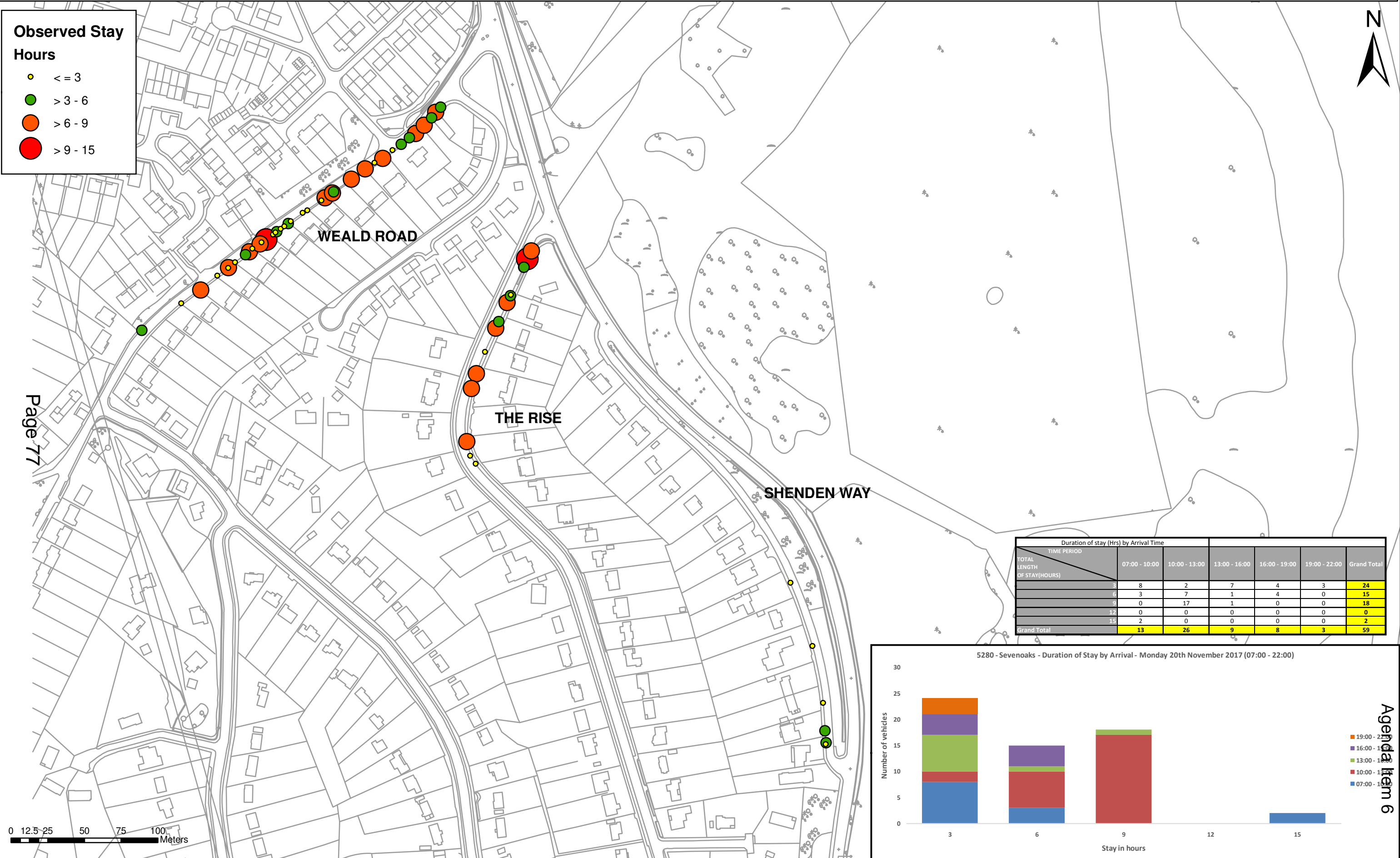
Street	- the road surveyed.
Link	- a section of parking within a street.
Capacity	- number of available parking spaces.
Classified Restriction	- the parking restriction (road marking or other) present on the ground.
Beat	- the time interval within which each street is surveyed. There are multiple beats for each street during the day.
Occupancy	- the number of vehicles occupying the street within a survey beat
GIS	- geographic information system - a computer system for recording information on a map in its correct location.

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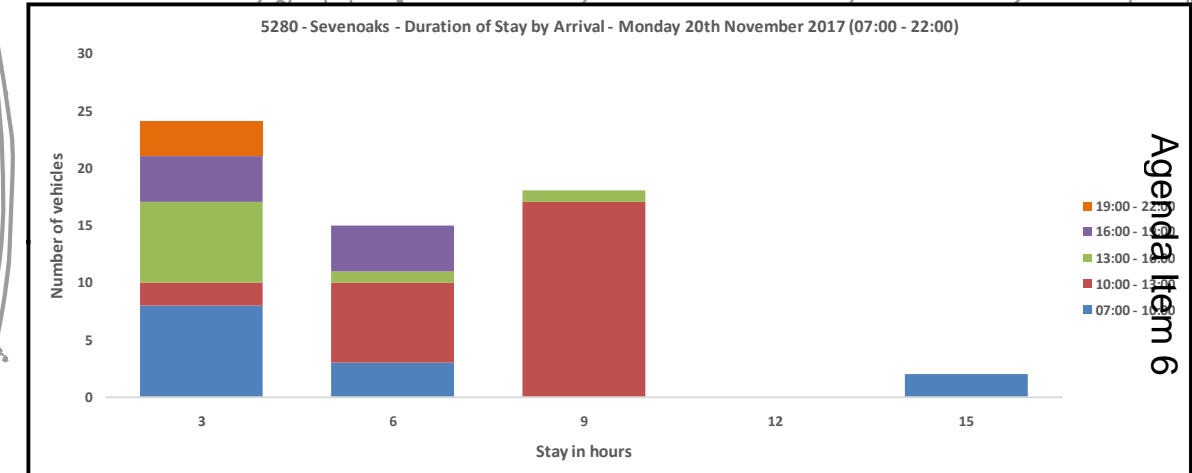
Duration of Stay



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TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	Grand Total
3	8	2	7	4	3	24
6	3	7	1	4	0	15
9	0	17	1	0	0	18
12	0	0	0	0	0	0
15	2	0	0	0	0	2
Grand Total	13	26	9	8	3	59



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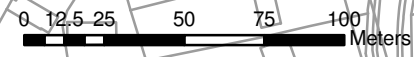
Occupancy

Parking Locations

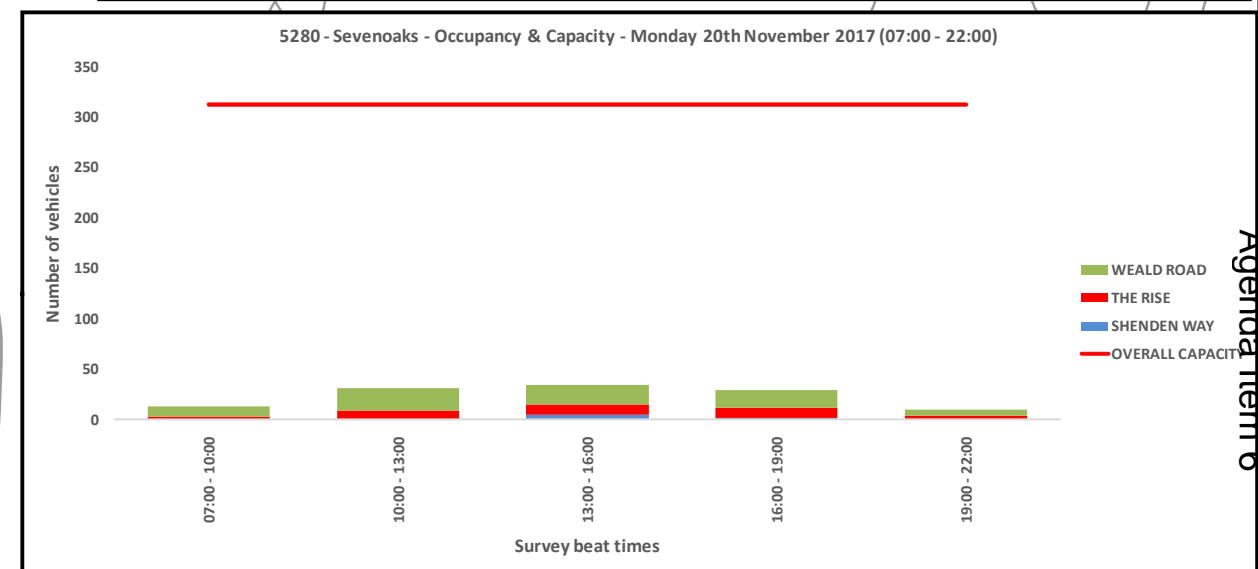
- Dropped Kerb
- Unclassified



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Overall Vehicle Occupancy by Street					
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00
STREET					
SHENDEN WAY	0	0	5	2	1
THE RISE	3	9	10	10	3
WEALD ROAD	10	22	20	17	6
OCCUPANCY	13	31	35	29	10
OVERALL CAPACITY	312	312	312	312	312



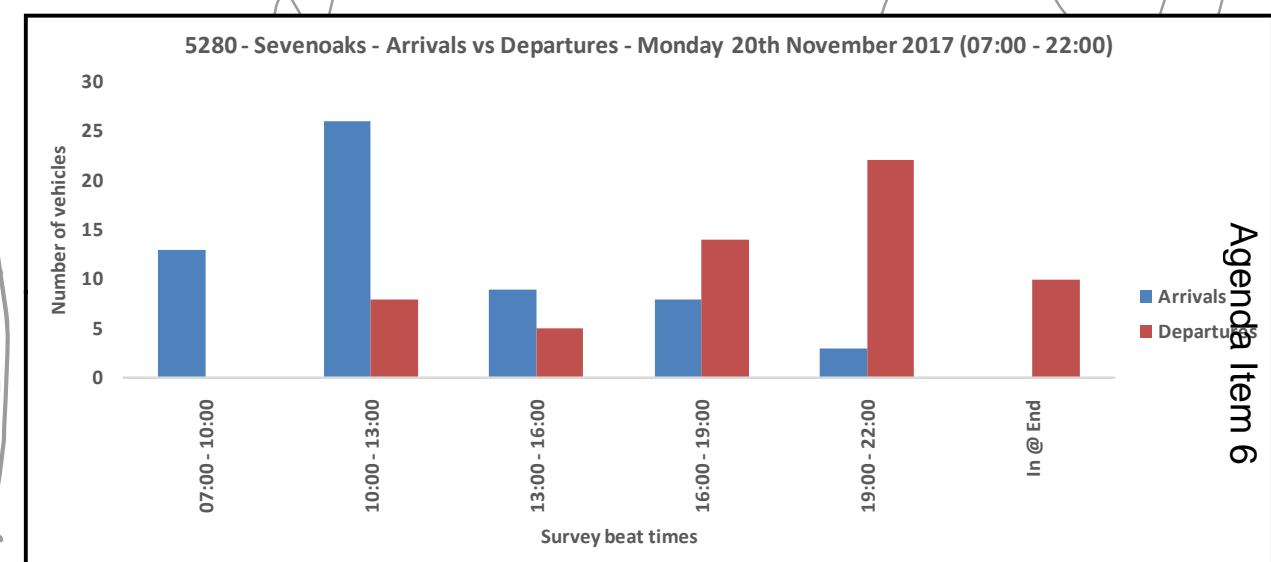
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Time Period	Arrivals	Departures
07:00 - 10:00	13	N/A
10:00 - 13:00	26	8
13:00 - 16:00	9	5
16:00 - 19:00	8	14
19:00 - 22:00	3	22
In @ End	N/A	10
Total	59	



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OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	STREET	LINK	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	CHECK
1	FJF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3					0
2	SXA		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3					0
3	HWX		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3					0
4	BLU		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3					0
5	UPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3					0
6	FBF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3					0
7	NCE		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	0
16	HCC		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
17	YNB		LGV	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3	3	0
18	RSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
19	LJL		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified		3	3			0
44	FBF		Car	Parked	13:00 - 16:00	22:00 - 23:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3	3	0
53	UPF		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified					3	0
54	DHV		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified				3		0
62	SXA		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified					3	0
63	BLU		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified					3	0
8	HTX		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	3	3				0
9	XFR		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	3	3				0
10	OPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	3					0
20	HBB		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified		3				0
21	KSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
22	DZE		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3	3	0
23	XME		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
24	FEN		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
25	CGU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
26	EDP		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified		3				0
27	KWN		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3			0
28	GXW		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3			0
29	NPA		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
30	FAO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
31	VTY		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3			0
32	OMY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3	3		0
33	RLX		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified		3	3			0
45	RUH		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified			3			0
56	ILV		LGV	Waiting	16:00 - 19:00	19:00 - 22:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified				3		0
57	ZHT		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified				3		0
64	XFR		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3314	SEVENOAKS	WEALD ROAD	Dropped Kerb					3	0
15	DCV		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3319	SEVENOAKS	WEALD ROAD	Unclassified		3	3			0
40	FLG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3320	SEVENOAKS	THE RISE	Unclassified		3	3	3		0
47	YTV		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3320	SEVENOAKS	THE RISE	Unclassified			3			0
11	YHY		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
12	XCS		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3322	SEVENOAKS	THE RISE	Unclassified	3	3				0
34	NNH		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3322	SEVENOAKS	THE RISE	Unclassified		3	3	3		0
58	XCS		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3322	SEVENOAKS	THE RISE	Unclassified				3	3	0
35	HMA		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3323	SEVENOAKS	THE RISE	Dropped Kerb		3	3			0
59	RDH		Car	Waiting	16:00 - 19:00	19:00 - 22:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb				3		0
36	HNY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified		3	3	3		0
37	ZFT		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified		3	3	3		0
60	YAV		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3324	SEVENOAKS	THE RISE	Unclassified				3	3	0
46	WFG		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3326	SEVENOAKS	THE RISE	Unclassified			3			0
38	LVD		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3329	SEVENOAKS	THE RISE	Dropped Kerb		3	3	3		0
39	JSZ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified		3	3	3		0
13	GCO		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3334	SEVENOAKS	THE RISE	Dropped Kerb	3					0
48	KKE		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3348	SEVENOAKS	SHENDEN WAY	Unclassified			3			0
49	EMJ		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified			3			0
50	FGV		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified			3			0
51	WXP		Car	Parked	13:00 - 16:00	19:00 - 22:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified			3	3		0
52	DOF		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified			3			0
61	AKN		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified				3	3	0

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Length of Classified Restriction by street (Metres)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0.00	25.35	676.78	702.13
THE RISE	38.46	49.85	279.20	367.51
WEALD ROAD	6.51	4.78	597.11	608.40
Grand Total	44.97	79.98	1553.09	1678.04

Calculated Capacity by street (Official - No. of Spaces)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0	0	135	135
THE RISE	0	0	56	56
WEALD ROAD	0	0	121	121
Grand Total	0	0	312	312

NUMBER OF VEHICLES PARKED (AT)															
STREET NAME	07:00 - 10:00			10:00 - 13:00			13:00 - 16:00			16:00 - 19:00			19:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
SHENDEN WAY	135	0	0.0%	135	0	0.0%	135	5	3.7%	135	2	1.5%	135	1	0.7%
THE RISE	56	3	5.4%	56	9	16.1%	56	10	17.9%	56	10	17.9%	56	3	5.4%
WEALD ROAD	121	10	8.3%	121	22	18.2%	121	20	16.5%	121	17	14.0%	121	6	5.0%
TOTALS	312	13	4.2%	312	31	9.9%	312	35	11.2%	312	29	9.3%	312	10	3.2%

SUMMARY NOTES :



OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	STREET	LINK	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	CHECK
66	YBN		LGV	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
67	SXA		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	3
68	UPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
69	HWX		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
70	FBF		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	0	0	0	0
71	NCE		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	3
72	BLU		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
73	XFR		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
82	RSV		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	3	0
83	YNB		LGV	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	3	0
116	ODD		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
117	FBF		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
118	HWX		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
119	UPF		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
121	BLA		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
84	KSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
85	DZE		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
86	LWG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
87	CGU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
88	LIL		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	0	0	0
89	GXW		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
90	KWO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
91	FAO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
92	VTY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
93	YDF		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
122	XFR		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
113	NVJ		Car	Parked	13:00 - 16:00	19:00 - 22:00	6	3320	SEVENOAKS	THE RISE	Unclassified	0	0	3	3	0	0
124	GCO		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3320	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
74	YHY		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	0	0	0
75	XCS		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
94	TRX		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
95	JSZ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	3	0	0
76	YAV		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3324	SEVENOAKS	THE RISE	Unclassified	3	3	3	0	0	0
96	NNH		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
97	HMA		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3325	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	0	0	0
98	HNY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
99	YCM		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3327	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	3	0	0
100	USJ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
101	LVD		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
102	RLX		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
103	UOK		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3332	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
104	FLG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3332	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
123	HMF		Car	Waiting	19:00 - 22:00	22:00 - 23:00	3	3332	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
77	GCO		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3334	SEVENOAKS	THE RISE	Dropped Kerb	3	0	0	0	0	0
105	OJD		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3335	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
109	WXP		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
110	BUA		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
79	OAY		Car	Parked	07:00 - 10:00	19:00 - 22:00	12	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	3	0	0
80	OOF		Car	Parked	07:00 - 10:00	19:00 - 22:00	12	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	3	0	0
81	AKN		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	0	0	0
112	MHV		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
120	THV		Car	Waiting	16:00 - 19:00	19:00 - 22:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	3	0	0
125	AKN		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	0	3	0
108	LVA		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
115	XDB		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0

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Length of Classified Restriction by street (Metres)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0.00	25.35	676.78	702.13
THE RISE	38.46	49.85	279.20	367.51
WEALD ROAD	6.51	4.78	597.11	608.40
Grand Total	44.97	79.98	1553.09	1678.04

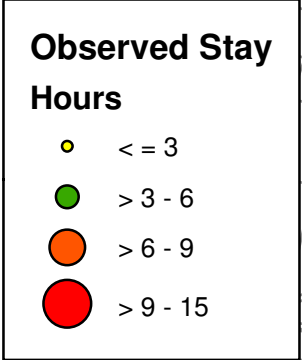
Calculated Capacity by street (Official - No. of Spaces)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0	0	135	135
THE RISE	0	0	56	56
WEALD ROAD	0	0	121	121
Grand Total	0	0	312	312



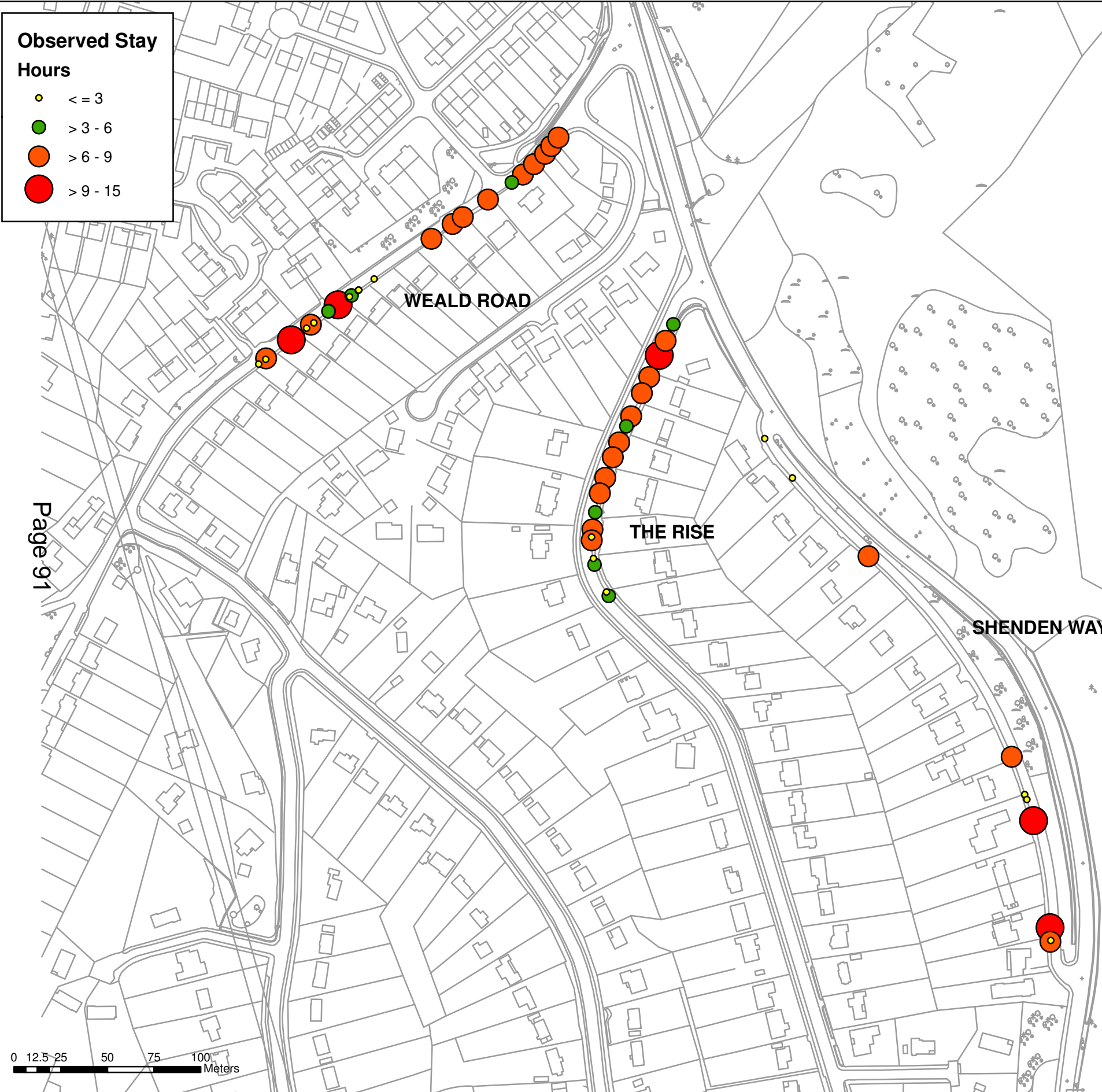
OBJECTID	TOWN	STREET	LINK	CAPACITY (Spaces)	NOTES	LENGTH (M)
3312	SEVENOAKS	WEALD ROAD	Unclassified	35		172.98
3313	SEVENOAKS	WEALD ROAD	Unclassified	27		133.25
3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	0		4.78
3315	SEVENOAKS	WEALD ROAD	Double yellow lines	0		6.51
3316	SEVENOAKS	WEALD ROAD	Unclassified	9		42.89
3317	SEVENOAKS	WEALD ROAD	Unclassified	21		105.39
3318	SEVENOAKS	WEALD ROAD	Unclassified	7		33.22
3319	SEVENOAKS	WEALD ROAD	Unclassified	22		109.39
3320	SEVENOAKS	THE RISE	Unclassified	4		18.95
3321	SEVENOAKS	THE RISE	Double yellow lines	0		15.57
3322	SEVENOAKS	THE RISE	Unclassified	7		34.09
3323	SEVENOAKS	THE RISE	Dropped Kerb	0		4.31
3324	SEVENOAKS	THE RISE	Unclassified	5		24.15
3325	SEVENOAKS	THE RISE	Dropped Kerb	0		5.05
3326	SEVENOAKS	THE RISE	Unclassified	3		14.81
3327	SEVENOAKS	THE RISE	Dropped Kerb	0		5.21
3328	SEVENOAKS	THE RISE	Unclassified	0		2.08
3329	SEVENOAKS	THE RISE	Dropped Kerb	0		4.80
3330	SEVENOAKS	THE RISE	Unclassified	4		22.25
3331	SEVENOAKS	THE RISE	Dropped Kerb	0		3.93
3332	SEVENOAKS	THE RISE	Unclassified	2		11.51
3333	SEVENOAKS	THE RISE	Dropped Kerb	0		4.22
3334	SEVENOAKS	THE RISE	Dropped Kerb	0		3.91
3335	SEVENOAKS	THE RISE	Unclassified	1		2.69
3336	SEVENOAKS	THE RISE	Unclassified	24		118.81
3337	SEVENOAKS	THE RISE	Unclassified	2		10.55
3338	SEVENOAKS	THE RISE	Dropped Kerb	0		5.37
3339	SEVENOAKS	THE RISE	Unclassified	1		4.59
3340	SEVENOAKS	THE RISE	Dropped Kerb	0		4.72
3341	SEVENOAKS	THE RISE	Unclassified	2		11.09
3342	SEVENOAKS	THE RISE	Dropped Kerb	0		3.81
3343	SEVENOAKS	THE RISE	Unclassified	1		3.64
3344	SEVENOAKS	THE RISE	Dropped Kerb	0		4.52
3345	SEVENOAKS	THE RISE	Double yellow lines	0		22.89
3346	SEVENOAKS	SHENDEN WAY	Unclassified	68		337.56
3347	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		3.10
3348	SEVENOAKS	SHENDEN WAY	Unclassified	28		141.47
3349	SEVENOAKS	SHENDEN WAY	Unclassified	0		2.48
3350	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.64
3351	SEVENOAKS	SHENDEN WAY	Unclassified	1		4.43
3352	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		6.48
3353	SEVENOAKS	SHENDEN WAY	Unclassified	20		101.83
3354	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.04
3355	SEVENOAKS	SHENDEN WAY	Unclassified	18		89.02
3356	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.10

Count of Vehicles/Link	Turnover WDAY
15	0.43
11	0.41
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
2	0.50
0	0.00
3	0.43
1	0.00
2	0.40
1	0.00
1	0.33
1	0.00
0	0.00
0	0.00
0	0.00
3	0.75
0	0.00
3	1.50
0	0.00
1	1.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
2	0.07
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
6	0.30
0	0.00
2	0.11
0	0.00

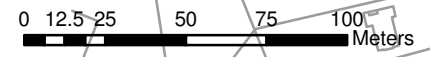
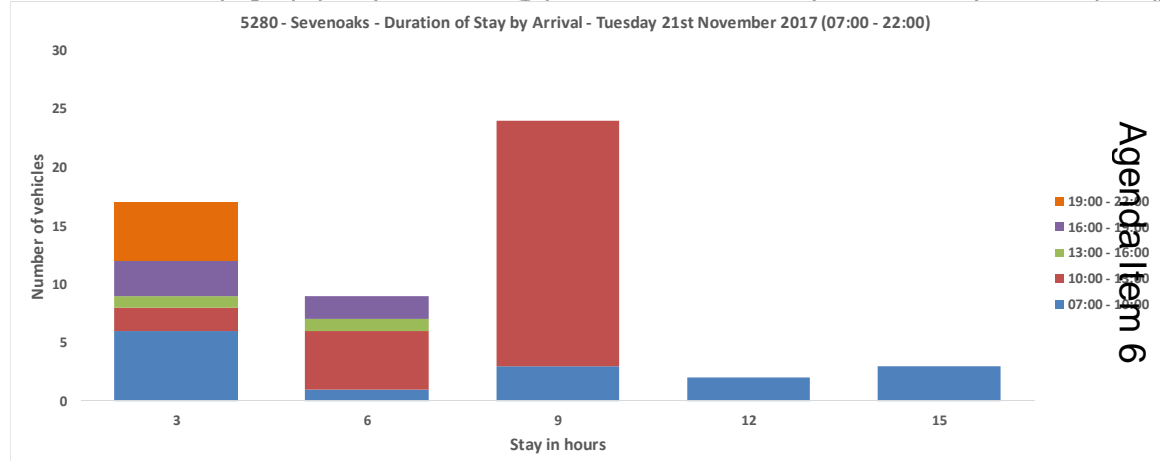
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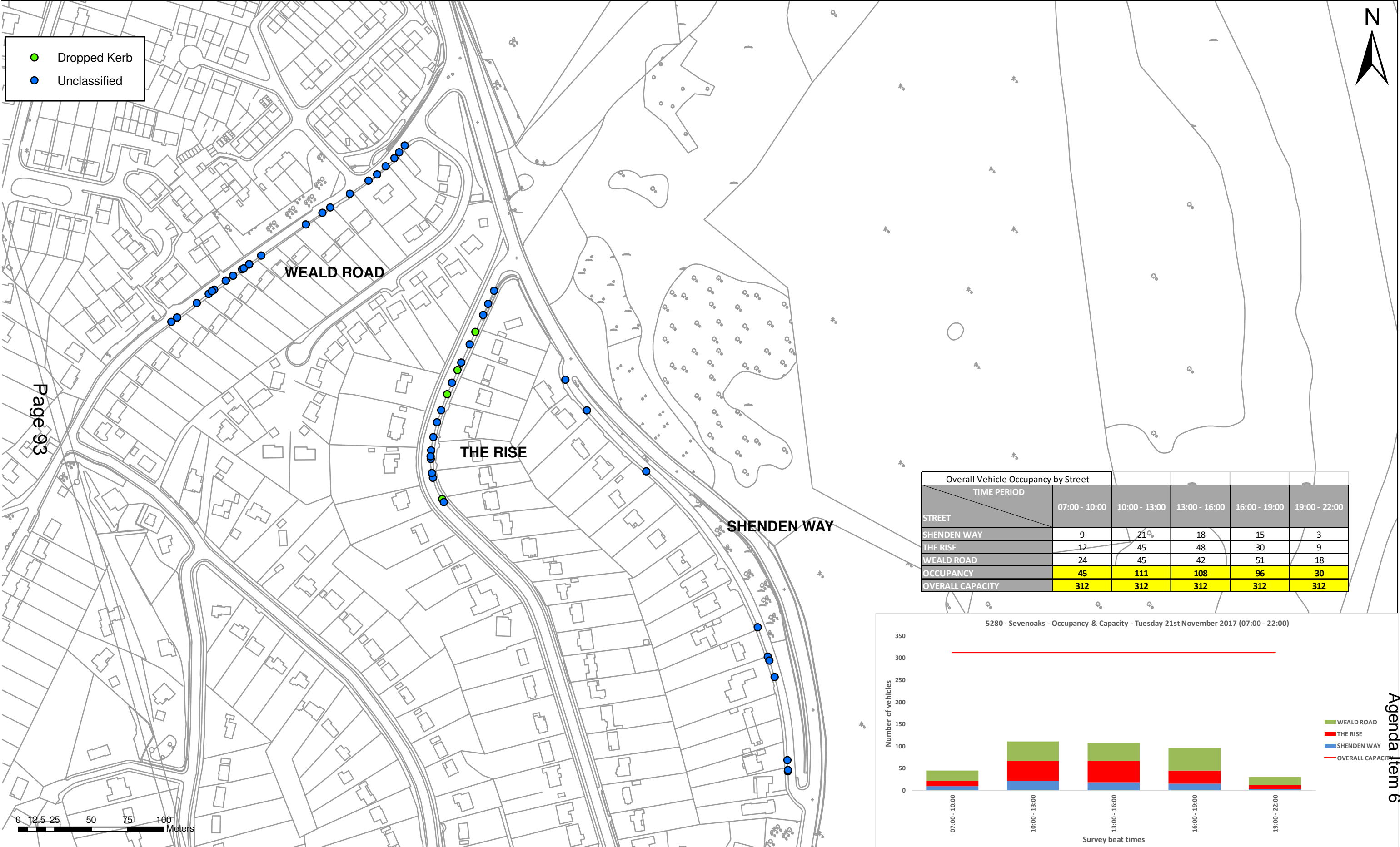
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Duration of stay (Hrs) by Arrival Time						
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	Grand Total
TOTAL LENGTH OF STAY(HOURS)						
3	6	2	1	3	5	17
6	1	5	1	2		9
9	3	21				24
12	2					2
15	3					3
Grand Total	15	28	2	5	5	55

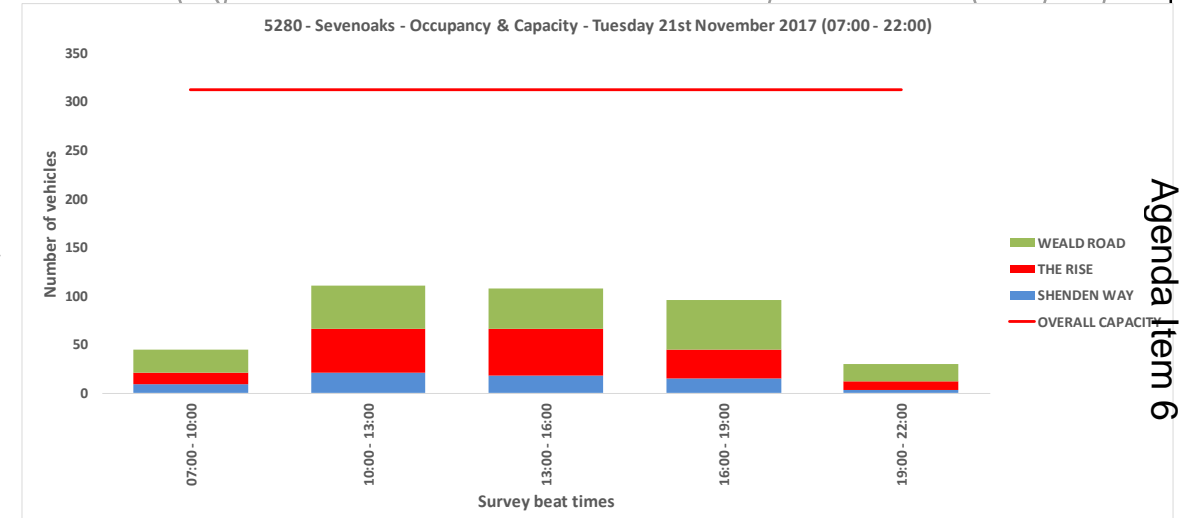


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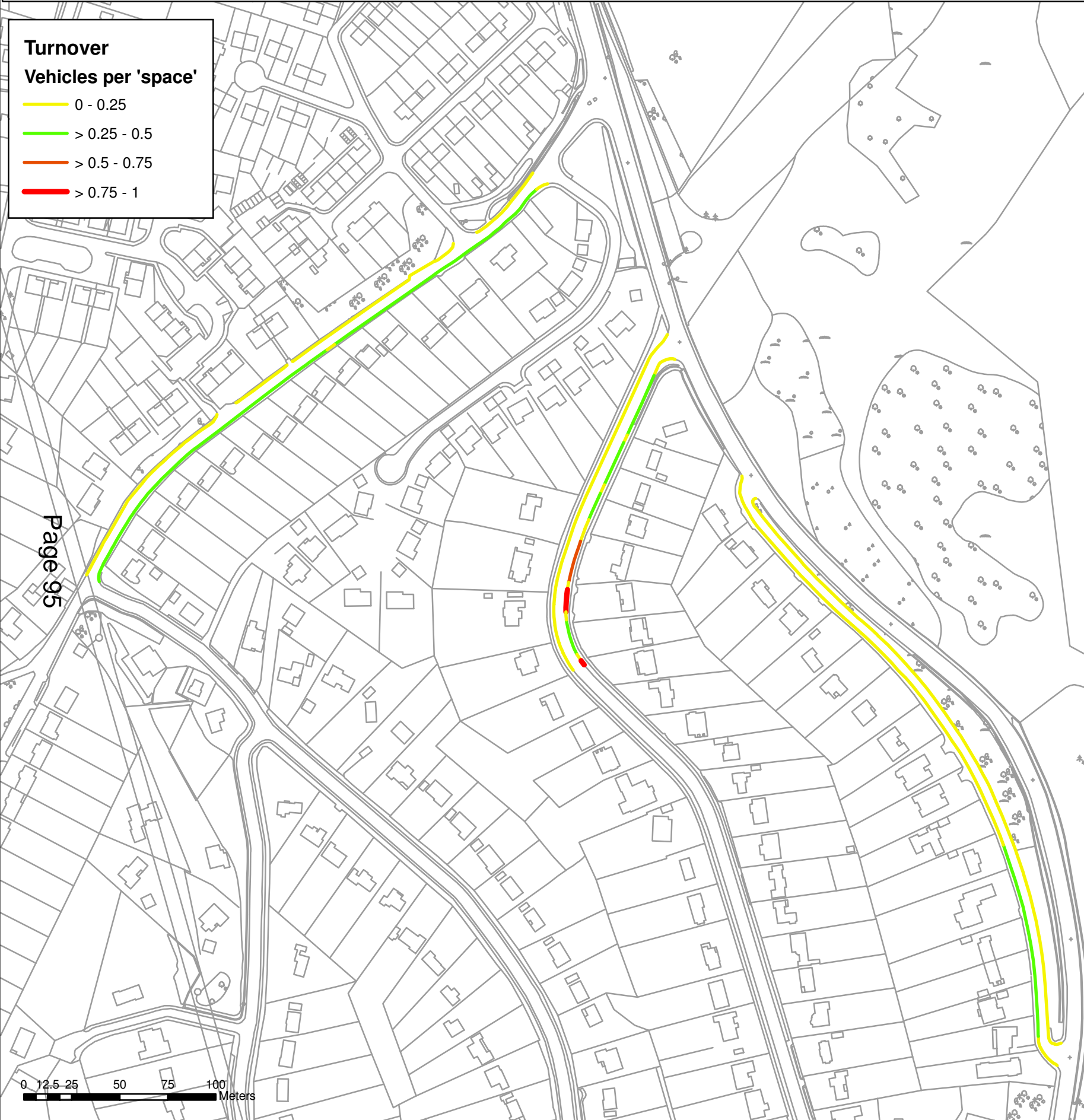
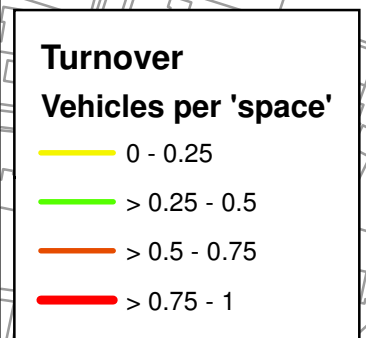
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Overall Vehicle Occupancy by Street					
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00
STREET					
SHENDEN WAY	9	21	18	15	3
THE RISE	12	45	48	30	9
WEALD ROAD	24	45	42	51	18
OCCUPANCY	45	111	108	96	30
OVERALL CAPACITY	312	312	312	312	312

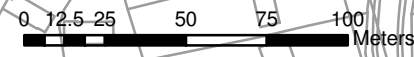


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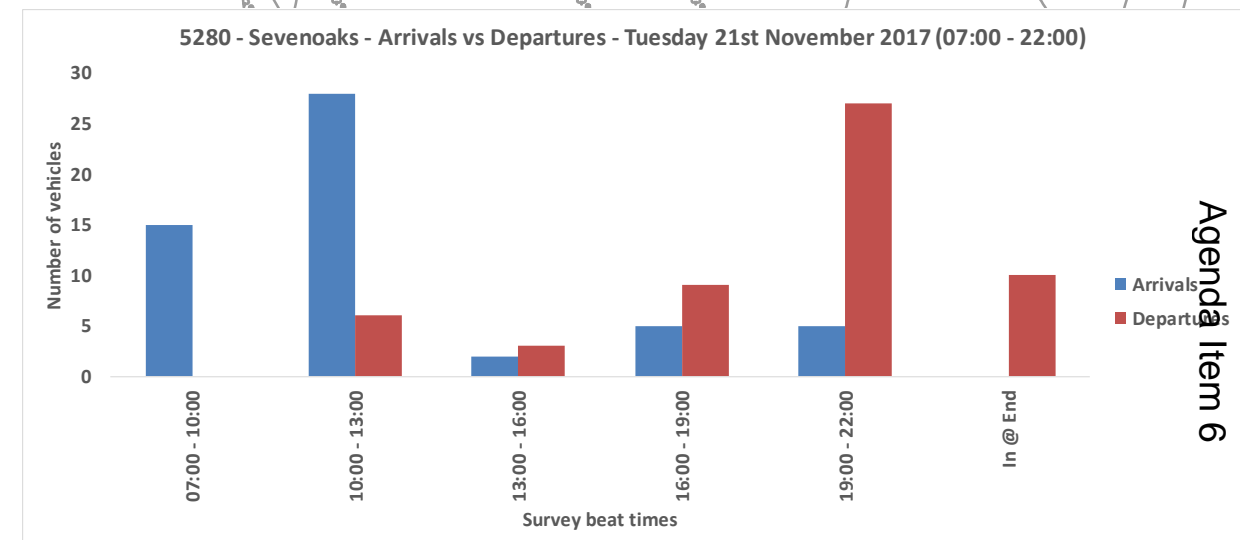
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Arrivals vs Departures by Survey Period (No. of Vehicles)		
Time Period	Arrivals	Departures
07:00 - 10:00	15	N/A
10:00 - 13:00	28	6
13:00 - 16:00	2	3
16:00 - 19:00	5	9
19:00 - 22:00	5	27
In @ End	N/A	10
Total	55	



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OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	STREET	LINK	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	CHECK
66	YBN		LGV	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
67	SXA		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	3
68	UPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
69	HWX		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
70	FBF		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	0	0	0	0
71	NCE		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	3
72	BLU		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
73	XFR		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
82	RSV		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
83	YNB		LGV	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
116	ODD		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
117	FBF		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
118	HWX		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
119	UPF		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
121	BLA		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
84	KSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
85	DZE		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
86	LWG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
87	CGU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
88	LIL		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	0	0	0
89	GXW		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
90	KWO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
91	FAO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
92	VTY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
93	YDF		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
122	XFR		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
113	NVJ		Car	Parked	13:00 - 16:00	19:00 - 22:00	6	3320	SEVENOAKS	THE RISE	Unclassified	0	0	3	3	0	0
124	GCO		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3320	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
74	YHY		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	0	0	0
75	XCS		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
94	TRX		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
95	JSZ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	3	0	0
76	YAV		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3324	SEVENOAKS	THE RISE	Unclassified	3	3	3	0	0	0
96	NNH		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
97	HMA		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3325	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	0	0	0
98	HNY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
99	YCM		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3327	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	3	0	0
100	USJ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
101	LVD		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
102	RLX		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
103	UOK		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3332	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
104	FLG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3332	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
123	HMF		Car	Waiting	19:00 - 22:00	22:00 - 23:00	3	3332	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
77	GCO		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3334	SEVENOAKS	THE RISE	Dropped Kerb	3	0	0	0	0	0
105	OJD		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3335	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
109	WXP		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
110	BUA		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
79	OAY		Car	Parked	07:00 - 10:00	19:00 - 22:00	12	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	3	0	0
80	OOF		Car	Parked	07:00 - 10:00	19:00 - 22:00	12	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	3	0	0
81	AKN		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	0	0	0
112	MHV		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
120	THV		Car	Waiting	16:00 - 19:00	19:00 - 22:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	3	0	0
125	AKN		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	0	3	0
108	LVA		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
115	XDB		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0

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Length of Classified Restriction by street (Metres)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0.00	25.35	676.78	702.13
THE RISE	38.46	49.85	279.20	367.51
WEALD ROAD	6.51	4.78	597.11	608.40
Grand Total	44.97	79.98	1553.09	1678.04

Calculated Capacity by street (Official - No. of Spaces)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0	0	135	135
THE RISE	0	0	56	56
WEALD ROAD	0	0	121	121
Grand Total	0	0	312	312



OBJECTID	TOWN	STREET	LINK	CAPACITY (Spaces)	NOTES	LENGTH (M)
3312	SEVENOAKS	WEALD ROAD	Unclassified	35		172.98
3313	SEVENOAKS	WEALD ROAD	Unclassified	27		133.25
3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	0		4.78
3315	SEVENOAKS	WEALD ROAD	Double yellow lines	0		6.51
3316	SEVENOAKS	WEALD ROAD	Unclassified	9		42.89
3317	SEVENOAKS	WEALD ROAD	Unclassified	21		105.39
3318	SEVENOAKS	WEALD ROAD	Unclassified	7		33.22
3319	SEVENOAKS	WEALD ROAD	Unclassified	22		109.39
3320	SEVENOAKS	THE RISE	Unclassified	4		18.95
3321	SEVENOAKS	THE RISE	Double yellow lines	0		15.57
3322	SEVENOAKS	THE RISE	Unclassified	7		34.09
3323	SEVENOAKS	THE RISE	Dropped Kerb	0		4.31
3324	SEVENOAKS	THE RISE	Unclassified	5		24.15
3325	SEVENOAKS	THE RISE	Dropped Kerb	0		5.05
3326	SEVENOAKS	THE RISE	Unclassified	3		14.81
3327	SEVENOAKS	THE RISE	Dropped Kerb	0		5.21
3328	SEVENOAKS	THE RISE	Unclassified	0		2.08
3329	SEVENOAKS	THE RISE	Dropped Kerb	0		4.80
3330	SEVENOAKS	THE RISE	Unclassified	4		22.25
3331	SEVENOAKS	THE RISE	Dropped Kerb	0		3.93
3332	SEVENOAKS	THE RISE	Unclassified	2		11.51
3333	SEVENOAKS	THE RISE	Dropped Kerb	0		4.22
3334	SEVENOAKS	THE RISE	Dropped Kerb	0		3.91
3335	SEVENOAKS	THE RISE	Unclassified	1		2.69
3336	SEVENOAKS	THE RISE	Unclassified	24		118.81
3337	SEVENOAKS	THE RISE	Unclassified	2		10.55
3338	SEVENOAKS	THE RISE	Dropped Kerb	0		5.37
3339	SEVENOAKS	THE RISE	Unclassified	1		4.59
3340	SEVENOAKS	THE RISE	Dropped Kerb	0		4.72
3341	SEVENOAKS	THE RISE	Unclassified	2		11.09
3342	SEVENOAKS	THE RISE	Dropped Kerb	0		3.81
3343	SEVENOAKS	THE RISE	Unclassified	1		3.64
3344	SEVENOAKS	THE RISE	Dropped Kerb	0		4.52
3345	SEVENOAKS	THE RISE	Double yellow lines	0		22.89
3346	SEVENOAKS	SHENDEN WAY	Unclassified	68		337.56
3347	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		3.10
3348	SEVENOAKS	SHENDEN WAY	Unclassified	28		141.47
3349	SEVENOAKS	SHENDEN WAY	Unclassified	0		2.48
3350	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.64
3351	SEVENOAKS	SHENDEN WAY	Unclassified	1		4.43
3352	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		6.48
3353	SEVENOAKS	SHENDEN WAY	Unclassified	20		101.83
3354	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.04
3355	SEVENOAKS	SHENDEN WAY	Unclassified	18		89.02
3356	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.10

Count of Vehicles/Link	Turnover WDAY
15	0.43
11	0.41
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
2	0.50
0	0.00
3	0.43
1	0.00
2	0.40
1	0.00
1	0.33
1	0.00
0	0.00
0	0.00
0	0.00
3	0.75
0	0.00
3	1.50
0	0.00
1	1.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
2	0.07
0	0.00
0	0.00
0	0.00
0	0.00
6	0.30
0	0.00
2	0.11
0	0.00

NUMBER OF VEHICLES PARKED (AT)															
STREET NAME	07:00 - 10:00			10:00 - 13:00			13:00 - 16:00			16:00 - 19:00			19:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
SHENDEN WAY	135	9	6.7%	135	21	15.6%	135	18	13.3%	135	15	11.1%	135	3	2.2%
THE RISE	56	12	21.4%	56	45	80.4%	56	48	85.7%	56	30	53.6%	56	9	16.1%
WEALD ROAD	121	24	19.8%	121	45	37.2%	121	42	34.7%	121	51	42.1%	121	18	14.9%
TOTALS	312	45	14.4%	312	111	35.6%	312	108	34.6%	312	96	30.8%	312	30	9.6%

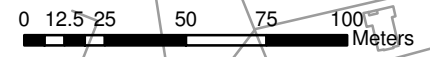
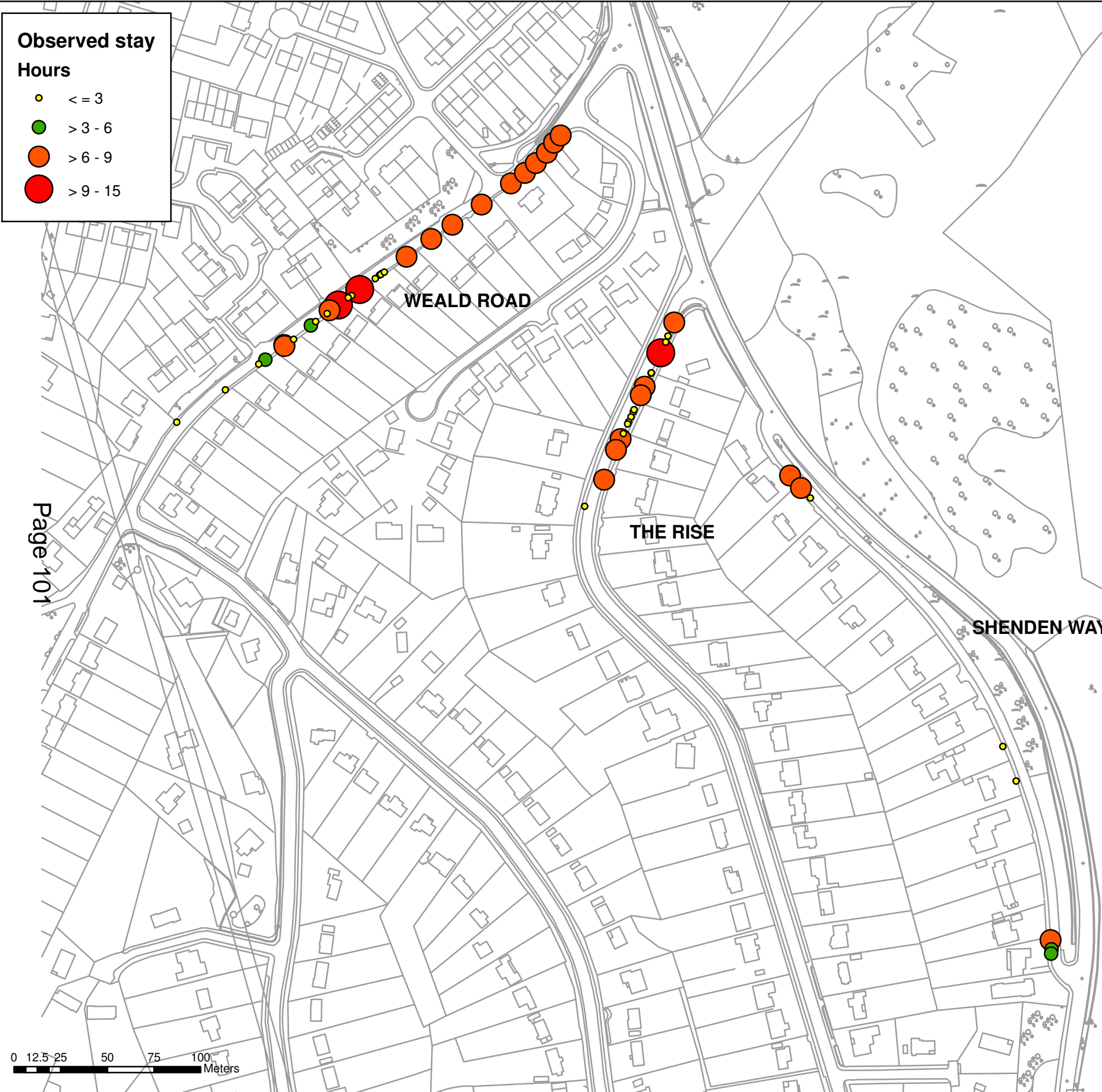
Duration of Stay

Observed stay Hours

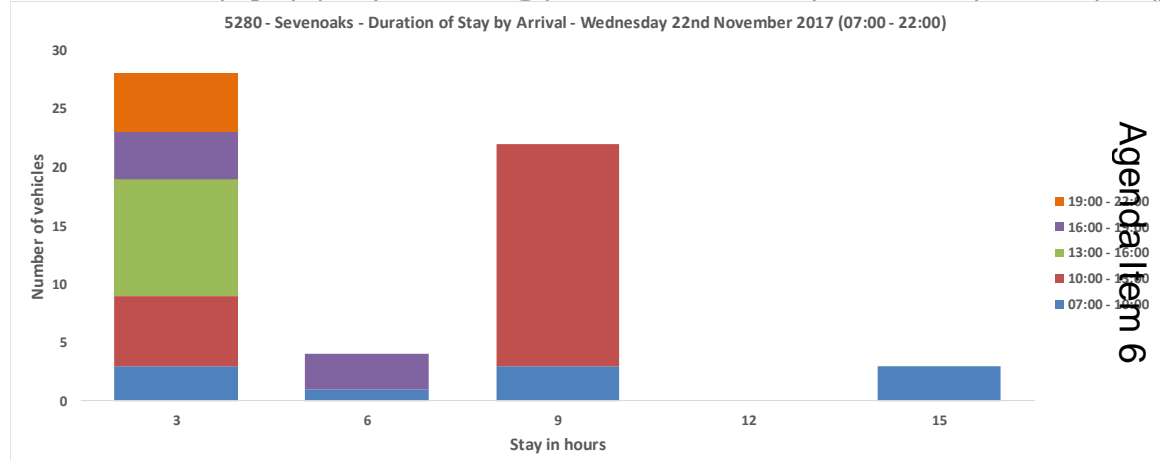
- ≤ 3
- > 3 - 6
- > 6 - 9
- > 9 - 15



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Duration of stay (Hrs) by Arrival Time						
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	Grand Total
TOTAL LENGTH OF STAY(HOURS)						
3	3	6	10	4	5	28
6	1			3		4
9	3	19				22
12						0
15	3					3
Grand Total	10	25	10	7	5	57

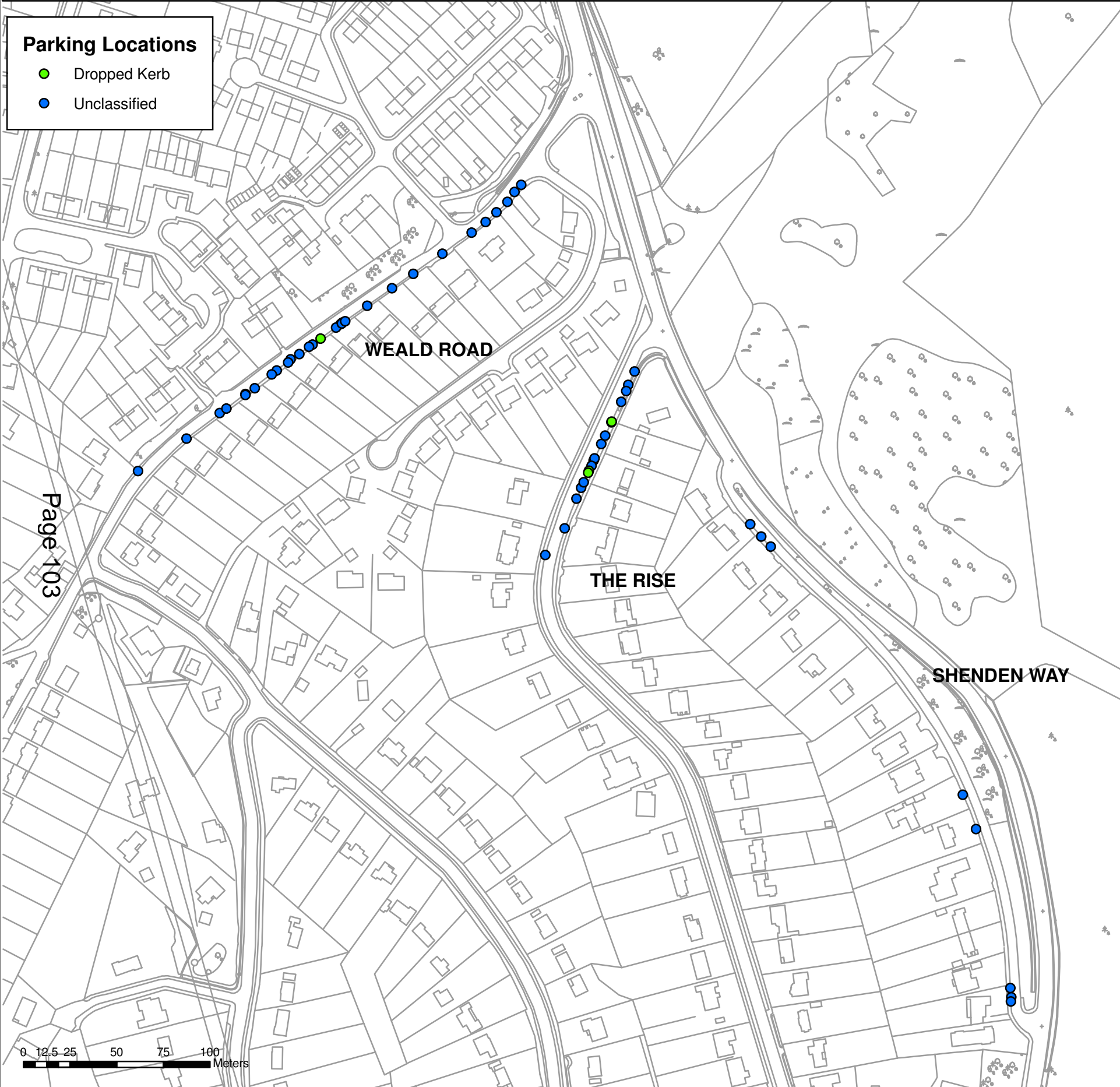


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Occupancy

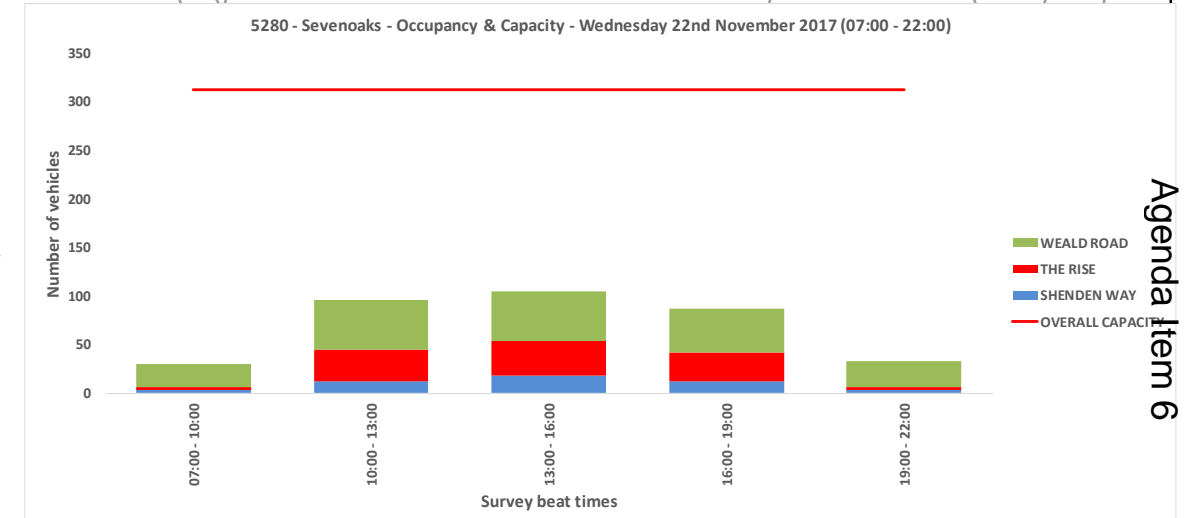
Parking Locations

- Dropped Kerb
- Unclassified

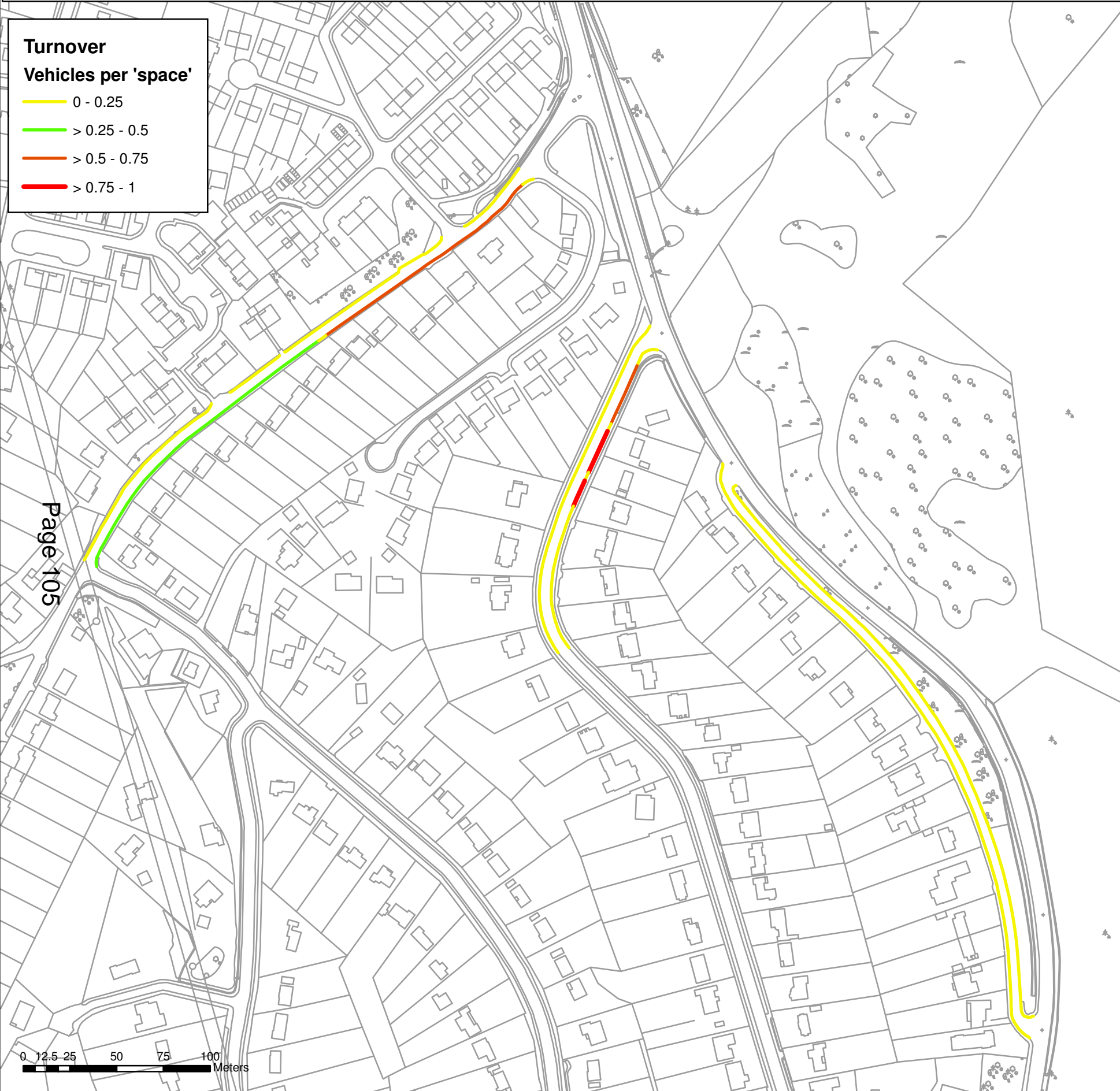
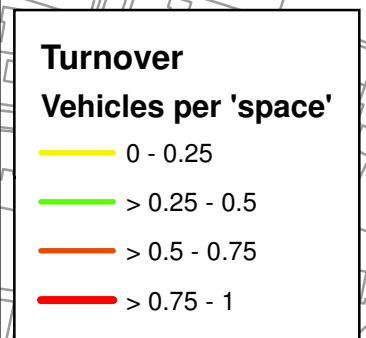


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Overall Vehicle Occupancy by Street					
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00
STREET					
SHENDEN WAY	3	12	18	12	3
THE RISE	3	33	36	30	3
WEALD ROAD	24	51	51	45	27
OCCUPANCY	30	96	105	87	33
OVERALL CAPACITY	312	312	312	312	312

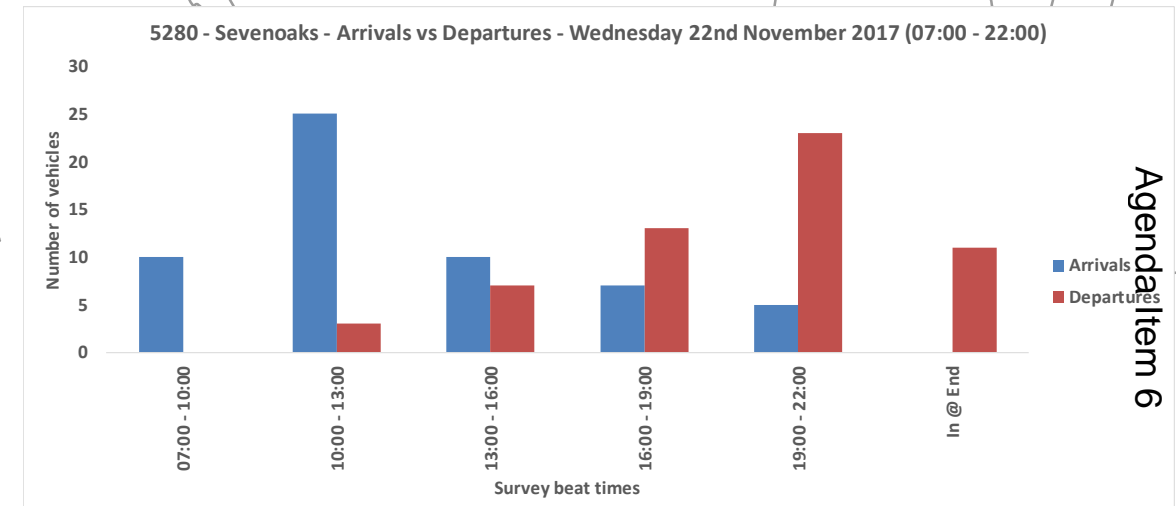


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Time Period	Arrivals	Departures
07:00 - 10:00	10	N/A
10:00 - 13:00	25	3
13:00 - 16:00	10	7
16:00 - 19:00	7	13
19:00 - 22:00	5	23
In @ End	N/A	11
Total		57



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OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK_ID	TOWN	STREET	LINK	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	CHECK
274	FBF		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
262	YNB		LGV	Parked	07:00 - 10:00	16:00 - 19:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	0	0	0
263	SXA		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	0	0	0
264	UPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
265	FBF		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	0	0	0
266	NCA		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	0
267	HWX		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
319	MKN		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
320	SXA		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
321	FBF		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
322	HWX		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
312	YNB		LGV	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
313	UPF		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
275	GCZ		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
269	XFR		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
324	XFR		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
276	RSV		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
277	RSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
278	LWG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
279	CGU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
280	ZHT		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
281	NPA		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
282	FAO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
283	KWN		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
284	VTY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
285	SOS		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
303	FWZ		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	0	0	0
314	AKX		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
268	BLU		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	3	3	3	3	0	0
302	DCV		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3319	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	0	0	0
270	XCS		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
286	UOK		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
287	NNH		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
315	XGW		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	0	0	3	0	0
288	RGW		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	3	0	0	0	0
304	KLV		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	0	3	0	0	0
316	ZTU		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	0	0	3	0	0
289	ZFT		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
290	RLX		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
291	VCE		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
305	YAV		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
317	GWL		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	0	0	3	0	0
292	CSV		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3325	SEVENOAKS	THE RISE	Dropped Kerb	0	3	0	0	0	0
306	LKM		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3325	SEVENOAKS	THE RISE	Dropped Kerb	0	0	3	0	0	0
293	HNY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
294	JSZ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
307	BYD		LGV	Waiting	13:00 - 16:00	16:00 - 19:00	3	3326	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
295	FLG		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
308	RPU		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3336	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
310	GCU		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0
272	AKN		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	0	0	0	0
301	OOF		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
311	UWY		LGV	Parked	13:00 - 16:00	16:00 - 19:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0
318	AKN		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	3	3	0
299	YCM		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
300	WXP		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	0	0
309	GXY		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0

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Length of Classified Restriction by street (Metres)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0.00	25.35	676.78	702.13
THE RISE	38.46	49.85	279.20	367.51
WEALD ROAD	6.51	4.78	597.11	608.40
Grand Total	44.97	79.98	1553.09	1678.04

Calculated Capacity by street (Official - No. of Spaces)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0	0	135	135
THE RISE	0	0	56	56
WEALD ROAD	0	0	121	121
Grand Total	0	0	312	312



OBJECTID	TOWN	STREET	LINK	CAPACITY (Spaces)	NOTES	LENGTH (M)
3312	SEVENOAKS	WEALD ROAD	Unclassified	35		172.98
3313	SEVENOAKS	WEALD ROAD	Unclassified	27		133.25
3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	0		4.78
3315	SEVENOAKS	WEALD ROAD	Double yellow lines	0		6.51
3316	SEVENOAKS	WEALD ROAD	Unclassified	9		42.89
3317	SEVENOAKS	WEALD ROAD	Unclassified	21		105.39
3318	SEVENOAKS	WEALD ROAD	Unclassified	7		33.22
3319	SEVENOAKS	WEALD ROAD	Unclassified	22		109.39
3320	SEVENOAKS	THE RISE	Unclassified	4		18.95
3321	SEVENOAKS	THE RISE	Double yellow lines	0		15.57
3322	SEVENOAKS	THE RISE	Unclassified	7		34.09
3323	SEVENOAKS	THE RISE	Dropped Kerb	0		4.31
3324	SEVENOAKS	THE RISE	Unclassified	5		24.15
3325	SEVENOAKS	THE RISE	Dropped Kerb	0		5.05
3326	SEVENOAKS	THE RISE	Unclassified	3		14.81
3327	SEVENOAKS	THE RISE	Dropped Kerb	0		5.21
3328	SEVENOAKS	THE RISE	Unclassified	0		2.08
3329	SEVENOAKS	THE RISE	Dropped Kerb	0		4.80
3330	SEVENOAKS	THE RISE	Unclassified	4		22.25
3331	SEVENOAKS	THE RISE	Dropped Kerb	0		3.93
3332	SEVENOAKS	THE RISE	Unclassified	2		11.51
3333	SEVENOAKS	THE RISE	Dropped Kerb	0		4.22
3334	SEVENOAKS	THE RISE	Dropped Kerb	0		3.91
3335	SEVENOAKS	THE RISE	Unclassified	1		2.69
3336	SEVENOAKS	THE RISE	Unclassified	24		118.81
3337	SEVENOAKS	THE RISE	Unclassified	2		10.55
3338	SEVENOAKS	THE RISE	Dropped Kerb	0		5.37
3339	SEVENOAKS	THE RISE	Unclassified	1		4.59
3340	SEVENOAKS	THE RISE	Dropped Kerb	0		4.72
3341	SEVENOAKS	THE RISE	Unclassified	2		11.09
3342	SEVENOAKS	THE RISE	Dropped Kerb	0		3.81
3343	SEVENOAKS	THE RISE	Unclassified	1		3.64
3344	SEVENOAKS	THE RISE	Dropped Kerb	0		4.52
3345	SEVENOAKS	THE RISE	Double yellow lines	0		22.89
3346	SEVENOAKS	SHENDEN WAY	Unclassified	68		337.56
3347	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		3.10
3348	SEVENOAKS	SHENDEN WAY	Unclassified	28		141.47
3349	SEVENOAKS	SHENDEN WAY	Unclassified	0		2.48
3350	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.64
3351	SEVENOAKS	SHENDEN WAY	Unclassified	1		4.43
3352	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		6.48
3353	SEVENOAKS	SHENDEN WAY	Unclassified	20		101.83
3354	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.04
3355	SEVENOAKS	SHENDEN WAY	Unclassified	18		89.02
3356	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.10

Count of Vehicles/Link	Turnover WDAY
13	0.37
15	0.56
1	0.00
0	0.00
0	0.00
0	0.00
0	0.00
1	0.05
0	0.00
0	0.00
4	0.57
3	0.00
5	1.00
2	0.00
3	1.00
0	0.00
0	0.00
0	0.00
1	0.25
0	0.00
0	0.00
0	0.00
0	0.00
1	0.04
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
1	0.04
0	0.00
0	0.00
0	0.00
0	0.00
4	0.20
0	0.00
3	0.17
0	0.00

NUMBER OF VEHICLES PARKED (AT)															
STREET NAME	07:00 - 10:00			10:00 - 13:00			13:00 - 16:00			16:00 - 19:00			19:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
SHENDEN WAY	135	3	2.2%	135	12	8.9%	135	18	13.3%	135	12	8.9%	135	3	2.2%
THE RISE	56	3	5.4%	56	33	58.9%	56	36	64.3%	56	30	53.6%	56	3	5.4%
WEALD ROAD	121	24	19.8%	121	51	42.1%	121	51	42.1%	121	45	37.2%	121	27	22.3%
TOTALS	312	30	9.6%	312	96	30.8%	312	105	33.7%	312	87	27.9%	312	33	10.6%

SUMMARY NOTES :

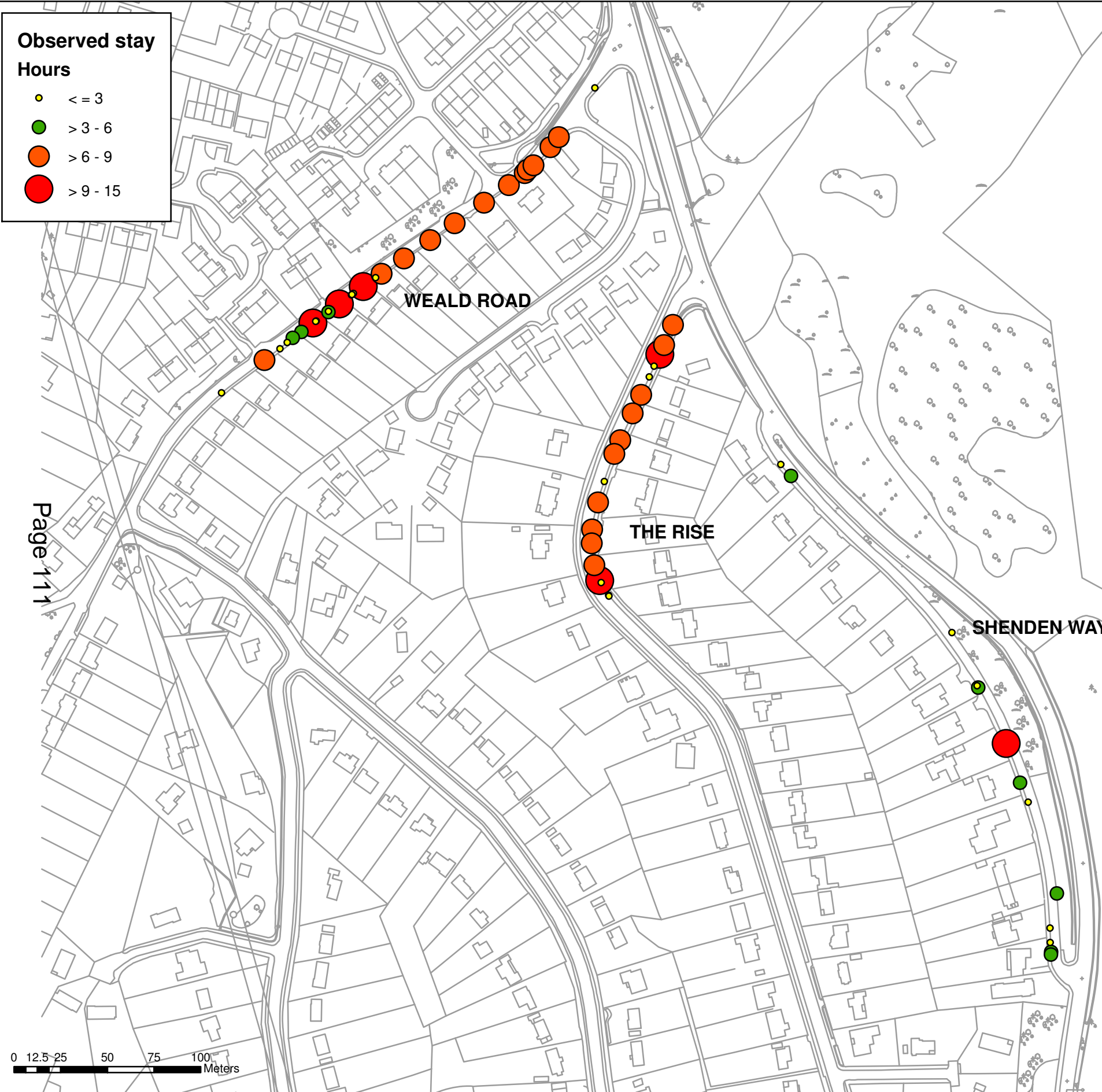
Duration of Stay

Observed stay Hours

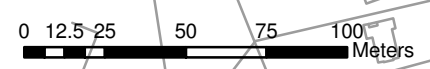
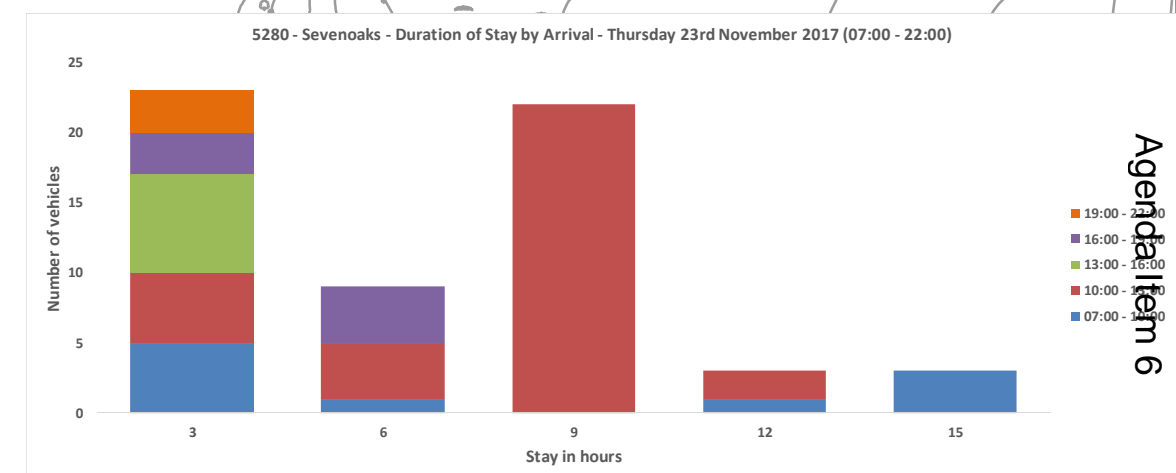
- ≤ 3
- > 3 - 6
- > 6 - 9
- > 9 - 15



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Duration of stay (Hrs) by Arrival Time						
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	Grand Total
TOTAL LENGTH OF STAY(HOURS)	3	5	5	7	3	23
	6	1	4	0	4	9
	9	0	22	0	0	22
	12	1	2	0	0	3
	15	3	0	0	0	3
Grand Total	10	33	7	7	3	60

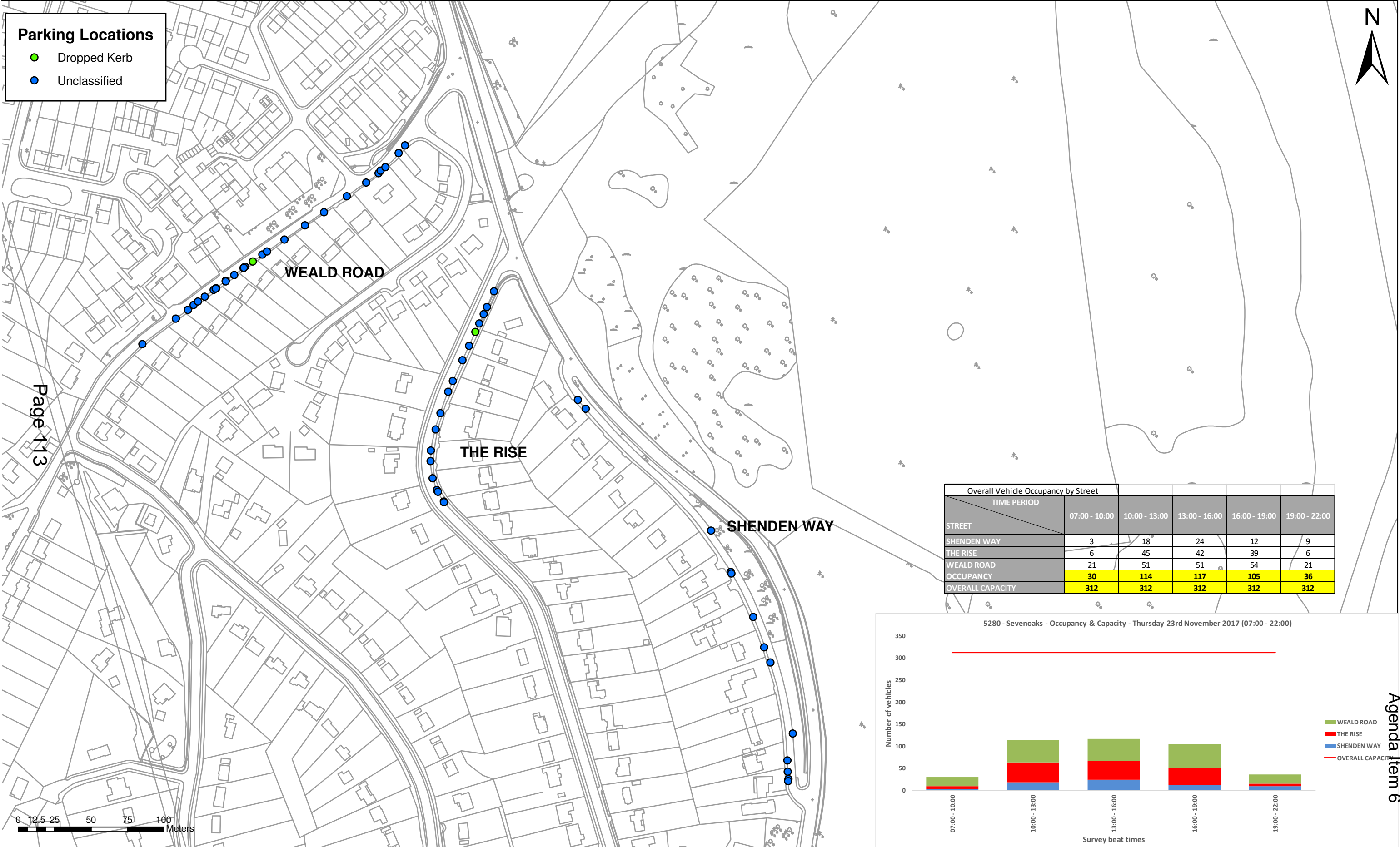


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Occupancy

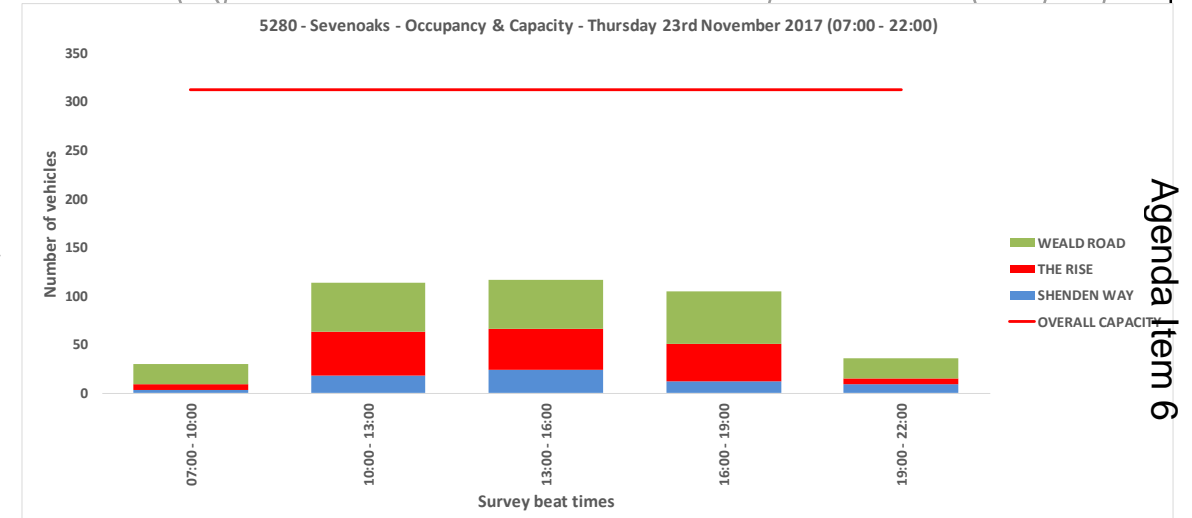
Parking Locations

- Dropped Kerb
- Unclassified



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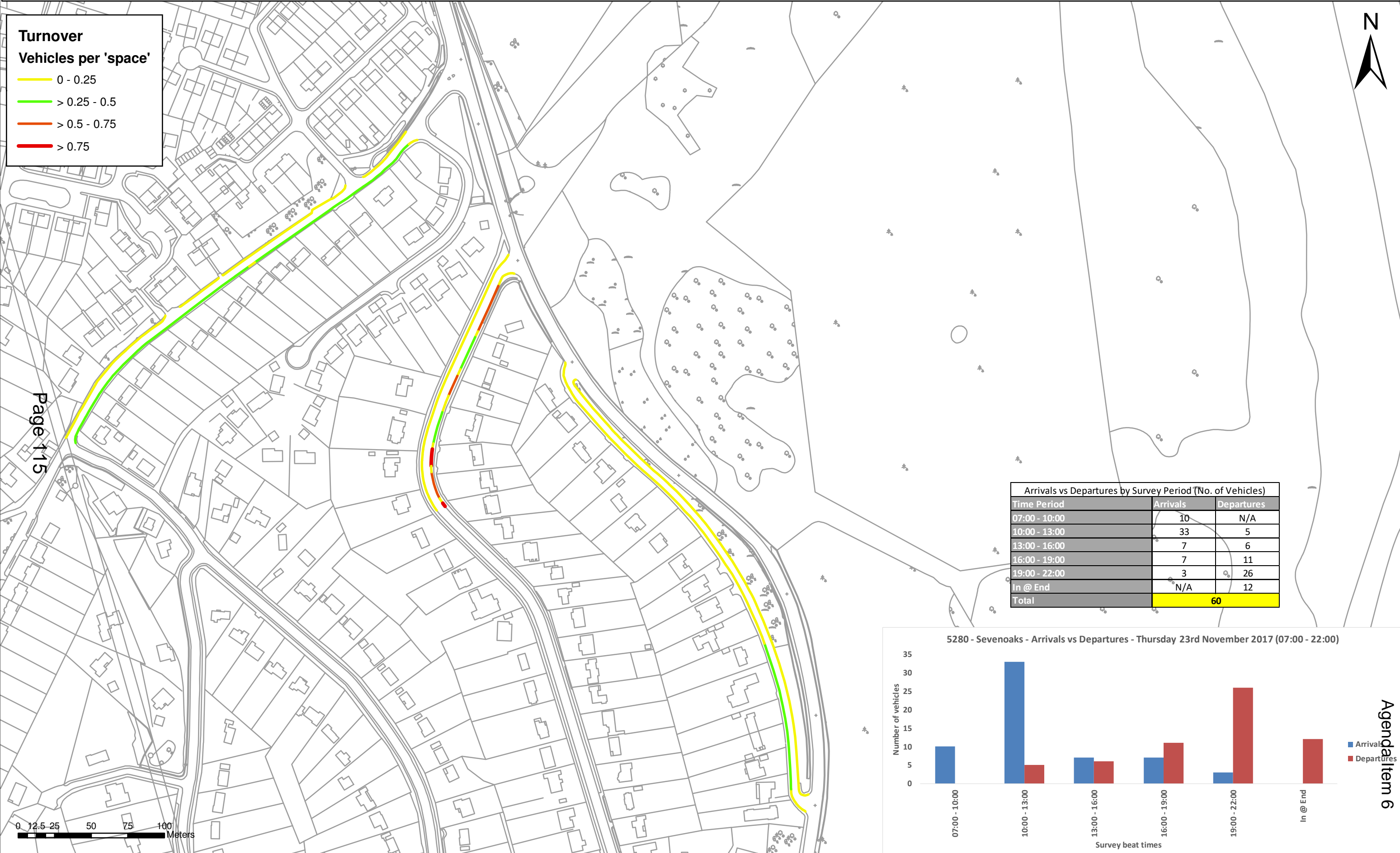
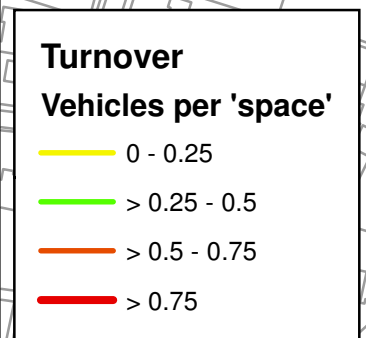
Overall Vehicle Occupancy by Street					
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00
STREET					
SHENDEN WAY	3	18	24	12	9
THE RISE	6	45	42	39	6
WEALD ROAD	21	51	51	54	21
OCCUPANCY	30	114	117	105	36
OVERALL CAPACITY	312	312	312	312	312



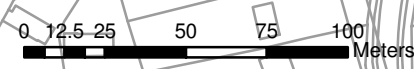
Agenda Item 6



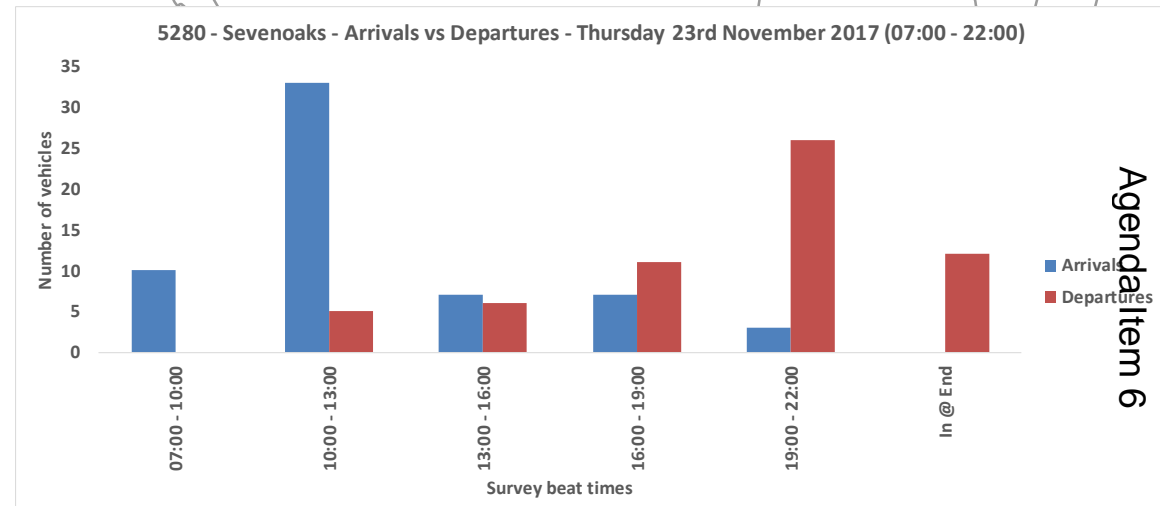
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Time Period	Arrivals	Departures
07:00 - 10:00	10	N/A
10:00 - 13:00	33	5
13:00 - 16:00	7	6
16:00 - 19:00	7	11
19:00 - 22:00	3	26
In @ End	N/A	12
Total		60



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OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK_ID	TOWN	STREET	LINK	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	CHECK
325	YBN		LGV	Parked	07:00 - 10:00	19:00 - 22:00	12	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	0	0
326	SXA		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
327	UPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
328	FBF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
330	HWX		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
335	RSV		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
336	LJL		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	0	0	0
337	DHV		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
338	NCE		Car	Parked	10:00 - 13:00	22:00 - 23:00	12	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	3	0
370	YDT		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	0	0	0
377	FBF		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
378	SXA		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	3	0
384	FJF		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
385	HWX		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
386	UPF		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
329	NCA		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
339	HCC		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
340	VTY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
341	EEN		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
342	RSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
343	YMD		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
344	KWN		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
345	GXW		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
346	NPA		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
347	FAO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
348	OMY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
349	KSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
331	BLU		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	3	3	3	3	3	0
379	KKR		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3315	SEVENOAKS	WEALD ROAD	Double yellow lines	0	0	0	3	0	0
333	GCO		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3320	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
361	LBI		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3320	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
371	XLE		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3320	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
332	KCS		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
350	LVD		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
351	NNH		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
380	TXN		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	0	0	3	0	0
352	TXN		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	3	0	0	0	0
353	SRU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
354	FEM		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
355	BCU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
356	HNY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
357	LMU		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
358	JSZ		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3330	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
359	RLX		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3332	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
360	UOK		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3332	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
362	GVD		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3335	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
372	RNE		Taxi	Parked	13:00 - 16:00	16:00 - 19:00	3	3335	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
368	KOW		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3346	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
374	XEF		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3346	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
366	DAY		Car	Parked	10:00 - 13:00	22:00 - 23:00	12	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	3	3	0
375	XNW		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0
381	WPN		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	3	3	0
334	AKN		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	0	0	0	0
367	BUA		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
369	DOF		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
376	GCE		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0
382	DOF		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	3	0	0
383	AKN		Car	Parked	16:00 - 19:00	22:00 - 23:00	6	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	3	3	0
365	XCE		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
373	FLE		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0

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Length of Classified Restriction by street (Metres)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0.00	25.35	676.78	702.13
THE RISE	38.46	49.85	279.20	367.51
WEALD ROAD	6.51	4.78	597.11	608.40
Grand Total	44.97	79.98	1553.09	1678.04

Calculated Capacity by street (Official - No. of Spaces)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0	0	135	135
THE RISE	0	0	56	56
WEALD ROAD	0	0	121	121
Grand Total	0	0	312	312



OBJECTID	TOWN	STREET	LINK	CAPACITY (Spaces)	NOTES	LENGTH (M)
3312	SEVENOAKS	WEALD ROAD	Unclassified	35		172.98
3313	SEVENOAKS	WEALD ROAD	Unclassified	27		133.25
3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	0		4.78
3315	SEVENOAKS	WEALD ROAD	Double yellow lines	0		6.51
3316	SEVENOAKS	WEALD ROAD	Unclassified	9		42.89
3317	SEVENOAKS	WEALD ROAD	Unclassified	21		105.39
3318	SEVENOAKS	WEALD ROAD	Unclassified	7		33.22
3319	SEVENOAKS	WEALD ROAD	Unclassified	22		109.39
3320	SEVENOAKS	THE RISE	Unclassified	4		18.95
3321	SEVENOAKS	THE RISE	Double yellow lines	0		15.57
3322	SEVENOAKS	THE RISE	Unclassified	7		34.09
3323	SEVENOAKS	THE RISE	Dropped Kerb	0		4.31
3324	SEVENOAKS	THE RISE	Unclassified	5		24.15
3325	SEVENOAKS	THE RISE	Dropped Kerb	0		5.05
3326	SEVENOAKS	THE RISE	Unclassified	3		14.81
3327	SEVENOAKS	THE RISE	Dropped Kerb	0		5.21
3328	SEVENOAKS	THE RISE	Unclassified	0		2.08
3329	SEVENOAKS	THE RISE	Dropped Kerb	0		4.80
3330	SEVENOAKS	THE RISE	Unclassified	4		22.25
3331	SEVENOAKS	THE RISE	Dropped Kerb	0		3.93
3332	SEVENOAKS	THE RISE	Unclassified	2		11.51
3333	SEVENOAKS	THE RISE	Dropped Kerb	0		4.22
3334	SEVENOAKS	THE RISE	Dropped Kerb	0		3.91
3335	SEVENOAKS	THE RISE	Unclassified	1		2.69
3336	SEVENOAKS	THE RISE	Unclassified	24		118.81
3337	SEVENOAKS	THE RISE	Unclassified	2		10.55
3338	SEVENOAKS	THE RISE	Dropped Kerb	0		5.37
3339	SEVENOAKS	THE RISE	Unclassified	1		4.59
3340	SEVENOAKS	THE RISE	Dropped Kerb	0		4.72
3341	SEVENOAKS	THE RISE	Unclassified	2		11.09
3342	SEVENOAKS	THE RISE	Dropped Kerb	0		3.81
3343	SEVENOAKS	THE RISE	Unclassified	1		3.64
3344	SEVENOAKS	THE RISE	Dropped Kerb	0		4.52
3345	SEVENOAKS	THE RISE	Double yellow lines	0		22.89
3346	SEVENOAKS	SHENDEN WAY	Unclassified	68		337.56
3347	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		3.10
3348	SEVENOAKS	SHENDEN WAY	Unclassified	28		141.47
3349	SEVENOAKS	SHENDEN WAY	Unclassified	0		2.48
3350	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.64
3351	SEVENOAKS	SHENDEN WAY	Unclassified	1		4.43
3352	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		6.48
3353	SEVENOAKS	SHENDEN WAY	Unclassified	20		101.83
3354	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.04
3355	SEVENOAKS	SHENDEN WAY	Unclassified	18		89.02
3356	SEVENOAKS	SHENDEN WAY	Dropped Kerb	0		5.10

Count of Vehicles/Link	Turnover WDAY
15	0.43
12	0.44
1	0.00
1	0.00
0	0.00
0	0.00
0	0.00
0	0.00
3	0.75
0	0.00
4	0.57
1	0.00
2	0.40
0	0.00
2	0.67
0	0.00
0	0.00
0	0.00
2	0.50
0	0.00
2	1.00
0	0.00
0	0.00
2	2.00
0	0.00
0	0.00
0	0.00
0	0.00
0	0.00
2	0.03
0	0.00
3	0.11
0	0.00
0	0.00
0	0.00
0	0.00
6	0.30
0	0.00
2	0.11
0	0.00

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STREET NAME	NUMBER OF VEHICLES PARKED (AT)														
	07:00 - 10:00			10:00 - 13:00			13:00 - 16:00			16:00 - 19:00			19:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
SHENDEN WAY	135	3	2.2%	135	18	13.3%	135	24	17.8%	135	12	8.9%	135	9	6.7%
THE RISE	56	6	10.7%	56	45	80.4%	56	42	75.0%	56	39	69.6%	56	6	10.7%
WEALD ROAD	121	21	17.4%	121	51	42.1%	121	51	42.1%	121	54	44.6%	121	21	17.4%
TOTALS	312	30	9.6%	312	114	36.5%	312	117	37.5%	312	105	33.7%	312	36	11.5%

SUMMARY NOTES :	
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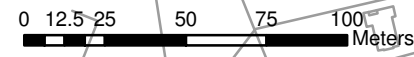
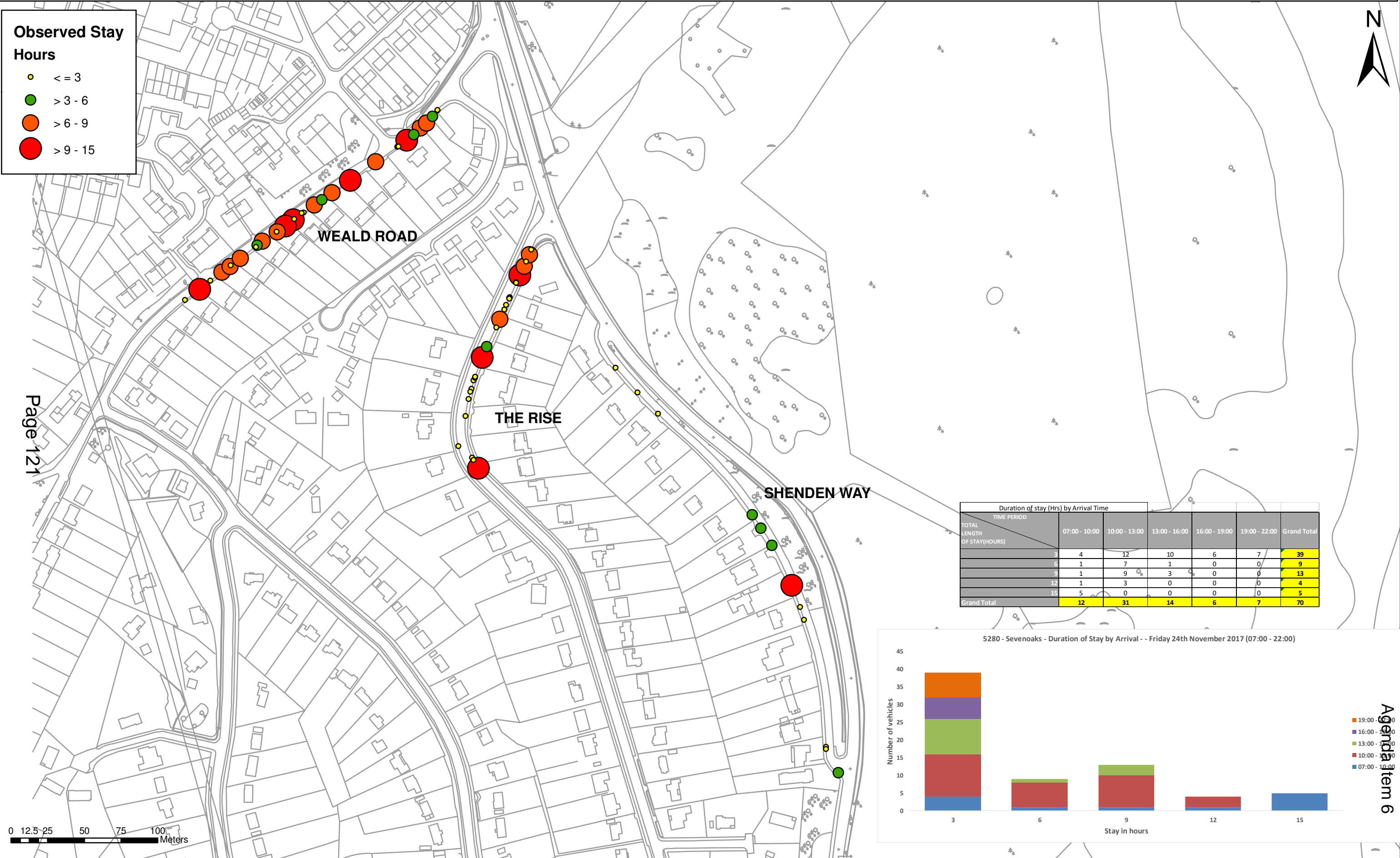
Duration of Stay

Observed Stay Hours

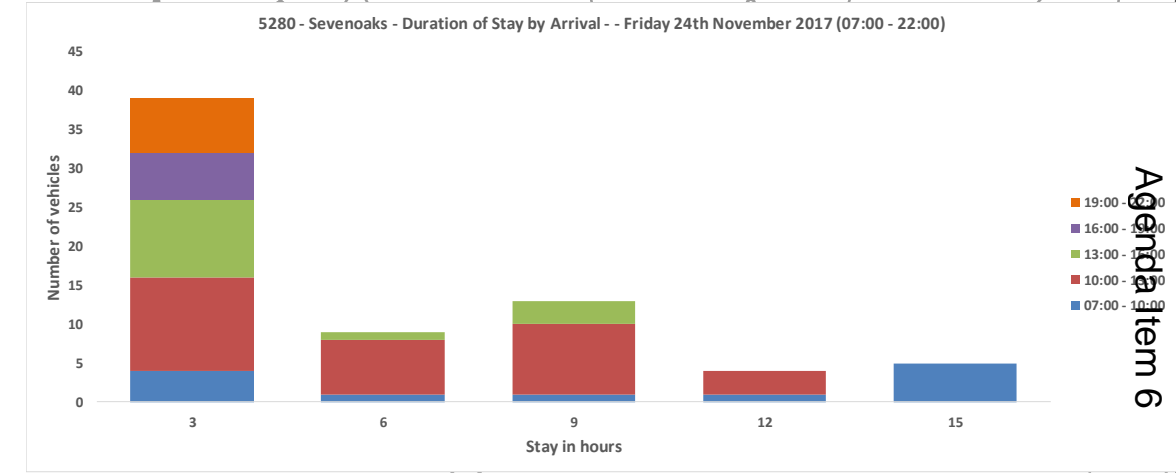
- ≤ 3
- > 3 - 6
- > 6 - 9
- > 9 - 15



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Duration of stay (Hrs) by Arrival Time							
TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	Grand Total	
TOTAL LENGTH OF STAY(HOURS)	3	4	12	10	6	7	39
	6	1	7	1	0	0	9
	9	1	9	3	0	0	13
	12	1	3	0	0	0	4
	15	5	0	0	0	0	5
Grand Total	12	31	14	6	7	70	



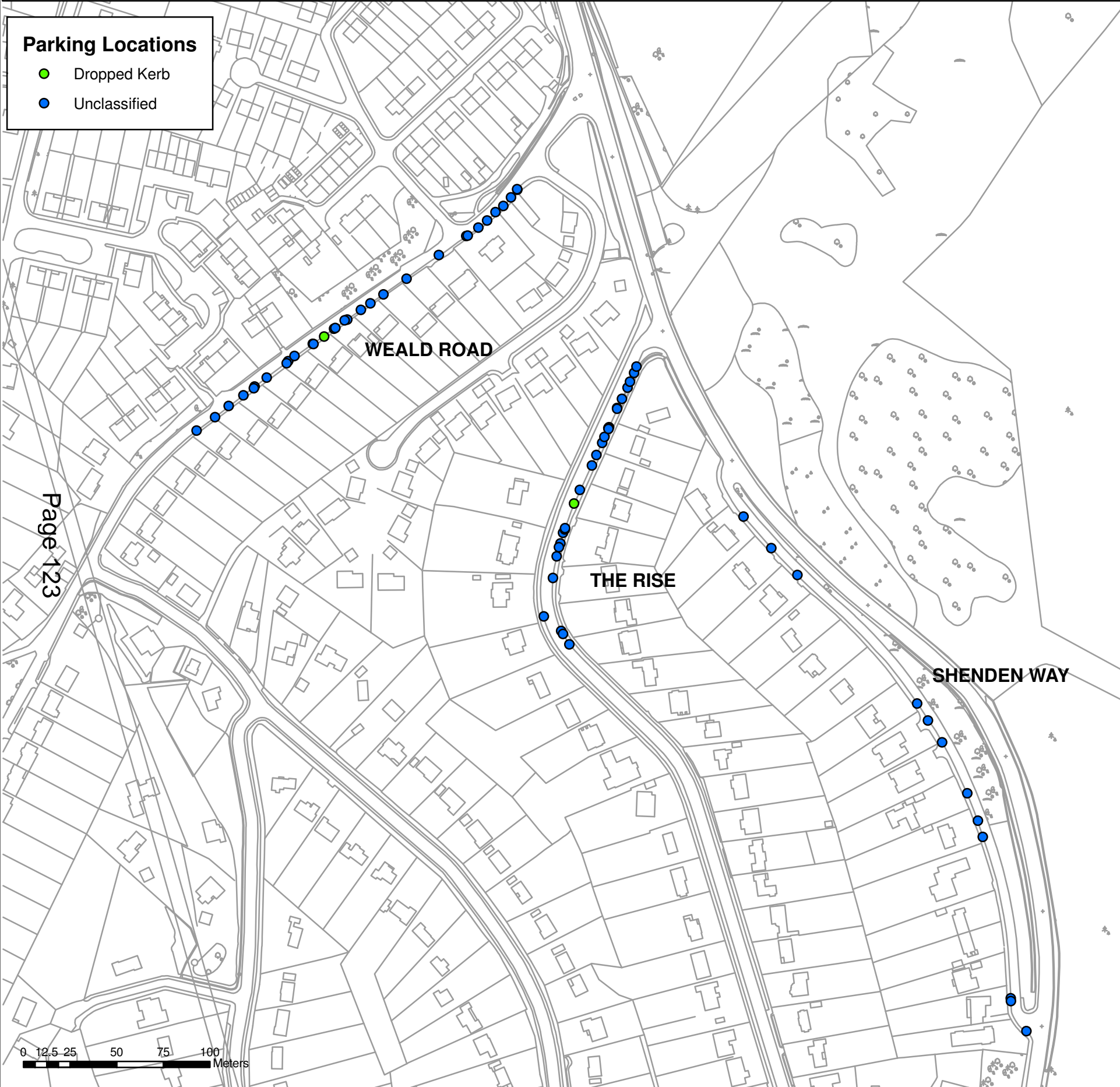
Agenda Item 6

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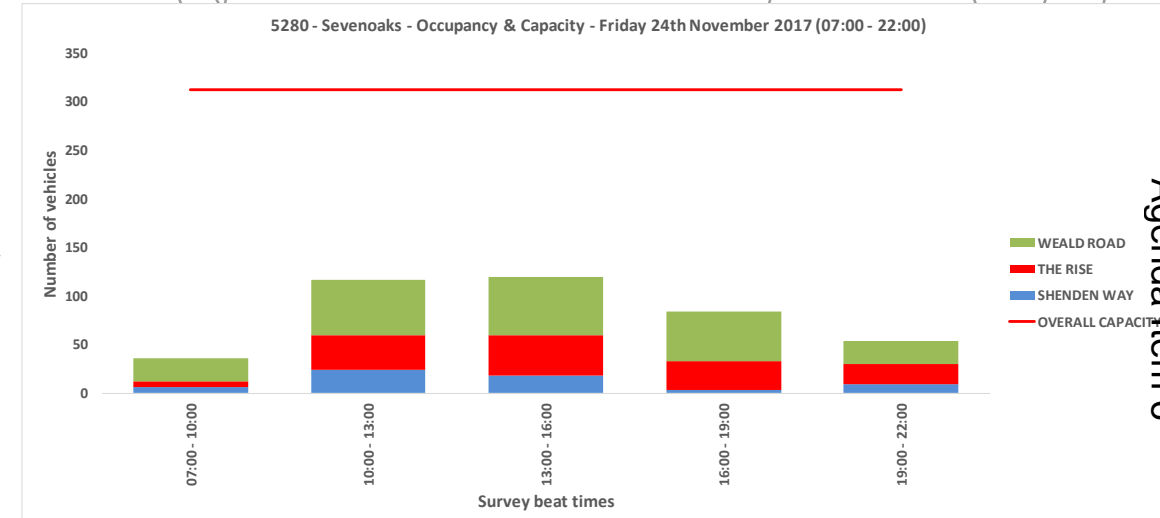
Occupancy

Parking Locations

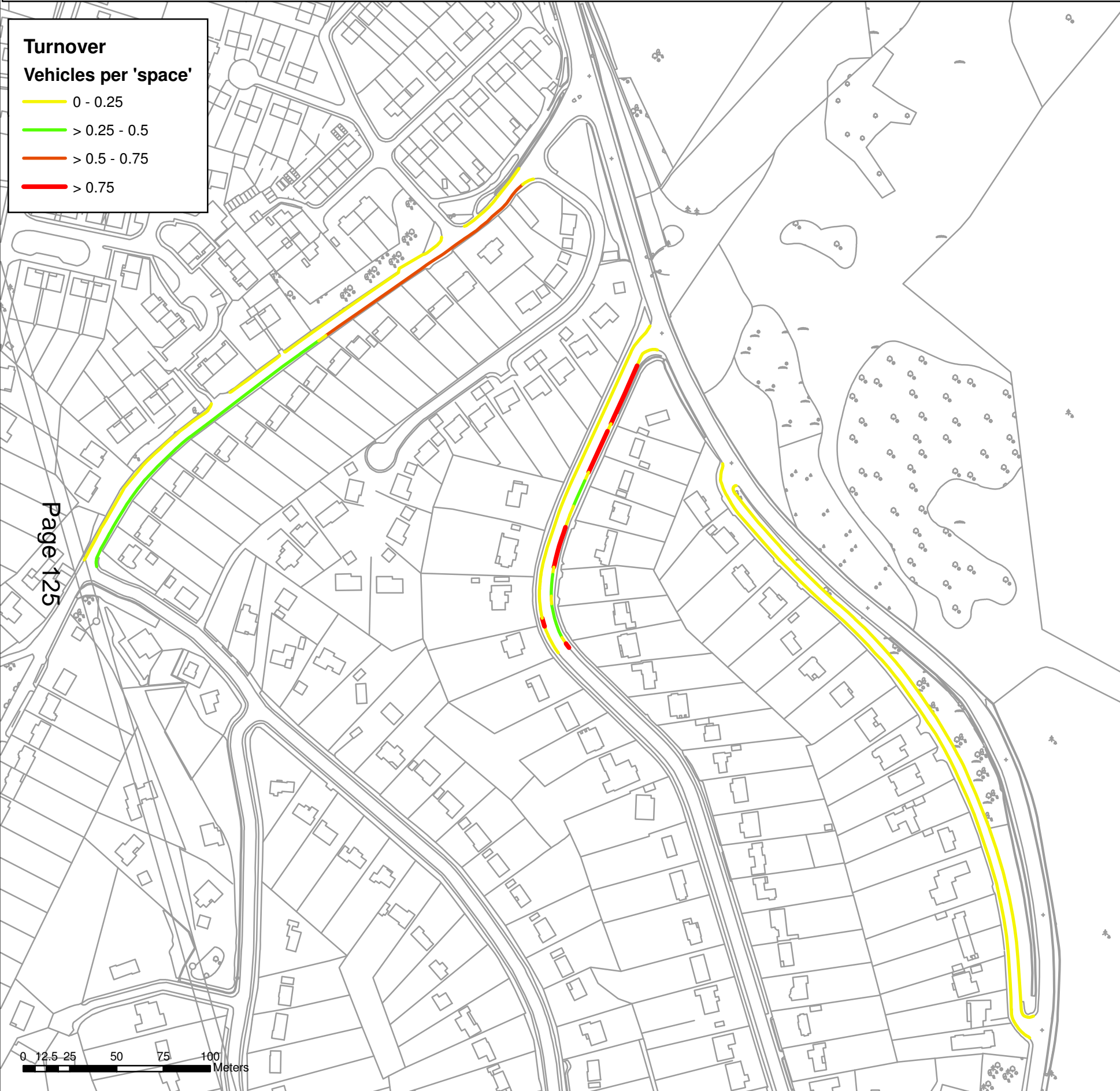
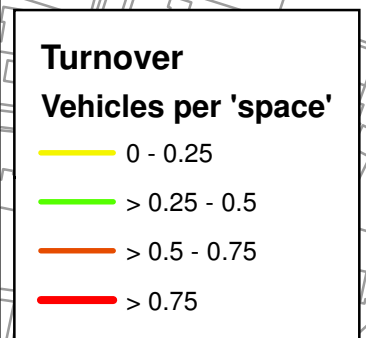
- Dropped Kerb
- Unclassified



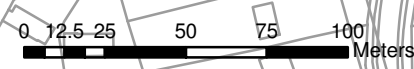
Overall Vehicle Occupancy by Street					
STREET \ TIME PERIOD	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00
SHENDEN WAY	6	24	18	3	9
THE RISE	6	36	42	30	21
WEALD ROAD	24	57	60	51	24
OCCUPANCY	36	117	120	84	54
OVERALL CAPACITY	312	312	312	312	312



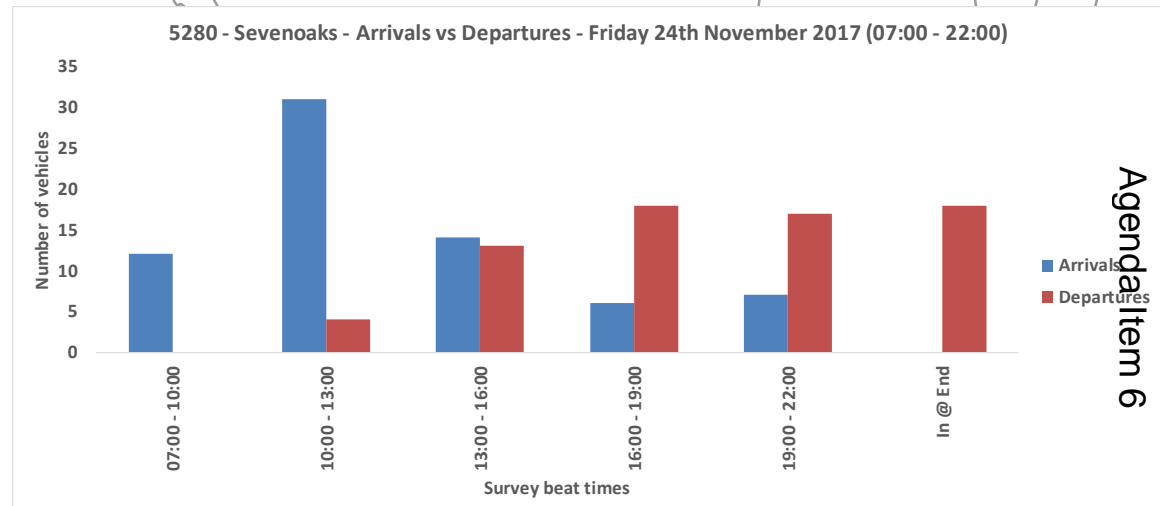
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Time Period	Arrivals	Departures
07:00 - 10:00	12	N/A
10:00 - 13:00	31	4
13:00 - 16:00	14	13
16:00 - 19:00	6	18
19:00 - 22:00	7	17
In @ End	N/A	18
Total	70	



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OBJECTID	REG	COMMENTS	TYPE	ACTIVITY	ARR_BIN	DEP_BIN	STAY_HRS	LINK ID	TOWN	STREET	LINK	07:00 - 10:00	10:00 - 13:00	13:00 - 16:00	16:00 - 19:00	19:00 - 22:00	CHECK
391	SKA		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
392	HWX		Car	Parked	07:00 - 10:00	16:00 - 19:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	0	0	0
393	FJF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	0	0
394	YNB		Car	Parked	07:00 - 10:00	19:00 - 22:00	12	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	0	0
395	FBF		Car	Parked	07:00 - 10:00	13:00 - 16:00	6	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	3	0	0	0	0
397	UPF		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	3	0	0	0	0	0
404	KSO		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
436	FSC		Car	Parked	13:00 - 16:00	22:00 - 23:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	3	3	0
437	SKA		Car	Parked	13:00 - 16:00	22:00 - 23:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	3	3	0
438	JFF		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	0	0	0
439	UPF		Car	Parked	13:00 - 16:00	22:00 - 23:00	9	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	3	3	0
451	SKZ		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3312	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	0	0	0
396	NCE		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3313	SEVENOAKS	WEALD ROAD	Unclassified	3	3	3	3	3	0
405	LWG		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
406	OPF		Car	Loading	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
407	RSV		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
408	EEN		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
409	RSO		Car	Parked	10:00 - 13:00	22:00 - 23:00	12	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	3	0
410	CGU		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
411	KWN		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
412	GXW		Car	Parked	10:00 - 13:00	22:00 - 23:00	12	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	3	0
413	ZHT		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	0	0	0
414	LXM		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
415	NPA		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	3	0	0
416	FAO		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	3	0	0	0
417	GDY		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	3	0	0	0	0
440	LVE		Car	Parked	13:00 - 16:00	19:00 - 22:00	6	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	3	3	0	0
452	LWG		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
453	OMY		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	3	0	0
458	WIX		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3313	SEVENOAKS	WEALD ROAD	Unclassified	0	0	0	0	3	0
398	BLU		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3314	SEVENOAKS	WEALD ROAD	Dropped Kerb	3	3	3	3	3	0
427	GMS		LGV	Parked	10:00 - 13:00	13:00 - 16:00	3	3320	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
447	YBO		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3320	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
399	XCS		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3322	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
418	NNH		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
419	FMX		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3322	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
441	YBX		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
459	OYT		Motorcycle	Parked	19:00 - 22:00	22:00 - 23:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
460	JNK		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
461	BRF		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3322	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
420	OFE		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	3	0	0	0	0
454	OFE		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3323	SEVENOAKS	THE RISE	Dropped Kerb	0	0	0	3	0	0
421	KNL		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
422	HNY		Car	Parked	10:00 - 13:00	19:00 - 22:00	9	3324	SEVENOAKS	THE RISE	Unclassified	0	3	3	3	0	0
442	LKM		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
455	KNL		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	0	0	3	0	0
462	ZZY		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3324	SEVENOAKS	THE RISE	Unclassified	0	0	0	0	3	0
423	UOK		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3326	SEVENOAKS	THE RISE	Unclassified	0	3	3	0	0	0
424	NVJ		Car	Parked	10:00 - 13:00	22:00 - 23:00	12	3327	SEVENOAKS	THE RISE	Dropped Kerb	0	3	3	3	3	0
425	PKZ		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
443	FRN		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
444	VJC		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
445	YHG		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
456	JSZ		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	0	0	3	0	0
457	FLG		Car	Parked	16:00 - 19:00	19:00 - 22:00	3	3330	SEVENOAKS	THE RISE	Unclassified	0	0	0	3	0	0
446	JXR		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3332	SEVENOAKS	THE RISE	Unclassified	0	0	3	0	0	0
400	GCO		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3335	SEVENOAKS	THE RISE	Unclassified	3	3	3	3	3	0
426	KVB		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3339	SEVENOAKS	THE RISE	Unclassified	0	3	0	0	0	0
402	OAY		Car	Parked	07:00 - 10:00	22:00 - 23:00	15	3348	SEVENOAKS	SHENDEN WAY	Unclassified	3	3	3	3	3	0
430	FVD		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
431	EWN		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
432	LYA		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3348	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
435	KOW		Car	Parked	10:00 - 13:00	16:00 - 19:00	6	3349	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	3	0	0	0
403	AKN		Car	Parked	07:00 - 10:00	10:00 - 13:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	3	0	0	0	0	0
433	BUA		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
434	SDU		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
464	AKN		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3353	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	0	3	0
429	TCJ		Car	Parked	10:00 - 13:00	13:00 - 16:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	3	0	0	0	0
450	ZST		Car	Parked	13:00 - 16:00	16:00 - 19:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	3	0	0	0
463	BUA		Car	Parked	19:00 - 22:00	22:00 - 23:00	3	3355	SEVENOAKS	SHENDEN WAY	Unclassified	0	0	0	0	3	0

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Length of Classified Restriction by street (Metres)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0.00	25.35	676.78	702.13
THE RISE	38.46	49.85	279.20	367.51
WEALD ROAD	6.51	4.78	597.11	608.40
Grand Total	44.97	79.98	1553.09	1678.04

Calculated Capacity by street (Official - No. of Spaces)				
STREET	Double yellow lines	Dropped Kerb	Unclassified	Grand Total
SHENDEN WAY	0	0	135	135
THE RISE	0	0	56	56
WEALD ROAD	0	0	121	121
Grand Total	0	0	312	312

NUMBER OF VEHICLES PARKED (AT)															
STREET NAME	07:00 - 10:00			10:00 - 13:00			13:00 - 16:00			16:00 - 19:00			19:00 - 22:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
SHENDEN WAY	135	6	4.4%	135	24	17.8%	135	18	13.3%	135	3	2.2%	135	9	6.7%
THE RISE	56	6	10.7%	56	36	64.3%	56	42	75.0%	56	30	53.6%	56	21	37.5%
WEALD ROAD	121	24	19.8%	121	57	47.1%	121	60	49.6%	121	51	42.1%	121	24	19.8%
TOTALS	312	36	11.5%	312	117	37.5%	312	120	38.5%	312	84	26.9%	312	54	17.3%

SUMMARY NOTES :

High Street, Sevenoaks layby outside The Chequers PH – Market trader parking

To: **Sevenoaks Joint Transportation Board - 7 March 2018**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **For Information**

Ward: **Sevenoaks Town and St John’s Division: Sevenoaks Town**

Summary: **The report summarises the outcome of an investigation by Officers into the feasibility of removing/suspending the double yellow lines in the layby outside the Chequers PH in High Street in order to allow additional parking for market stall holders.**

1.0 Introduction

At its meeting on 5 December 2017, the Sevenoaks Joint Transportation Board discussed concerns raised about the use of the layby outside the Chequers public house in High Street, Sevenoaks by market stall holders at the Saturday market.

The Board resolved that Officers be asked to investigate the feasibility of removing or amending the yellow line waiting restrictions controlling the entry and exit tapers to parking bays in the layby, allowing the market stall holders to park in the tapers, and that an intermediate solution to the parking requirements of market stall holders be found in the meantime.

The purpose of this report is to update the Board on Officer findings.

2.0 Background

Double yellow line parking restrictions in the entry and exit tapers of the layby outside the Chequers public house have been in place for a number of years, to provide for the safe and efficient movement of traffic.

Without the restrictions, vehicles parking in the tapers would reduce the width of the main northbound carriageway of the High Street, causing danger and obstruction to both north and southbound traffic at this narrow stretch of busy road. The yellow lines at the southern taper of the layby keep the adjacent bus stop clear of parked vehicles, enabling buses to stop and pick up and drop off passengers, without having to stop on the zig-zag markings of the nearby pedestrian crossing.

3.0 Conclusion

Officers have considered the removal or reduction of these yellow lines, to allow market traders to park their vehicles in the tapers of the layby. However, it is the view of Officers that doing so would compromise KCC’s statutory duty as highway authority under the Road Traffic Act 1988 to reduce and prevent accidents as well as its Network Management Duty under the Traffic Management Act 2004.

As an intermediate arrangement, up to two vehicles belonging to market stall holders have been permitted to park in the pay-and-display parking bay opposite the Chequers

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public house for longer than the maximum stay on Saturdays. This arrangement will be kept under review while a longer-term solution is sought.

Future Meeting if applicable: N/A	Date: 02/02/2018
Contact Officers:	<ol style="list-style-type: none">1. <i>Geoffrey Bineham, KCC Schemes Project Manager 03000 418181</i>2. <i>Jeremy Clark, SDC Parking Engineer</i>
Reporting to:	<ol style="list-style-type: none">1. <i>Emma Green, KCC Schemes Programme Manager 03000 418181</i>2. <i>John Strachan, SDC Parking Services Manager</i>

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 7 March 2018
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

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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
B2173 Bartholomew Way	Swanley	Between Swanley Lane and London Road	Programmed 10 th March 2018
A25 Westerham Road	Chevening	Dryhill Lane to Homedean Road	Programmed 11 th April 2018
Combe Bank Drive	Sundridge	Junction with Ovenden Road	Completed
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

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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
Vine Court Road	Sevenoaks	Replacement of 1 column	Complete
Badgers Mount Roundabout	Shoreham	Replacement of 1 column	Planned Feb/March 2018
Claremont Road	Hextable	Replacement of 1 column	Planned Feb/March 2018

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Oakleigh Close	Swanley	Replacement of 1 column	Planned March 2018
Sea Hollow Road	Sevenoaks	Replacement of 1 column	Complete
Polhill	Halstead	Replacement of 1 column	Complete
Caxton Close	Hartley	Replacement of 4 columns	1 Complete, 3 x Feb/March 2018
Wellfield	Hartley	Replacement of 1 column	Planned Feb/March 2018
Conifer Way	Swanley	Replacement of 2 columns	Planned Feb/March 2018
Tonbridge Road	Sevenoaks	Replacement of 1 column	Complete
Cramptons	Sevenoaks	Replacement of 1 column	Complete
Bradbourne Vale Road	Sevenoaks	Replacement of 1 column	Complete
Bradbourne Park Road	Sevenoaks	Replacement of 2 columns	Planned Feb/March 2018
Bradbourne Road	Sevenoaks	Replacement of 1 column	Planned Feb/March 2018
Porchester Close	Hartley	Replacement of 1 column	Planned Feb/March 2018
Alder Way	Swanley	Replacement of 1 column	Planned Feb/March 2018
Crownfields	Sevenoaks	Replacement of 1 column	Planned Feb/March 2018
Pinks Hill	Swanley	Replacement of 1 column	Planned Feb/March 2018
Selah Drive	Swanley	Replacement of 3 columns	Planned Feb/March 2018
Northview	Swanley	Replacement of 2 columns	Planned Feb/March

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			2018
Orpington Bypass	Shoreham	Replacement of 1 column	Planned Feb/March 2018
Bond Close	Knockholt	Replacement of 4 columns	Planned March 2018
Azelea Drive	Swanley	Replacement of 1 column	Planned Feb/March 2018
Laburnum Avenue	Swanley	Replacement of 2 columns	Planned Feb/March 2018
London Road	Dunton Green	Replacement of 2 columns	Planned Feb/March 2018
London Road	Halstead	Replacement of 1 column	Planned March 2018
London Road	Farningham/West Kingsdown	Replacement of 2 columns	Planned March 2018
Culcroft	Hartley	Replacement of 1 column	Planned Feb/March 2018
Pitfield	Hartley	Replacement of 1 column	Planned Feb/March 2018
Russett Way	Swanley	Replacement of 3 columns	Planned March 2018
Elm Drive	Swanley	Replacement of 1 column	Planned March 2018
Wickenden Road	Sevenoaks	Replacement of 2 columns	Planned March 2018

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Appendix D – Transportation and Safety Schemes

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	The detailed design is partially complete. The current status of this scheme is on-hold due to insufficient funding to complete the design. The scheme will be assessed for further funding in 2018/19
A20 junction with Button Street, Farningham	Farningham	Development of potential Crash Remedial Scheme. 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. The scheme will be undertaken using an experimental TRO.	Geoffrey Bineham	Due to technical issues with the barrier installed, this scheme has been withdrawn and the road reverted back to the original layout.

INTEGRATED TRANSPORT SCHEMES – all other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
White Oak Estate, Swanley	Swanley	Kent 20mph Public Health Scheme. 20mph speed limit on residential roads to the north of London Road to encourage walking and cycling.	Annette Fletcher	Scheme has been completed

White Oak Estate, Swanley	Swanley	Provision of DDA dropped kerbs throughout the estate to rectify discontinuation of vulnerable user routes	Geoffrey Bineham	Scheme has been completed – Remedial work required.
Location	Parish/Ward	Description of Works	Lead officer	Current Status
Watercroft Road, Halstead	Halstead	Pedestrian safety scheme - Installation of new pedestrian warning signs	Geoffrey Bineham	Scheme has been completed
High Street, Westerham	Westerham	Installation of new bend warning sign	Geoffrey Bineham	Scheme has been completed
Solefields Road, Sevenoaks	Sevenoaks	Installation of dropped kerbs and tactile paving to assist pedestrians crossing. This is a route to a local school and has an active school crossing patrol.	Geoffrey Bineham	Scheme has been completed
B2176 Rogues Hill, Penshurst	Penshurst	Priority sign improvements on bridge over River Medway	Alexander Barton	Scheme has been completed
B2188 Spring Hill, Penshurst	Penshurst	Priority sign improvements on bridge over River Medway	Alexander Barton	Scheme has been completed

Appendix D3 – Local Growth Fund

Location	Parish/Ward	Description of Works	Lead officer	Current Status
A224 Polhill (Morrants Court roundabout)	Chevening and Dunton Green	Roundabout enhancements including, resurfacing, introducing an overrun area to improve deflection and upgrade of all signs and road markings.	Geoffrey Bineham	Scheme has been handed over to contractors for delivery.

Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works) - <i>Contact Officer Ashley Ralph</i>				
File Ref.	Road Name	Parish	Description of Works	Current Status

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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 2016 with a contractor on behalf of the Housing Association to identify remedial works required. Have not heard back from Housing Association
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. Waiting for Developer to provide as built information prior to adoption
SE 003029	Old Ambulance Station, Moor Road	Sevenoaks	New Bellmouth and associated footway works	First Certificate issued. Works currently serving maintenance period. Remedial 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.

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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	First Certificate issued. Works currently serving maintenance period.
SE 003048	Grange Close	Edenbridge	New Vehicle Crossovers and associated footway works	First Certificate issued. Works currently serving maintenance period.
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 and there is no agreement in place. Works believed to be 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	Remedial works required but Gen2 unwilling to carry out works required. Matter has been elevated to Tim Read (Head of Transportation) to resolve with counterpart in Gen2
SE003051	Old Fox's Garage Site A224 Orpington By-pass and Old London Road, Badgers Mount	Badgers Mount	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.	Technical Assessment and Approval not yet issued. Works will start following technical approval.

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			Improvements to PROW funded by S.106 agreement.	
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	First Certificate issued. Works currently serving maintenance period.
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	Technical Approval granted. Agreement not yet signed.
SE 003056	Grassy Lane	Sevenoaks	New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points	Agreement signed. Works have started
SE003057	New Crematoruim London Road, Halstead	Halstead	Right turn lane and entrance into new Crematorium including central islands	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003058	Station Road B2026 / Four Elms Road and minor improvements in St John's Way, Edenbridge	Edenbridge	New right turn lane and pedestrian islands on existing and	Technical Assessment and Approval not yet issued. Works will

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			new zebra. Includes associated road markings, anti-skid surfacing and road widening and speed cushions in St John's Way	start following technical approval in 2018.
SE 003060	98-116 London Road, Sevenoaks	Sevenoaks	New bell mouth access and minor footway alterations	Technical Assessment and Approval not yet issued. Works will start following technical approval.
SE003061	132 London Road, Westerham	Westerham	Extension of current turning head located at Oak Road and London Road. Install dropped kerb and associated accommodation works including gully and connection where necessary	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003063	Old Peugeot Garage Site, Otford Road A225	Otford	New Aldi Store including entrance into car park, alterations to Otford Road including new right turn lane and central reservation and a new entrance to parking area adjacent to A225	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003064	Pembroke Road/High Street/Suffolk Way, Sevenoaks	Sevenoaks	Alterations to the signalled cross roads at junction of High Street/Pembroke Road/Suffolk Way including minor modifications to the road layout and entrance to car park	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
TO 003075	Powder Mills Lane and Leigh Road	Leigh	Redevelopment of old Pharmaceutical Works - minor modification to	Works have been completed and are currently serving a year's maintenance period. The works

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			existing carriageway and footway including new bus stop facility in Powder Mills Lane.	will be adopted in early part of 2018
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Developer Funded Works (Section 106 Works) - Contact Officer Geoffrey Bineham				
Location	Parish/Ward	Description of Works	Lead officer	Current Status
High Street, Edenbridge	Edenbridge	20mph speed limit in the High Street and way finder signs	Geoffrey Bineham	KCC are currently undertaking outline design

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.	
		Provisional Construction Phase Autumn 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 31st January 2018.

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 by contacting their Community Liaison Officer.

Roger Gough – Darent Valley

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

Nick Chard – Sevenoaks East

Scheme	Status
Various roads in Riverhead - Parking proposals	SDC undertaking TRO consultation
Madan Road, Westerham - Parking proposals	SDC undertaking TRO consultation

Peter Lake – Sevenoaks South

Scheme	Status
Installation of pedestrian warning signs in Sevenoaks Weald	Works ordered.
High Street, Leigh - Parking proposals	SDC undertaking TRO consultation

Margaret Crabtree – Sevenoaks Central

Scheme	Status
Parking survey – Weald Road, The Rise and Shenden Way, Sevenoaks	Survey complete – Report prepared for JTB
Salt bin – Argyle Road - Sevenoaks	Works completed

Michael Horwood - Swanley

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

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 nr junction with Hever Road	Works completed.

