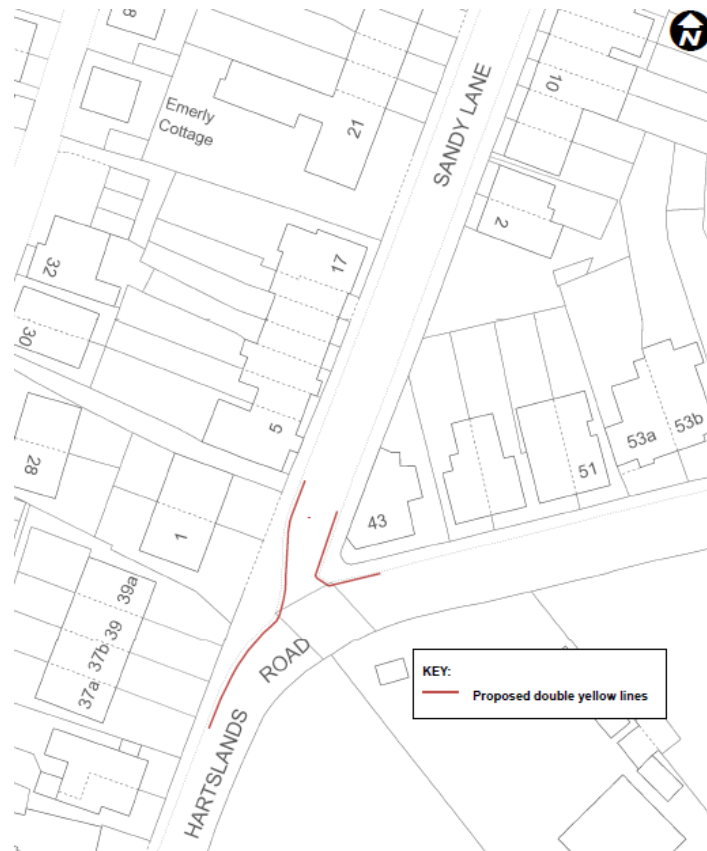


APPENDIX 6 - FOR INFORMATION
SEVENOAKS - HARTSLANDS ROAD & SANDY LANE - PARKING PROPOSALS
Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

SEVENOAKS - Hartslands Road & Sandy Lane



PARKING PROPOSALS FOR HARTSLANDS ROAD & SANDY LANE, SEVENOAKS

New double yellow line (no waiting at any time) restrictions on:

- West and north sides of Hartslands Road, outside nos. 37a, 37b, 39a, 39b & 43
- West side of Sandy Lane, outside nos. 1/3
- East side of Sandy Lane, adjacent to 43 Hartslands Road

STATUTORY CONSULTATION FEEDBACK

COMMENTS RECEIVED IN SUPPORT

1. Parking there is dangerous and obstructs visibility.
2. It would be much safer for my children walking to and from school with better visibility.
3. We would also suggest that double yellow lines are put on the inside of the bend opposite Sandy Lane as cars are increasingly parking on the blind bend. One also needs to be careful that the double yellows do not extend too far east

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along Hartslands Road to the extent of preventing two cars parking before the drive way of number 43 Hartslands. This will force cars to park on both sides of the road, which in our view makes the road dangerously narrow. We would also encourage the consideration of parking permits in the area.

OBJECTIONS RECEIVED

1. Increased danger to road users, loss of parking, unnecessary scheme and damage to Conservation Area
2. Safety - will push parking to other side of road on a blind bend. Cars already park there creating issues should emergency vehicles wish to access Hartslands Road. Parking - already high volume of cars in road meaning they will be forced elsewhere. Will restrict visibility on leaving/entering our driveway. We believe double yellow lines should be on the other side of the road which is where the greatest danger is currently. These proposed double yellow lines will create huge problems which we believe will be made worse once commuters return to the area.
3. I believe that with the 20mph limit in place the yellow lines as shown on the plans will only restrict residents parking which is already very limited. Instead yellow lines are needed on the southern and west sides of Hartslands Road to prevent emergency vehicles being unable to get through which is what happens when non residents park here forcing residents, many of whom have young children, to park there. Residents parking in this area is, as you are aware, a problem and more needs to be done, such as residents parking permits with a 2 or 4 hour limit for non residents. I recognise that this would increase the scope of work for traffic wardens and the associated costs but also believe that it would deter many from parking here all day which is the main problem.
4. One of the stated reasons for this proposal is: - improving local on-street parking availability and on-street parking for disabled people. However, in the Hartslands Road example, the proposal significantly reduces available on-street parking for residents in a road where parking availability for residents is already limited. Alternative measures should be considered including marked parking bays set diagonally to the pavement along the widest sections of Hartslands Road, a parking permit scheme for when the pandemic ends (and commuting restarts) and a one way system to facilitate diagonal parking taking up a greater proportion of the available space on the road.
5. I think this proposal is short sighted as a resident in Sandy Lane for the last 14 years. The parking in Sandy lane is already difficult and reducing the places people can park will only lead to congestion on the other main routes. The

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issue with access to the road exists with Hartsland and the huge van that parks here all the time although nothing is done. We are in a conservation area so I think this is also against the rules. Our children walk to schools and the thoughts of cars being crammed into a smaller area causes more worries. Equally Quaker hall lane needs the focus not this area.

6. I have lived in Sandy Lane for 20 years and we have never had a problem with parked cars blocking the end of the Lane. Parking is VERY limited in this area so removing so many spaces would cause a huge problem. The junction is wide and open. The traffic flows freely. There is no difficulty getting out of Sandy Lane into Hartslands Road. As far as I am aware there has never been an accident on that corner. At the moment, people ease around the corner from Hartslands into Sandy, but remove the parked cars and it'll become an even faster rat-run than it already is. No one takes a blind bit of notice of the 20mph limit which now covers our area. Reduced parking where Sandy meets Hartslands is not what we need. We need enforcement of illegal parking on the double yellow lines at the Quaker's Hall end of Sandy Lane and enforcement of the speed limit. I just can't see the sense in it. Two cars can pass on that corner of Hartslands even with cars parked there.
7. I am writing to register my objections to the proposal to install double yellow lines at the junction of Hartslands Road and Sandy Lane as set out in Formal (Statutory) Consultation - Minor Parking Proposals - TRO 2013 Amendment 36. My objections are based on the considerations below:
 - i) The proposal to install double yellow lines at this junction runs contrary to the Planning Guidance set out in the Hartslands Conservation Area Appraisal and Management Plan as approved by Sevenoaks District Council in 2011. The proposal does not meet the Core Strategy as it applies to Conservation Areas as a whole, the 'Saved policy' EN23 as it applies to Conservation Areas, and the particular requirements of the Hartslands Plan.

The Hartslands Area is described as being 'on an intimate domestic scale' with 'a strong sense of place and cohesion'. The junction at Hartslands Road and Sandy Lane is particularly important. It is identified in the map accompanying the appraisal document as being a significant view point. The Guidance makes clear that such public views should be protected (S.5.4). In respect of the property at 43 Hartlands Road, the appraisal document notes. 'The prominently located white painted corner building is an important feature within the street scene.' (S.4.3). Double yellow lines at this important corner could only be a jarring feature and thus detrimental to the public realm.

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- ii) The proposal to install double yellow lines at this junction seems unnecessary. Given the angle of the junction, all vehicles need to be travelling slowly at this point whether turning into, or pulling out of, Sandy Lane. The recent (very welcome) decision to impose a 20 mph speed limit on both roads gives that additional legal force. Bollards previously installed at the western side of this junction already prevent pavement parking.
- iii) The proposal to install double yellow lines at this junction could increase traffic dangers. Anything that encourages vehicles to speed up at this point leads to an increased risk of collision given the sharp turn taken by Hartslands Road just before the junction. And anything that highlights the junction by outlining it in yellow might encourage vehicles coming from the south end of Hartslands Road to see it as a potential short cut to Quakers Hall Lane. Sandy Lane is a narrow lane not conducive to two way traffic, particularly at the lower northern end which is only the width of one vehicle. Currently it is a quiet road normally only used for access. An increase in through traffic would increase the risk of vehicles encountering each other at the lower end of the road. If this happens, one or the other has to back up the length of 10-12 houses or back out onto Quaker Hall Lane with all the risks that entails. For these reasons, I ask that the proposals be looked at again. I feel strongly that no decisions should be taken until the planning authority has taken a view on the impact on the Conservation Area. I look forward to hearing their views. A joined up approach is needed in this 'unique compact Victorian Neighbourhood'. The ad hoc imposition of double yellow lines does not provide an adequate solution in terms of the pressure of moving and stationary vehicles and would be very damaging to the Conservation Area as a whole.
8. There is huge unfulfilled demand for residents parking in the Hartslands area, so there should never be net removal of parking spaces. Any removal of any spaces, as here, must be balanced by the creation of at least twice that number of new ones, which is easily possible if SDC holistically looks at the whole Hartslands parking issues rather than following its constant, micro-management, sticking plaster approach. Now the area is a 20mph zone, vehicle speeds are lower so there is less danger posed by on-street parking. Part of the issue in this location appears to be cars being parked over residents' access/dropped kerbs to their property. A single solid white line should be used in these locations, not double yellow, as this allows those residents to park across their accesses, if they wish, which hence removes parking pressure elsewhere. Your Leader, Peter Fleming, has frequently derided his officers for making the mistake of using double yellows in these situations, rather than solid white lines, so please listen to your Leader, as well as local residents in this case. The double yellow lines proposed on the east (acute angle) side of

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the junction are totally excessive and, apart from arguably a few metres on the actual corner, are not needed. They remove 3-4 on-street parking spaces, which cannot be afforded in the area. Similarly, on the West side, not all the length of proposed line is needed, as 1-2 cars can park perfectly safely against the build-out without affecting traffic flow or access to Sandy Lane. Yet again, this is SDC using a sledgehammer to crack a nut. I suspect the main reason why SDC is seeking restrictions in this location is to allow it to send a too large refuse collection lorry into Sandy Lane - the obvious solution is to send a smaller lorry, as is done in other roads.. Once again, SDC is asked to strike up constructive dialogue with Hartslands' residents about parking needs in the area, and not take a piecemeal, negative approach, as here. Pls contact me to start setting up fully inclusive dialogue meetings with local residents to take a holistic view of parking needs. Whilst this dialogue takes place, this double yellow line application must be refused.

9. The proposed double yellow lines will create danger in the area by further restricting parking. We believe cars will park on the other side of Hartslands Road, on the blind bend (as already occurs). When this happens it is very difficult for an emergency vehicle to pass. The double yellow lines would be better situated on the opposite side to the proposed restrictions. We also believe that cars will park closer to our driveway meaning access and line of sight will extremely difficult and causing further danger. Again, due to the absence of parking in the area, this already happens. In our view these proposals should be rethought to avoid danger to life being caused by displaced parking.
10. By placing double yellow lines on the proposed part of the bend in the road on Hartslands Road it will encourage cars to park on the inside bend (opposite the junction) which is far more dangerous and will cause cars to swerve around cars parked on the inside of the bend.
11. Removing the ability to park along the Eastern side of Sandy Lane and around that bend into Hartslands Road will mean that parking is even more difficult outside of my house, as the cars that usually park there for Sandy Lane are forced to use Hartslands Road instead. However, I agree that the line along the Western side is a good idea.

OFFICERS' COMMENTS

One of the main reasons for the proposal to install parking restrictions at the Hartslands Road/Sandy Lane junction is to improve the efficient movement of traffic using the junction, especially large vehicles, such as refuse freighters and

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fire tenders, by protecting it from parked vehicles. This in turn supports the advice given in Rule 243 of the Highway Code about not parking on junctions.

There is also a pedestrian dropped kerb at the junction, which the proposed restrictions would protect from parked vehicles.

However, the concerns raised during the statutory consultation about the impact of the proposals, particularly on local parking availability and the conservation area as a whole are acknowledged.

RECOMMENDATION

It is recommended that the objections be upheld, and this particular proposal be withdrawn