

STATUTORY CONSULTATION - ON-STREET PARKING PROPOSALS

HALSTEAD, HORTON KIRBY & SOUTH DARENTH, OTFORD AND SEVENOAKS

Sevenoaks Joint Transportation Board - 26 May 2016

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the results of the statutory consultation regarding on-street parking proposals for locations in Halstead, Horton Kirby & South Darenth, Otford and Sevenoaks, 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 17) Order 2016

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. Dickins

Contact Officer Jeremy Clark

Recommendation to Sevenoaks Joint Transportation Board:

- (a) the results of the statutory consultation in respect of the Halstead and Horton Kirby & South Darenth parking proposals and the Officer recommendations given in Appendices 1B and 2B be noted;
 - (b) the objections received to the Halstead and Horton Kirby & South Darenth parking proposals be set aside and the parking proposals shown on the drawings in Appendices 1A and 2A and described in paragraphs 12 and 17 of the report be implemented as drawn; and
 - (c) since no objections were received in respect of the Otford and Sevenoaks parking proposals shown on the drawings in Appendices 3A and 4A and described in paragraphs 21 and 26 of the report, it be noted that these will be implemented as drawn.
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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

- 1 Following requests for the provision of new on-street parking restrictions and/or changes to existing parking restrictions at locations in the Parishes/Towns of Halstead, Horton Kirby & South Darenth, Otford and Sevenoaks, on-street parking proposals were developed by the District Council in liaison with the highway authority, Kent County Council.
- 2 The statutory consultation for these parking proposals was undertaken over a 3-week period during February/March 2016.
- 3 The purpose of this report is for the Sevenoaks Joint Transportation Board to consider objections and Officers' comments, and to decide whether or not to proceed with some or all of these proposals in the light of the objections received.

Introduction

- 4 On 18 February 2016, the statutory consultation commenced in respect of 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 17) Order 2016, hereafter known as TRO 2013 Amendment 17.
- 5 TRO 2013 Amendment 17 contained a number of minor on-street parking proposals at locations in the Parishes/Towns of Halsted, Horton Kirby & South Darenth, Otford and Sevenoaks that had been developed by the District Council in liaison with the highway authority, Kent County Council following requests received from the community.
- 6 Details of the parking proposals for each of the locations concerned and their objectives are described later in this report, and are shown on the plans in Appendices 1A, 2A, 3A and 4A
- 7 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 on 18 February 2016.
- 8 In the interests of added publicity, information on the proposals in the Parishes of Halstead and Horton Kirby & South Darenth, which affected a number of roads, was also sent to local addresses, which included a link to a survey website. Information was also provided on parking consultation page the District Council's website.

- 9 The 3-week statutory consultation period ended on 11 March 2016, and representations were received in respect of the parking proposals for Halstead and Horton Kirby & South Darenth, which are detailed in Appendices 1B and 2B, together with Officers comments.
- 10 The purpose of this report is for the Sevenoaks Joint Transportation Board to consider the results of the statutory consultation, together with Officers comments given in Appendices 1B and 2B of this report, and decide whether to:
- (a) Uphold the objections, where received, and abandon or modify some or all of the proposals; or
 - (b) Set aside the objections, where received, and implement some or all of the proposals
- (It should be noted that it is only possible to amend proposals by reduction only. Any extension to the proposed restrictions or change of type of restriction would form a new proposal and require re-advertisement.)
- 11 No decision is required from the Board in the case of the parking proposals for Otford and Sevenoaks, where no objections were received, but these locations have been included for information.

In the Parish of Halstead

- 12 The parking proposals for Halstead that were included in the statutory consultation for TRO 2013 Amendment 17 are shown on the plan in Appendix 1A, and consisted of the following:
- Church Road - New 10m and 6.5m lengths of double yellow line restrictions on the northeast and southwest sides at its junction with Station Road/Knockholt Road;
 - Knockholt Road - New 18m and 20m lengths of double yellow line restrictions on the northwest and southeast sides at its junction with Otford Lane/Church Road;
 - Otford Lane - New 10m and 12m lengths of double yellow line restrictions on the northeast and southwest sides at its junction with Station Road/ Knockholt Road; and
 - Station Road - New 10m and 15m lengths of double yellow line restrictions on the northwest and southeast sides at its junction with Church Road/Otford Lane
- 13 These parking proposals were requested by and developed in liaison with local representatives, and are required to improve the safety and efficient movement of traffic using this crossroads by prohibiting parking near the junction.

- 14 In response to the statutory consultation, 4 responses were received. Appendix 1B of this report contains a summary of the responses received, together with Officers' comments.
- 15 Appendix 1B also contains a redacted version of the individual responses received.
- 16 The parking proposals also included upgrading the southbound bus stop on the northern eastern arm of the junction (Station Road) to current standards, by increasing the size of the bus stop marking to 19m and through the introduction of a bus stop clearway restriction. Although this proposal was included in the consultation, there was no statutory requirement to do so, as bus stop clearway restrictions can be introduced without the need for a traffic regulation order. This proposal has therefore been included in this report for information only.

In the Parish of Horton Kirby & South Darent

- 17 The parking proposals for Horton Kirby & South Darent that were included in the statutory consultation for TRO 2013 Amendment 17 are shown on the plan in Appendix 2A, and consisted of the following:
- East Hill - New double yellow line restrictions on north side from its junction with Holmesdale Road to a point 10m west of its junction with Paddock Close;
 - East Hill - New double yellow line restrictions on south side from layby outside Turners Café to a point in line with the southern boundary of no.2;
 - East Hill - New limited wait parking bay prohibiting parking for longer periods than 2 hours (with no return within 1 hour) between 8:30am and 6:30pm, Monday to Saturday in layby on south side outside Turners Café;
 - Esparto Way - New 12.5m length of double yellow line restrictions on both sides at its junction with Horton Road;
 - Holmesdale Road - New 16m length of double yellow line restrictions on west side at its junction with Horton Road (this restriction is already covered by a traffic regulation order, but does not appear to have been implemented);
 - Horton Road - New double yellow line restrictions on west side between the layby north of its junction with Esparto Way to its junction with Holmesdale Road;
 - Horton Road - New limited wait parking bay prohibiting parking for longer periods than 2 hours (with no return within 1 hour) between 8:30am and 6:30pm, Monday to Saturday in layby on west side just north of its junction with Esparto Way;

- New double yellow line restrictions on west side its junction with Esparto Way (between the laybys located north and south of the junction)
 - Horton Road - New limited wait parking bay prohibiting parking for longer periods than 2 hours (with no return within 1 hour) between 8:30am and 6:30pm, Monday to Saturday in layby on west side just south of its junction with Esparto Way;
 - New double yellow line restrictions on west side between the laybys located to the south of its junction with Esparto Way and the south of its junction with New Road (near Kingfisher Place);
 - Horton Road - New double yellow line restrictions on east side between its junction with East Hill and a point 8.5m north of a point in line with the northern kerblines of Esparto Way; and
 - Horton Road - New double yellow line restrictions on east side from a point 17m north of the northern kerblines of New Road, to a point 10m south of the southern kerblines of New Road.
- 18 These parking proposals were also requested by and developed in liaison with local representatives, and are required to improve the safety and efficient movement of traffic by prohibiting parking in key locations, such as near junctions, at pedestrian crossing points, and in pinch-points. The limited wait restriction in the laybys is required to ensure a good turnover of parking spaces during the day which will benefit visitors to commercial and residential premises.
- 19 In response to the statutory consultation, 17 responses were received. Appendix 2B of this report contains a summary of the responses received, together with Officers' comments.
- 20 Appendix 2B also contains a redacted version of the individual responses received.

In the Parish of Otford

- 21 The parking proposal for Otford that was included in the statutory consultation for TRO 2013 Amendment 17 is shown on the plan in Appendix 3A, and consisted of the following:
- Sevenoaks Road - New single yellow line restriction prohibiting waiting between 7:00am and 8:00am, Monday to Saturday on the west side, from 36m south of the southern boundary of Kent House, southwards for 149.5m
- 22 This parking proposal is a substitute proposal for the 2 hour limited wait (no return within 1 hour) 8:30am and 6:30pm, Monday to Saturday parking bay approved by the Board at its meeting on 8 December 2015, the implementation of which was deferred at the request of local representatives.

- 23 The proposal was requested by local representatives to improve the availability of free on-street parking spaces for local workers visitors to the village.
- 24 A number of responses (22) were received in support of this parking proposal, and one general comment was made about the negative effect of additional parking restrictions on the “friendliness” of the village, but no representations were received to the parking proposal itself.
- 25 This location has therefore been included for information, as implementation can proceed without the need for a decision from the Board.

In the Town of Sevenoaks

- 26 The parking proposal for Sevenoaks that was included in the statutory consultation for TRO 2013 Amendment 17 is shown on the plan in Appendix 3A, and consisted of the following:
- Lambarde Drive - Remove 5.5m length of existing dual use parking bay - permit holder all day/other vehicles 2 hour limited wait (no return within 1 hour) between 8:30am and 6:30pm Monday to Friday (Note: By way of a housekeeping exercise, the descriptions of other dual use parking bays in this road will be revised where required to accurately reflect positions of existing parking bay markings)
- 27 This parking proposal was requested by a local resident to enable the construction of a vehicle crossover that has been approved by the highway authority.
- 28 This location has been included for information, as no representations were received to this parking proposal, and hence implementation can proceed without the need for a decision from the Board.

Other Options Considered and/or Rejected

- 29 Officers have considered the feasibility and desirability of reducing the extent of the proposals to which representations were received, but have discounted this option on the basis that the restrictions proposed have been targeted at key locations, and represent the minimum needed to meet their objective of improving the safety and efficient movement of traffic.

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 estimated total cost would be in the region of £3,000. Kent County Council has made provision for the the cost of the parking proposals in the Parishes of Halstead and Horton Kirby & South Darenth in its highway budgets. The District Council can meet the cost of the parking proposal in the Parish of Otford from its parking account, and a local

resident has agreed to meet the cost of the parking proposal in the Town of Sevenoaks.

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 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.

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 1A - Plan showing the parking proposals in the Parish of Halstead

Appendix 1B - Statutory consultation responses to the parking proposals for Halstead, and Officers' comments

Appendix 2A - Plan showing the parking proposals for the Parish of Horton Kirby & South Darenth

Appendix 2B - Statutory consultation responses to the parking proposals for Horton Kirby & South Darenth, and Officers' comments

Appendix 3A - Plan showing the parking proposal for the Parish of Otford

Appendix 4A - Plan showing the parking proposal for the Town of Sevenoaks

Sources of Information:

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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