

ON-STREET PARKING RESTRICTION CHANGES – TRO 2013 AMENDMENT 12 (DUNTON GREEN AND WESTERHAM)

Sevenoaks Joint Transportation Board – 10 March 2015

Report of Chief Officer, Environmental & Operational Services

Status: For Decision

Key Decision: No

Executive Summary: To consider objections to changes to parking restrictions for minor alterations to parking restrictions in Station Road and Kingswood Avenue, Dunton Green and The Green, Westerham

This report supports the Key Aims of the Community Plan;

- Safer Communities (by improving road safety issues)
- Caring Communities (by providing or adjusting disabled parking facilities)
- Dynamic Economy (by providing more appropriate restrictions near local retail establishments)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Hogarth

Contact Officer(s) Andy Bracey x7323

Recommendation to Sevenoaks Joint Transportation Board:

- (a) The objections to the proposed extension to parking restrictions in Station Road, Dunton Green are set aside and the changes are implemented.
 - (b) The objections to the proposed double yellow lines in Kingswood Road, Dunton Green are noted, the proposed restrictions are reduced, and that the existing double yellow lines are reduced.
 - (c) Either;
 - i. The objections to the proposals to change the single yellow line to double yellow line in the corner of The Green, Westerham are set aside and the proposals implemented; or
 - ii. The objections are upheld, and in line with Cllr Maskell's comments the issue of changing the traffic arrangements around The Green are referred
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to Kent County Council as the Highway Authority.

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

Introduction and Background

- 1 The District Council recently introduced new parking restrictions in Dunton Green to help prevent obstruction and manage commuter parking.
- 2 Following the introduction of those restrictions, we had requests from residents for minor alterations to the parking restrictions in Kingswood Road, to facilitate better access to garages and in Station Road, close to the traffic calming to prevent obstruction.
- 3 The District Council has also carried out consultations on new parking restrictions in Westerham (which are covered within another report to this Board). As part of that consultation, a resident of The Green in Westerham requested a change to the parking restrictions in the corner of The Green to prevent parking obstruction, which had not been part of the original proposal for that area.
- 4 Due to the minor nature of the changes, which resulted from the previous parking consultations that were carried out, it was decided to take the proposals for these minor amendments directly to the formal consultation stage.

The proposed changes

- 5 Details of the proposals are shown in Appendix A.

Formal consultation and responses

- 6 We carried out formal consultation on the proposed changes, from the 15th January to 8th February 2015. This consisted of letters to the immediate frontagers of the area, notices on-street and advertisements in the local press, in accordance with the statutory requirements.
- 7 The full details of the responses are shown in Appendices B, C & D.
- 8 **Station Road, Dunton Green**
We consulted directly with 8 properties close to the proposals for Station Road, Dunton Green. We received 6 responses, 2 in favour, 3 against and one that was in favour, but wanted the restrictions extended further.
- 9 The comments against the proposals were more relevant to the location of the existing traffic calming, and the queuing traffic associated with that, rather than the proposed extension to the parking restrictions.
- 10 The location and purpose of the traffic calming is outside of the remit of the District Council, and would be an issue for the Highway Authority, but I understand that the traffic calming was introduced by the Highway Authority and the developers of the former West Kent Cold Store site as part of the Highway requirements of the planning conditions.

- 11 The Parish Council responded with no comments or observations.
- 12 Bearing in mind that the proposal is to improve traffic movements through the traffic calming, it is recommended that the objections to the proposals for Station Road be set aside and the proposals be introduced.
- 13 **Kingswood Avenue, Dunton Green**
We consulted directly with 8 properties close to the proposals for Kingswood Road, and received 5 responses, 2 in favour of the proposals and 3 against the proposals.
- 14 The full details of the responses are shown in Appendix C (available in unredacted form in the Members Room, and in a redacted electronic form online after the meeting with the minutes)
- 15 The comments in favour of the proposals echo the request for restrictions, that parking opposite the garages could cause problems for drivers manoeuvring in and out of garages.
- 16 The comments against the proposals were mainly concerned with the loss of on-street parking in an area where parking was already difficult. One resident comments indicated that they thought that there should be sufficient room for the users of the garages to gain access, if they were more competent in manoeuvring their vehicles, and that the parking on the opposite side of the road was not necessarily a problem, and looking at the size and location of the garages, this may well be a relevant point.
- 17 However, we have to consider the rights of access that residents currently enjoy, and if drivers have problems gaining access this needs to be considered, regardless of the level of vehicle control skill of the drivers.
- 18 It is suggested that a driver that is taking the appropriate care and with “normal” vehicle turning dynamics should be able to gain access to or from the garages, whether travelling forwards or reversing.
- 19 Accordingly it is recommended that though we have received a request for a change to the restrictions to facilitate access, access is already possible, and the objections should be upheld.
- 20 To assist access to the southern-most garage it is recommended that the proposed yellow lines be shortened to a 2m extension of the existing yellow lines opposite the southern-most garage as this would retain parking opposite, and ease turning in and out of the end garage.
- 21 Another objector asked that the existing restrictions on the east side of Kingswood Road (alongside No.32) be reduced slightly, as this would facilitate the parking of an additional vehicle.
- 22 This could be accommodated by reducing the yellow lines from the junction by 1m, and reducing the northern end of the yellow lines in front of the garages by 0.5m.

- 23 This minor change may increase on-street parking capacity, and as a relaxation in the existing restriction, could be accommodated at this stage.
- 24 The Parish Council responded with no comments or observations.
- 25 It is recommended that the Board agree the reduction of the proposed double yellow lines on the west side of the road, and also agree the reduction of the existing double yellow lines on the eastern side of the road.
- 26 **The Green, Westerham**
We consulted directly with 10 properties close to the proposals for The Green. We received 13 responses, of which 9 were from members of the public that were not directly consulted, 3 in favour of the proposals, and 9 against the proposals and 1 that proposed an alternative scheme to radically alter the traffic arrangements around The Green by the introduction of a one-way system.
- 27 The proposal for an alternative traffic arrangement was supported by a petition of the local businesses. However, changes to the traffic flow and the other suggestions are outside the remit of the District Council and would be for the Highway Authority to consider.
- 28 The full details of the responses (including the petition) are shown in Appendix D (available in unredacted form in the Members Room, and in a redacted electronic form online after the meeting with the minutes)
- 29 The 3 comments in favour of the proposals were from immediate residents of the area.
- 30 Of the 9 comments against the proposals, 8 were from representatives of the local church, and it is noted that a number of the responses share exactly the same points.
- 31 The objections were on the grounds that;
- a high proportion of the congregation are disabled and double yellow lines would prevent them from being dropped-off;
 - that the double yellow lines would prevent hearses and cars for weddings from using the area;
 - and that the current restrictions do not apply on Sundays, and the proposals would reduce parking on their busiest day.
- 32 However, these assumptions on the restrictions are incorrect. There is no difference between the current single yellow lines and the proposed double yellow lines, other than the time period that they operate for.
- 33 It is perfectly allowable for passengers to board or alight a vehicle on double yellow lines, and disabled drivers or passengers who have a blue badge would still be able to park (provided they do not cause an obstruction) for up to 3 hours in accordance with the blue badge scheme.

- 34 The District's traffic regulation orders already include an exemption for wedding cars and hearses that are being used "officially", and the change from single yellow lines to double yellow lines would make no difference.
- 35 The change from single yellow line (No waiting, Monday-Saturday, 8.30am-6.30pm) to double yellow line (No waiting at any time) would reduce parking immediately outside the church on Sundays and overnight, however these are the times when the parking bay restrictions in the area are lifted, so there should be available parking in the area nearby.
- 36 As the proposals are minor – they only change a short stretch of single yellow line to double yellow line, and this is to prevent obstruction, it is recommended that the objections be set aside, and the proposals are introduced.
- 37 However, one of the local District Councillors for the area, Cllr Maskell has asked that in light of the responses from residents that the proposals for The Green are withdrawn, particularly in light of the request from residents for a change to the traffic flow arrangements around The Green for further investigation (though a change of this nature would be outside of the remit of the District Council). Cllr Maskell's comments are in Appendix E.
- 38 In view of this, Member's views are sought on how to proceed with the proposal for The Green, either in line with the recommendation or in line with Cllr Maskell's comments.

Key Implications

Financial

The costs of implementing the changes vary with the decision of the Board as to which proposals to implement, but if all proposals are taken forward to implementation, the expected implication is for;

- 1 day of road marking work, at £750 per day
- and approximately £200 in changes to on-street signs and posts (some of which would be the removal of redundant street furniture).

Legal Implications and 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.

Equality Assessment

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

Appendices

Appendix A – Plans of proposals

Appendix B – Station Road responses

Appendix C – Kingswood Road responses

Appendix D – The Green responses

Appendix E – Cllr Maskell's comments

Background Papers:

The Traffic Signs Regulations & General Directions 2002 (as amended)

<http://www.legislation.gov.uk/uksi/2002/3113>

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

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