

INFORMAL CONSULTATION RESULTS - PARKING PROPOSALS

Sevenoaks Joint Transportation Board - 8 March 2016

Report of: Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

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

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

Portfolio Holder Cllr. Dickins

Contact Officer Jeremy Clark Ext. 7323

Recommendation to Sevenoaks Joint Transportation Board: It be resolved that

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

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

Background

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

Introduction

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

Cedar Terrace Road, Sevenoaks

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

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

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

Hollybush Recreation Ground Car Parks and Hollybush Close, Sevenoaks

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

Chevening Road and Church Road, Sundridge

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

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

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

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

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

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

Options

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

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

Key Implications

Financial

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

Legal Implications and Risk Assessment Statement.

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (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 formal objections received during this statutory consultation would be reported to the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO as proposed, to vary it (by reduction) or to abandon it.

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

Equality Assessment

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

Appendices

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

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

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

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

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

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

Background Papers:

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

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

The Road Traffic Regulation Act 1984, as amended.

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

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

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

The Highway Code.

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

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