

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

Cedar Terrace Road Proposals

Proposal 1	A (resident) permit holders only parking area operating between 8:30am and 6:30pm every day	
Informal Consultation Summary		
For	Against	No Comment
15 (33%)	31 (67%)	1

Proposal 2	A two-space “dual use” parking bay for permit holders/2 hours limited wait (no return within 2 hour) between 8:30am and 6:30pm on the south side, near the junction with Cobden Road	
Informal Consultation Summary		
For	Against	No Comment
14 (35%)	26 (65%)	7

Proposal 3	New double yellow lines (no parking at any time) on both sides of Cedar Terrace Road, to protect the junction with Bethel Road	
Informal Consultation Summary		
For	Against	No Comment
15 (33%)	30 (67%)	2

Officer Comments:	<p>Around a third of the respondents who expressed a view were in favour of the proposals for Cedar Terrace Road, with two-thirds opposed.</p> <p>Specific concerns were raised about parking displacement and the resultant exacerbation of existing parking in the area, the detrimental effect on local businesses and their customers, and the cost of parking permits.</p> <p>It is clear from the responses to the informal consultation that the parking issues in Cedar Terrace Road cannot be considered in isolation, as many residents of neighbouring streets with no off-street parking and limited on-street parking capacity are reliant on the ability to park there.</p>
Officer Recommendation:	That the proposals for Cedar Terrace Road are not progressed to a formal (statutory) consultation.

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INDIVIDUAL COMMENTS RECEIVED VIA THE ONLINE SURVEY AND E MAIL

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

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

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

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

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

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

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

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

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

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

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