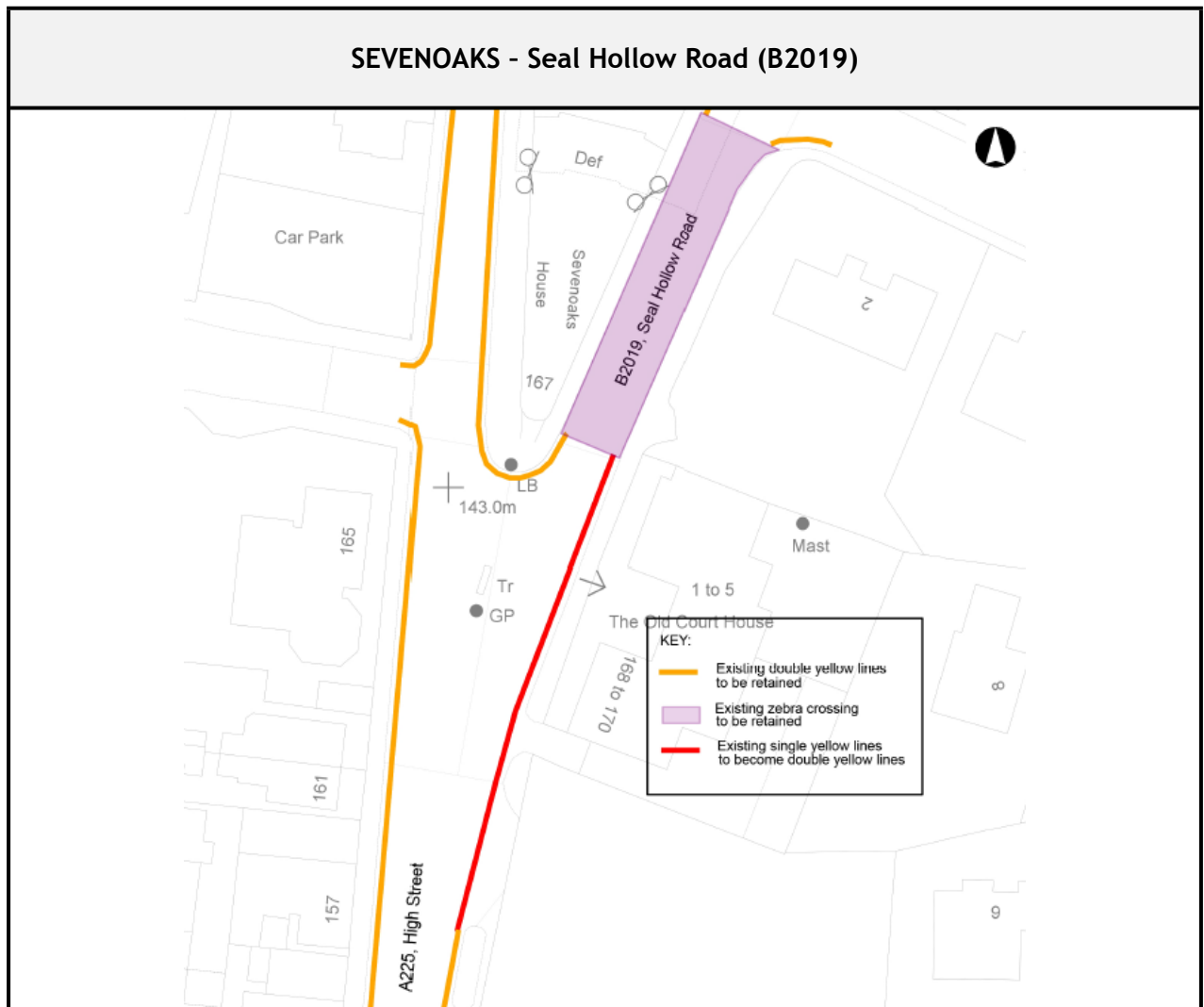


APPENDIX 7 - FOR INFORMATION
SEVENOAKS - SEAL HOLLOW ROAD (B2019) - PARKING PROPOSAL
 Description and plan of parking proposal, comments received and Officers' comments



DESCRIPTION	PROPOSED CHANGES
East side, between its junctions with High Street (A225) and Plymouth Drive	Replace existing single yellow line restrictions (no waiting, Monday to Saturday, 8.30am - 6.30pm) with double yellow line restrictions (no waiting at any time)

COMMENTS RECEIVED	
1	<p>We note from the attached site notice that there are plans to replace the single yellow line on the east side of Seal Hollow Road (B2019) with a double yellow line between its junctions with Plymouth Drive and the High Street (A225).</p> <p>This inexplicably leaves a short section (certainly less than 20 metres) of single yellow line on the east side of the High Street (A225), at its approach to the busy junction with Suffolk Way/Pembroke Road. Traffic approaching Sevenoaks from the north is</p>

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	<p>heavy even outside of the restricted hours, so it makes no sense to allow parking at any time on this section of road.</p> <p>Moreover, the single yellow line crosses a currently unused entranceway into the derelict site of 166 High Street, and a single yellow line there permits drivers to park in this entranceway outside of the restricted period. This inconsiderate but apparently legal use of the entranceway (two examples of which are attached) often blocks the pavement, forcing pedestrians, buggies and mobility scooters out into the road at an extremely dangerous point.</p> <p>In the interests of pedestrian safety, as well as keeping the traffic flowing, we hope that you will consider extending the double yellow line to include the aforementioned section so that it is continuous from the junction with Plymouth Drive to the junction with Suffolk Way/Pembroke Road.</p>
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OFFICERS' COMMENTS

Since no objections were received during the statutory consultation, this proposal can be implemented, as drawn, without the need for a recommendation.

The section of the High Street outside the derelict site of 166 High Street should already be covered by double yellow line restrictions with a peak hour loading restriction. Arrangements will therefore be made for the single yellow line there to be changed as part of the current proposal for Seal Hollow Road, such that the double yellow line restrictions are continuous from Plymouth Drive to Suffolk Way.