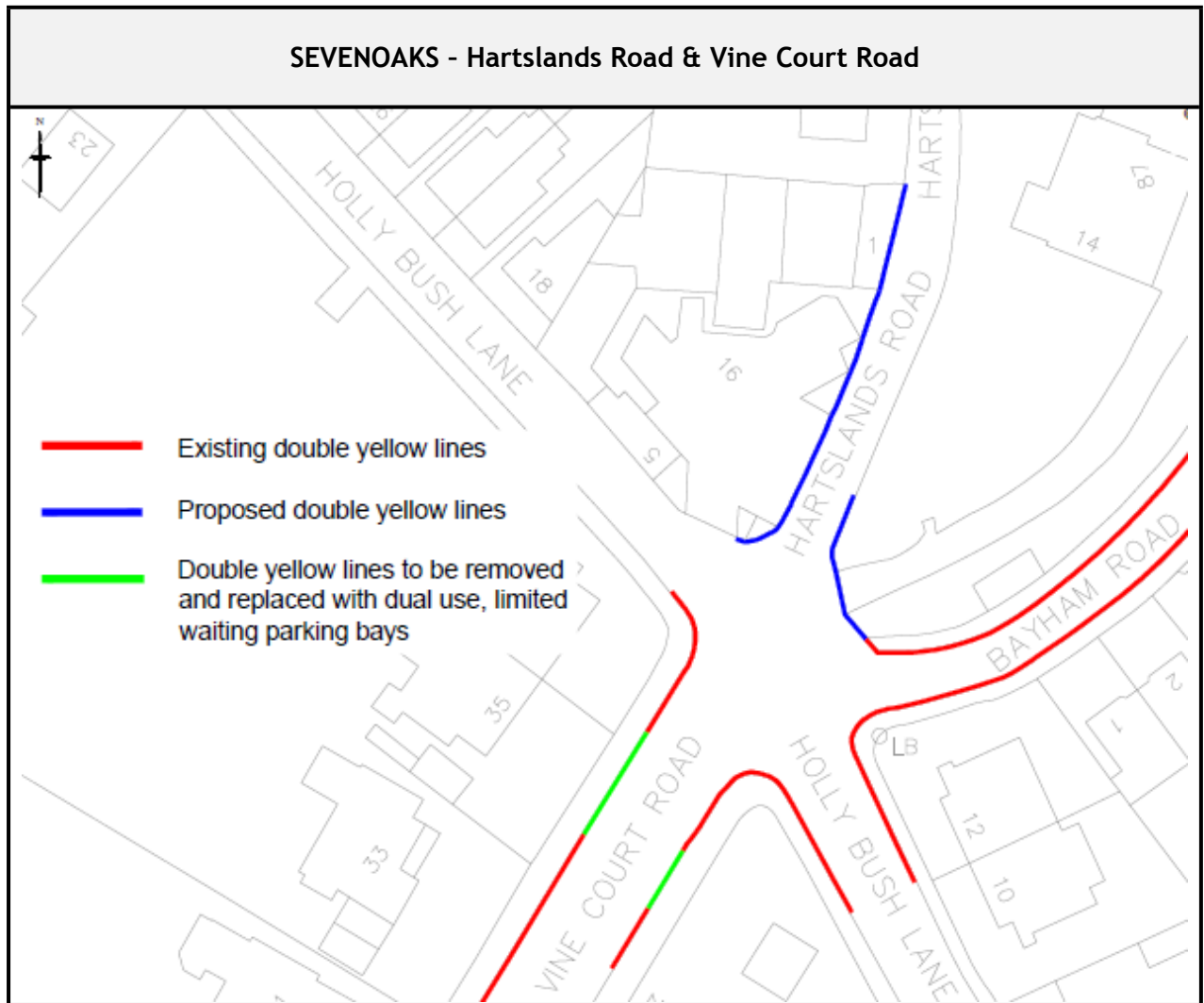


## APPENDIX 9 - FOR DECISION

### SEVENOAKS - HARTSLANDS ROAD & VINE COURT ROAD - PARKING PROPOSAL

Description and plan of parking proposal, objections and other comments received and Officers' comments/recommendation



#### HARTSLANDS ROAD

DESCRIPTION	PROPOSED CHANGES
Northwest and west side, between junction with Holly Bush Lane and southern boundary of no. 1	New double yellow line restrictions (no waiting at any time)
Southeast side, near junction with Holly Bush Lane	

#### VINE COURT ROAD

DESCRIPTION	PROPOSED CHANGES
Northwest side, outside no. 35	Replace short sections of existing double yellow line restrictions with "dual use" parking bays (Monday to Friday, 8.30am - 6.30pm, 2 hours maximum stay, no return within 1 hour, except permit "F" holders)
Southeast side, outside no. 28	

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OBJECTIONS RECEIVED	
1	<p>From Sevenoaks Eastern Ward Councillor Mrs E Purves</p> <p>Although I welcome the proposed parking restrictions in Hartslands Road, I have concerns about the proposal to remove double yellow lines in Vine Court Road and replace them with dual use, limited waiting bays. The house 35, Vine Court Road, would be severely inconvenienced by the removal of the double yellow lines. They are situated only 10 metres away from the five way junction , and so already experience difficulty entering and exiting their drive . If vehicles were allowed to park for a limited time, and this particularly applies to Walthamstow Hall School pick up and drop time, their visibility would be severely limited, making it hazardous. So, in total, I support the introduction of double yellow lines in Hartslands Road which would improve safety, but would request that the double yellow lines outside 5 Vine Court Road remain.</p>
2	<p>My husband, two children and I have lived in Vine Court Road since we purchased the property in 2013. We are very concerned by the proposed changes to remove double yellow line provision and replace it with 3 controlled parking spaces to compensate for loss of parking on Hartslands Road where it is proposed to increase yellow line provision. The current double-yellow provision on Vine Court Road is vital for pedestrians crossing the road and for us to safely exit and enter our driveway as we are in very close proximity (less than 10 metres) from a five-way junction. I will explain in more detail below the dangers of this five-way junction. In the time that we have lived at this property we have observed a significant increase in the volume of traffic travelling along the road and this is particularly evident at both the morning and afternoon rush hours as well as during the course of the day most notably Monday to Friday. Our house has a driveway onto Vine Court Road with a single entry path. The remainder of the boundary to the road is comprised of fencing and hedging. This means that one cannot fully see up or down the road when in a vehicle until the driver seat part of the car is on the pavement. The property is located within a conservation area whose focus is to preserve the historic street scape and my home is individually listed as a property of special historic interest. We therefore cannot easily change the frontage to our property not in the interests of preserving the essence of the conservation area would we seek to. We experience daily difficulties and stresses entering and exiting our driveway. I would start by clarifying that I consider myself to be a competent confident driver. By competent I mean I have had held a clean UK driving licence for over 20 years. By confident I have driven in many foreign countries (such as USA, Australia, France, Spain) without issue. I make this point as despite considering myself to be a competent and confident driver entering and exiting my driveway presents an on-going stressful situation. For a less confident driver the situation would be potentially even more stressful. I always assist any visitors to the house with exiting my driveway in their vehicles because of the inherent dangers.</p>

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	<p>1 Proximity to 5 way junction.</p> <p>Our home is situated near a five way junction. This means that always when exiting the driveway even with the current double-yellow line provision I have to assess traffic coming from five different roads. This is very often stressful (with the possible exception of Sunday when traffic is generally quieter) It is stressful because of the number of possible variations of traffic converging onto vine court road and that the situation changes by the second. If there were vehicles parked in the proposed two parking spaces, my visibility to the five way junction would be critically diminished and I would not be able to make a proper assessment of the traffic converging onto Vine Court Road. I would have no visibility to traffic approaching</p> <p>In more detail:</p> <p>i) Bayham Road</p> <p>This road is used by vehicles to rat-run from seal hollow road through the Hollybush conservation area and onto the Dartford road. There has been a significant increase in the volume of traffic in the last five years. Visibility to traffic exiting bayham road is currently good due to the double-yellow lines outside of our property. The biggest challenge here is that at peak times there is nearly always a queue of traffic waiting to move onto vine court road. One is trying to assess whether each driver has seen that I am looking to exit my driveway and is going to give way or is going to accelerate at great speed onto Vine Court road. This has to be assessed at the same time as points ii) iii) iv) v) below.</p> <p>ii) Upper section of Hollybush Lane (coming around a blind corner). Vehicles travel down this section of Hollybush Lane indicate left to turn onto vine court road. Knowing that they are driving around a corner from a lane onto the much wider vine court road, vehicles frequently take this corner at some pace and by the engine noise pressing on the accelerator of their vehicles. From the driveway of vine court road there is no visibility to traffic coming from this section of Hollybush Lane due the fencing and trees around the edge of 28 Vine court road whose land borders onto Hollybush Lane.</p> <p>iii) Lower section of Hollybush Lane (coming around a blind corner). Vehicles travel up this section of Hollybush Lane indicate right to turn onto vine court road. Knowing that they are driving around a corner from a lane onto the much wider vine court road, vehicles frequently take this corner at some pace and by the engine noise pressing on the accelerator of their vehicles. From the driveway of vine court road there is no visibility to traffic coming from this section of Hollybush Lane due the shrubbery and trees around the edge of 37 Vine court road whose land borders onto Hollybush Lane.</p> <p>iv) Hartsland Road</p>
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	<p>This road is by far the quietest in terms of volume of traffic when compared to the other roads that converge onto the five-way junction but still has to be considered when exiting driveway.</p> <p>v) Vine Court Road</p> <p>Vine Court Road is a far wider than average residential road. Due to the greater width of the road vehicles frequently travel along it at greater speeds compared to other local residential roads. There is also on the stretch of Vine Court Road between Holly Bush Lane and Avenue road approximately 30 parking spaces which are not subject to parking controls. These are currently used by commuters wishing to avoid paying for parking, and are always filled by 7am. BEFORE removing double yellow lines outside numbers 28 and 35 which serve as a massive safety measure for these properties I would urge the council to consider changing the uncontrolled parking spaces on Vine Court Road to controlled thus creating a further 30 parking spaces that would benefit the community &amp; create revenue (from permit holders) rather than removing vital double yellow lines.</p> <p>2. Walthamstow Hall Senior School</p> <p>I have been in on-going communication with the Bursar &amp; Headmistress at Walthamstow Hall Senior School on Holly Bush Lane over a number of years (and as recently as December 2018) regarding inconsiderate parents who park on the double-yellow lines of vine court road between 35 &amp; 28 Vine Court Road at 3.40-4.10pm every afternoon. These parents park their cars on the double-yellow lines despite repeated requests from the school not to do so. This is at precisely the time that I am leaving home to collect my own children from school. I continually have to get out of my car almost daily to ask them to move on so that I can assess the junction and safely exit my driveway.</p> <p>Where these parents are parking on the double-yellow lines, not only does this impact my ability to exit my driveway but even more importantly it severely reduces the ability of the students leaving the school on foot to safely assess the junction as well as visibility up Vine Court Road. The school has recently become part of the Kent safer schools initiative and is looking at ways of working with the council to improve pedestrian safety within the local area.</p> <p>It is an impossible situation and my only option is get out of my car and ask the parents to move on so that I can safely exit my driveway. If vehicles were parked him permanently this would be an absolute disaster.</p> <p>Safety could be improved by widening the pavement on Vine Court Road outside numbers 28 and 37 so that traffic enters the road at less speed and cars travelling down the road slow on approach to the junction. If vehicles were travelling at less speed this would give pedestrians greater time to assess crossing the road, as well as with a wider pavement a shorter distance of road to cross. It should be noted that in</p>
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	<p>the last two years an elderly lady was knocked down whilst crossing this section of the road on foot. The police and ambulance services attended this incident.</p> <p>I urge you please to consider the points I have made and not proceed with the introduction of these three parking spaces outside 28 and 35 Vine Court Road. It would be inherently dangerous and there are approximate 20 or so uncontrolled parking spaces on Vine Court Road that could be converted to controlled parking instead.</p> <p>(Note: photographs were submitted with this objection, but these have not been included this report for data protection reasons)</p>
3	<p>Will obscure visibility on a really busy 5 way junction. Hazardous for residents, motorists, children from Walthamstow Hall crossing junction at Vine Court Road/Hollybush Lane. I suggest you visit during peak school drop off periods and see what a busy junction it is. The current double yellows are essential. NB. There have been a number of vehicle accidents near/at this junction over the last few years. It is essential you do not obscure this much needed space for motorist / pedestrian visibility with parking bays.</p>
4	<p>I am writing to you today to outline my views and objection on the proposal of the installation of double yellow lines on Hartslands Road. I totally object to these lines for the following reasons: 1) You actively encourage visitors and people to visit Sevenoaks and the surrounding areas this a problem with lack of parking and putting yellow lines everywhere to stop people parking. 2) My office borders Hartslands Road and this is one of the only roads surrounding our office that is currently yellow line and parking restrictions free. 3) We moved offices for the sole reason of parking as it was impossible and very expensive where we where before. 4) Parking permits are very expensive and waiting lists are ridiculous so nigh impossible to get one. 5) How do you expect businesses to function without adequate parking most buildings in Sevenoaks are very old and do not have carparks. 6) Most of the roads that border our office are residential and by putting in double yellow lines will make parking very very difficult. 7) The roads surrounding our office are not very well lit are in a bad state of disrepair and I am in work most mornings at 7am and this does not make me feel very safe at all if I have to park further away or walk in the road due to lack of pavement space. 8) Surely you should be encouraging businesses to the area by reducing the cost and the wait time on your parking permits not increasing the amount of double yellow lines or bays of up to 2 hours parking then having to move your car, This does not make good business sense i am pretty sure my boss will not be too happy if i leave my desk every two hours looking for a car park space! 9) Instead of penalising those that are bringing money into the area you should be encouraging and unfortunately you are not. 10) I really feel you need to do more by visiting people in their offices and find out exactly what their needs are how you can help i have to use my car to travel to work as i don't live or work in this borough but</p>

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	<p>you really are trying to make this the most impossible task by imposing as many traffic restrictions as humanly possible and i really think this is unfair.</p> <p>I have not ever encountered a borough like this with as many roads with yellow lines or parking restrictions. I really hope you take my views and opinions on board and realise how impossible you are making things for the travelling commuter.</p>
5	<p>I would firstly comment that the "Survey Monkey" portal to even be able to see the proposals for consultation is totally inappropriate, and will deter many people from commenting. Why should I have to enter my full name, address (including country!), email and phone just to be able to view the proposals? And then why can I only view and comment on one at a time, when I might want to view several? Additionally, it is totally unacceptable not to provide a bar-type scale on the plans as it is impossible to work out lengths of proposed changes, and hence numbers of cars that will be affected. As the plans are derived from an OS base, it is erroneous to state that they are "NTS". It is also impossible to fully comment when exact details of proposed changes are not given. What exactly are "dual use, limited waiting parking bays"? Dual use for whom - especially as there are no residents permit schemes in the area? What limited waiting is proposed: 20 mins; 40 mins; 1hr; 2hrs; 4hrs; etc? It is essential the proposed waiting time is given so that consultees can make informed comments. Consequently, this consultation should be withdrawn and re-issued with clearer information. Please confirm that this will be done.</p> <p>Notwithstanding the above, to expedite comments now I will make the assumption that 2hr limited waiting is proposed in Vine Court Road. Please notify me if this assumption is correct or not. Yet again, SDC is taking a knee-jerk reaction to a particular perceived problem in one location and failing to take an holistic view. The Hartslands area has a chronic shortage of long-term parking for residents, plus people working in or visiting the area. The double yellow lines proposed in Hartslands Road look like they will remove 7-9 existing spaces, which will have a huge impact on residents and the office premises at The Old Laundry site. To give you an idea of the demand issues in the area, residents of Prospect and Cobden Roads have to park in Vine Court Road, as there is nowhere available nearer their properties at times: this being a full 200m+ from the starts of the roads. These Hartsland Road spaces will be "replaced" with what looks like just 3-4 short-stay spaces, for which there is absolutely no demand in the area. All the vicinity of Vine Court Road is no-time limit parking, and any new spaces created should be unrestricted waiting as well. Additionally, there is potential to remove much more of the Vine Court Road existing double yellow lines, and this should be done to create more long-term parking in the area. When SDC is spending £10million to create long-stay town centre parking, it should be creating this, at an infinitely lesser cost, for residents and workers in Vine Court Road / Hartslands. Please may I have a personal response to my comments: firstly to acknowledge they have been received and included in the consultation; and secondly to the specific points I have raised.</p>



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6	<p>Safety on Vine Court Road. This is a busy junction and visibility is already an issue. Allowing more cars to park at this end of Vine Court Road makes no sense. Also, the roads in this area get very congested at school drop/pick times, with cars parked (illegally) on the existing yellow lines. You only need to see the dangers this creates to appreciate how the proposed removal of those yellow lines makes no sense.</p>
7	<p>I would make the following observations on the proposals. I have lived in Vine Court Road for almost 20 years and am fully aware of the way the highways operate in and around this area both in terms of vehicular and pedestrian movement and also parking arrangements. I can fully understand and would support the introduction of restrictions on Hartslands Road because it is narrow and has during weekdays become constricted due to parking down one side. However, it is shortsighted to allow more parking on Vine Court Road for the reason I explain below, and I would object strongly to this element of the proposal. The junction of Vine Court Road with Holly Bush Lane, Bayham Road and Hartslands Road is a five-way junction, and as such it is a complex junction for both cars and pedestrians to negotiate. Nevertheless, it does work and as far as I am aware it has not been the cause, to date, of any major problems in terms of accidents, congestion, etc. This may be in part due to the existing arrangements including stop / give way signs that slow traffic satisfactorily to ensure road users take time to account for other vehicles and pedestrians at the junction. Importantly, there is adequate visibility for approaching vehicles especially on the road with the fastest traffic, Vine Court Road, partly as a result of the parking restrictions on the five roadways. This includes double yellow lines at the end of Vine Court Road. Allowing parking as proposed at the end of Vine Court Road is likely to be detrimental to visibility both for vehicles and more importantly pedestrians. This is particularly the case if large vehicles use the proposed bays. To my mind, allowing parking in this area of Vine Court Road purely to replace three car parking spaces is not at all sensible and can only make the junction less safe both for vehicles and pedestrians, which incidentally includes children crossing from several schools in the area including Walthamstow Hall. On a related note, if the council wishes to substitute spaces for those lost, it might consider restricting parking on roads in and around the area that is currently unrestricted and is used during weekdays as a glorified station car park. These areas could then be used for local residents, people working in Sevenoaks and people visiting to use neighbourhood amenities such as those at the end of Holly Bush Lane.</p>
8	<p>This dangerous and irresponsible plan has been put together without any thought for the safety of pedestrians - the risk to them would increase three fold. At present vehicles moving from Vine Court Road into Hartslands Road launch themselves across Hollybush Lane - the give way system does not work here because the sign is invisible and the white lines worn away without suitable care. During the week ends the speed is faster as there are no parked cars to indicate danger, and then edge to the left as Hartslands has a gentle curve leftwards over the first 100 meters - they can come closer than 50 cms to within our fence, exactly the route taken by the majority of the pedestrians. However cars and quite large vans feel they own</p>

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	Hartslands and to hell with the walkers. I had a laughing women drive into me on my return from local shops. Another passerby gave me his telephone if I needed a witness-I reported this to the council office and also the police. You must, before any further action is taken consult with the people using Hartlands on a personal basis and provide a safety zone for walkers
9	My reasons for objection are I work in The mews and I find parking in Sevenoaks one of the worst I have ever experienced. You want to bring more business to the area but yet have so many parking restrictions double yellows reduced 2 hour bays or you have to be a permit holder, The problem with becoming a permit holder is not only the added expense but the length of the waiting lists some are over two years. Surely as a business you should be offering more support to us we are trading in your borough and paying our rates but yet can't or struggle to find parking spaces on a daily basis now you want to add more yellow lines and more bays that I can't use as I work 9-5 Monday - Friday I can't be moving my car every two hours not practical or not good business sense. Surely you need to come up with a scheme for businesses or provide more parking locally or cheaper permits for businesses. If you are adding more yellow lines then you also need to improve the lighting in some of these roads I am female on my own coming to work 7am in the dark and leaving in the dark and I'm expected to park miles away from my car and walk in poorly lit and unsafe areas. I really do think you need to take a proper look at this you are punishing the workers for your own needs and all I am trying to do is earn a living instead of worrying where I have parked the car or my walk to or from it daily.
10	It will reduce visibility coming along Vine Court Road to a busy and complicated 5 way junction. The junction is used heavily by both pedestrians and cars, particularly at school run times when parents and children travel to local schools (St John's and Walthamstow Hall Senior, especially).

#### OTHER COMMENTS RECEIVED

1	With reference to the proposed parking restrictions in Hartslands Road we wish to strongly support this proposal, the current situation which allows unrestricted parking to within 3 feet of the junction with Hollybush lane extending right down to 1 Hartslands Road creates a serious hazard to both pedestrians and cars approaching from either direction. There is no pavement and vision is virtually non existent for vehicles turning into the road from Hollybush Lane. The present position means that any large vehicle, for example the rubbish collection lorries, has to reverse back down the road as there is insufficient width to pass the line of parked cars.
2	Please answer this question," how would you prevent parking at the top of Hartslands Road when the car owners say that as there are no yellow lines they can park anywhere?". Whilst your proposed markings are a start they will only encourage people to park on the hedge (N/E) side all along past No 1 Hartslands making it



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	<p>impossible to get out of the drive. Only today a car parked outside the house and vans, cars, lorries had to reverse back up to and onto the crossroads. Is this a safe procedure? Never mind pedestrians dodging past. The dust cart had to reverse up from Sandy Lane to collect the rubbish. There needs to be double yellow lines on BOTH sides down to No 9 Hartslands Road. The argument that once the multi-storey car park is open the problem will go away is wishful thinking.</p> <p>Why should people pay when they can park for free in places like Hartslands? I say again there must be double yellow lines on both sides of the road to No. 9. I have spent 2 years fighting this battle and would like to know why you take such little notice of the people this affects??They do not go far enough. It is vital to have a designated pedestrian pathway on the west side, as solely double yellow lines on both sides will result in even more of a racetrack. The bad manners of drivers have already resulted in us being physically nudged by irate, impatient drivers when we walk out of my drive. Why not put double yellow lines down both sides like every other road has? With this plan the dust cart and lorries will still not get through.</p>
3	Cars parking in this area make both pedestrian and vehicular access dangerous
4	Dangerous for pedestrians to walk along with parked cars
5	The Hartslands Road junction with Hollybush Lane is currently very dangerous with numerous cars parking on the blind turning and along the side of the road until the first house. With no pavement on either side of the road it can be hazardous as a pedestrian as there is often no safe place to seek refuge from a passing car. Given this danger I would question why the double yellow lines are not extended along both sides of the road, given the lack of pavement and narrowness of the road once cars are parked on one side.
6	Commuters are parking at the end of Hartslands near Hollybush Lane making it dangerous for Pedestrians and drivers
7	Dangerous to pedestrians and motorists.
8	Current parking is extremely hazardous and dangerous; makes getting into Hartslands Road dangerous; current parking there makes it dangerous for pedestrians. Only concern is that double parking on Hartslands Road is pushed further down as is already the case.
9	The road is used by commuters using the nearby Sevenoaks station, which means that cars are parked along the road during the week. There is no pedestrian route through here and the parked cars narrow the road to the point where it's dangerous for pedestrians and drivers. The double yellow lines would ideally be extended on both sides of Hartslands Road further north, to prevent the issue just being moved down the road if possible.
10	Access to Hartslands Road for emergency and essential services has been impeded by inappropriate parking. Fire services vehicles are unable to pass the parked vehicles to respond to incidents; refuse collection services have been regularly disrupted. Additionally, some delivery services are unable to access addresses or refuse to risk

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	attempts to pass the parked vehicles. With no pavement from the south end of Hartslands Road up to and including no. 9 Hartslands Road, parked vehicles have significantly increased the danger to pedestrians. I further request that the proposals be extended to add double yellow lines beyond no. 1 Hartslands Road north up to and across the driveway of no. 9 Hartslands Road, allowing sufficient overlap with the pavement there to facilitate access to the driveway when turning in from the road. This is because: (a.) Cars will still be able to park in front of no. 1 Hartslands Road, where the road remains narrow enough that an obstruction would be caused; (b.) No pedestrian pavement exists on Hartslands Road until the north side of the driveway of no. 9 Hartslands Road - a double yellow line to this extent would at least provide some security of space for pedestrians; (c.) Cars park daily outside no. 9 Hartslands Road. With no pavement opposite on the east side of Hartslands Road (at this end), a narrow road, and buildings built right up to the roadside, accessing the driveway is difficult when a car is parked considerably (not parking right up to or beyond the edge of the driveway) and impossible when a car is parked inconsiderately. Thank you for considering my request to extend the proposal
11	Parking at the top of Hartslands Road at the junction with Hollybush Lane is extremely dangerous for both vision when driving out of the junction and for pedestrians. I do have photographs if required to illustrate. To continue the double yellow lines down the road where it is extremely narrow restricting traffic to single lane will make the road safer and help traffic flow.

#### OFFICERS' COMMENTS/RECOMMENDATION

##### COMMENTS:

Sevenoaks District Council has undertaken this consultation on behalf of Kent County Council, who as the highway authority in Kent, have responsibility for tackling road safety and traffic congestion. These proposals aim to improve road safety and traffic flow, without impacting on parking capacity.

##### Hartslands Road

A majority of responses to the Hartslands Road double yellow line (dyl) restriction proposals supported these, some respondents recognising the safety benefits dyl restrictions would have on road users, particularly for pedestrians.

Some respondents considered that the restrictions could result in parking displacement, causing access difficulties and congestion. This alone would not be a reason not to proceed with the proposals. We would review and offer measures to deal with any resulting displacement.

Some of the responses to the Hartslands Road parking proposals were concerned about the resultant loss of on-street parking, especially for local workers. This would be offset by the creation of 3 new spaces in Vine Court Road (VCR).

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**Vine Court Road**

Six residents and a local District Councillor objected to the additional parking proposed in Vine Court Road (VCR), on the grounds of road safety.

Placing parking at this location would accord with the parking arrangements along the rest of VCR, where vehicle crossovers are inter-dispersed with parking bays. The existing double yellow line restrictions in VCR extend for a distance of approximately 30 metres from its junction with Holly Bush Lane. The proposed parking spaces would be more than 10m from this junction and would have little or no impact on safety at this location.

VCR is around 10m wide at this location, and can therefore easily accommodate parking on both sides, whilst maintaining 2-way traffic. The presence of parked vehicles may even have a calming effect on the speed of through traffic.

The layout of parking bays and entrances to and from private properties in town centres can be something of a compromise, maintaining a level of on-street parking while considering the ability of drivers to safely access to and from private land. Whilst the presence of parked vehicles in the new spaces could affect visibility between drivers on VCR and those exiting driveways, with care, this can be achieved reasonably safely, as is the case in many parts of the District.

It is acknowledged that the new car parking spaces for VCR are proposed as short-stay parking and local workers would not be able to park in those spaces all day. However, the 3 additional spaces created would help to offset the impact on local parking provision of the parking proposal for Hartslands Road, which will result in the loss of 3 car parking spaces.

**RECOMMENDATIONS:** It is recommended that:

**1. Hartslands Road**

The relevant objections to the proposal for Hartslands Road, Sevenoaks be set aside, and the proposal be implemented, as drawn.

**2. Vine Court Road**

The advice of the Joint Transportation Board be sought on whether, in the light of the objections received to the parking proposal for VCR, to:

- Uphold the objections, and abandon the proposal;
- Uphold the objections in part, and amend the proposal; or
- Set aside the objections, and implement the proposal, as drawn.