

SHOREHAM WAITING RESTRICTIONS - UPDATE

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Tim Read, Head of Highways & Transportation

Status: For Decision

Executive Summary: The purpose of this report is to provide members with updated results of the Shoreham Waiting Restrictions consultation that was reported to the last meeting of this Board and ask Members to reconsider their previous decision due to the lack of information provided at the last meeting on the e petition for the bends on Church Street.

Head of Service Head of KCC Highways & Transportation – Tim Read

Chairman Mr R Parry

Recommendation: That Members reconsider their previous decisions in light of the additional information provided in this report.

Background

1. At the 14th March 2012 meeting of this Board a report (see Appendix 3) was considered which outlined comments and objections received by the Highway Authority to proposals to implement waiting restrictions at the following locations in Shoreham:
 - The junction of High Street with Mill Lane
 - The Junction of High Street and Crown Road
 - The bends on Church Street (near the George Inn)
2. Following a discussion and as outlined in the minutes of that meeting it was resolved that the restrictions at the junction of the High Street and Crown Road be approved and those at the junction of High Street and Mill Lane and at the bends on Church Street be rejected.
3. After the meeting it was identified that full details of an on line e-petition supporting the proposals at the bends on Church Street was not included in the report or represented in the results presented to the Board. To ensure a fully transparent, fair and consistent decision is made on these proposals this report updates the results of the consultation and requests Members to reconsider the previous decisions made at the March Joint Transportation Board.

Proposals

4. A public notice of intention to implement no waiting restrictions 'at any time' (double yellow lines) at various locations in Shoreham was published on the 12th February 2012. The notice requested comments and objections be made to the Highway Authority by 5th March 2012 for consideration. Details of these proposals can be seen in the drawings attached to Appendix 1 of this report.
5. The reasons stated for the restrictions were as follows:-
 - The bends on Church Street outside the Church to enable traffic to pass safely and to improve inter-visibility between drivers and pedestrians.
 - The junction of High Street and Crown Road to help drivers entering High Street from Crown Road see approaching traffic.
 - The junction of High Street with Mill Lane to ensure that buses terminating on route 431/432 have sufficient space to turn.

Updated Results of the Consultation

6. As explained the results of the consultation previously reported did not include full representation of an e petition submitted in support of the restrictions at the bends on Church Street. The previous results were also presented by households and as the e petition was signed by 19 individuals to be fair and consistent all the other results have now been updated to reflect individuals. Therefore, if Mr & Mrs Smith from the same house wrote in supporting part of the proposals that would represent two votes in favour for that proposal. The County Council are confident the results below are as accurate as possible however, due to the nature of the written responses received and the interpretation required to judge whether individuals supported or opposed the proposals it is accepted some of the individual responses could be open to different interpretations.

Summary of Results

	Support	Object
The George, Church Street	30	42
Crown Road	16	26
Mill Lane	15	27

Unclear responses = 4

The bends on Church Street (near the George Inn)

7. The updated results including those who voted on the e-petition show that 30 supported the proposal and 42 objected to the proposal. The main reasons given for supporting the proposals were they will improve visibility on the bend and improve road safety. The main reasons given for objecting were the removal of parked cars will increase traffic speeds, the lining is not in keeping with the area, the parking will be displaced and there's no evidence of a safety problem.

8. Due to data protection reasons full copies of the representations made can not be attached to the report however, copies can be viewed by appointment.
9. Details of the e petition and full reasoning given on the petition for supporting the restrictions at the bends on Church Street can be seen in Appendix 2.

The Junction of High Street and Crown Road

10. The updated results show there were 16 votes in support of the proposal and 26 votes of objection. The main reasons given for supporting the proposals were they will improve visibility exiting the junction, they will prevent obstructive parking on the pavement, improve safety and visibility for pedestrians. The main reasons given for objecting were the removal of parked cars will increase traffic speeds, the lining is not in keeping with the area, the parking will be displaced and there's no evidence of a safety problem.

The junction of High Street with Mill Lane

11. The updated results show there were 15 votes in support of the proposal and 27 votes of objection. The main reasons given for supporting the proposals were they will assist access for buses turning and emergency services. They will also prevent obstructive parking on the pavement and improve visibility for pedestrians. The main reasons given for objecting were the removal of parked cars will increase traffic speeds, the lining is not in keeping with the area and there's no evidence of a safety problem.

Discussion

12. In addition to the previous discussion presented at the last meeting of this Board the County Council have the following comments to add and summarise in light of the updated results. These points do in place repeat themselves however, for the purposes of clarity they have been kept separate under each proposal.

The bends on Church Street (near the George Inn)

13. From the updated results there are 11 more votes opposing the proposals than supporting. At the last meeting of this Board the results of the e petition and reasons given in the petition for supporting the proposals were not provided. The votes have now been added to the overall responses and the full details of the reasoning behind the petition can be viewed by following the link given in this report.
14. As there have not been any recorded personal injury crashes at this location in the last five years the Highway Authority can not state that these restrictions can statistically improve road safety in the area. It is made clear in the Highway Code that unless otherwise indicated to do so drivers should not park in an unsafe manner or causing an obstruction. Kent Police can carry out enforcement without the need for restrictions however this requires Kent Police to carry out enforcement but this would be very low on their list of priorities.

15. Any parking restrictions can simply displace parking from one location to another but it is hoped that any displaced parking is to a location less hazardous than the original location. Any parking restriction will require enforcement which will be the responsibility of the District Council.
16. The environmental impact of yellow lines can be reduced by using a narrower primrose coloured line.
17. At the previous meeting of the Board these restrictions were not approved.

The Junction of High Street and Crown Road

18. From the updated results there are 8 more votes opposing the proposals than supporting.
19. As there have not been any recorded personal injury crashes at this location in the last five years the Highway Authority can not state that these restrictions can statistically improve road safety in the area. It is made clear in the Highway Code that unless otherwise indicated to do so drivers should not park in close proximity of a junction. Kent Police can enforce against vehicles parked in an unsafe manner or causing an obstruction without the need for restrictions however this requires Kent Police to carry out enforcement but this would be very low on their list of priorities.
20. Any parking restrictions can simply displace parking from one location to another but it is hoped that any displaced parking is to a location less hazardous than the original location. Any parking restriction will require enforcement which will be the responsibility of the District Council.
21. The environmental impact of yellow lines can be reduced by using a narrower primrose coloured line.
22. At the previous meeting of the Board these restrictions were approved.

The junction of High Street with Mill Lane

23. From the updated results there are 12 more votes opposing the proposals than supporting. Arriva made a special mention of this proposal in their representation due to the reversing manoeuvre they have to perform at this junction. As there have not been any recorded personal injury crashes at this location in the last five years the Highway Authority can not state that these restrictions can statistically improve road safety in the area.
24. It is made clear in the Highway Code that unless otherwise indicated to do so drivers should not park in close proximity of a junction. Kent Police can enforce against vehicles parked in an unsafe manner or causing an obstruction without the need for restrictions however this requires Kent Police to carry out enforcement but this would be very low on their list of priorities.
25. Any parking restrictions can simply displace parking from one location to another but it is hoped that any displaced parking is to a location less hazardous than the

original location. Any parking restriction will require enforcement which will be the responsibility of the District Council.

26. The environmental impact of yellow lines can be reduced by using a narrower primrose coloured line.

27. At the previous meeting of the Board these restrictions were not approved.

Conclusion

28. The purpose of this report is to provide members with updated results of the Shoreham Waiting Restrictions consultation that was reported to the last meeting of this Board. This is due to the lack of information provided at the last meeting on the e petition for the bends on Church Street. The overall results have also been broken down in to individuals as opposed to households as provided in the last report.

29. The yellow lines proposed are at locations that the Highway Code tells drivers they should not park. At each, specific hazards have been identified as being sufficient to warrant yellow lines that would help inform drivers of where their parked vehicles may cause an obstruction. Nonetheless, with no crashes at any of these locations having been reported to the police as causing injury in the last three years, the risk is not quantifiable.

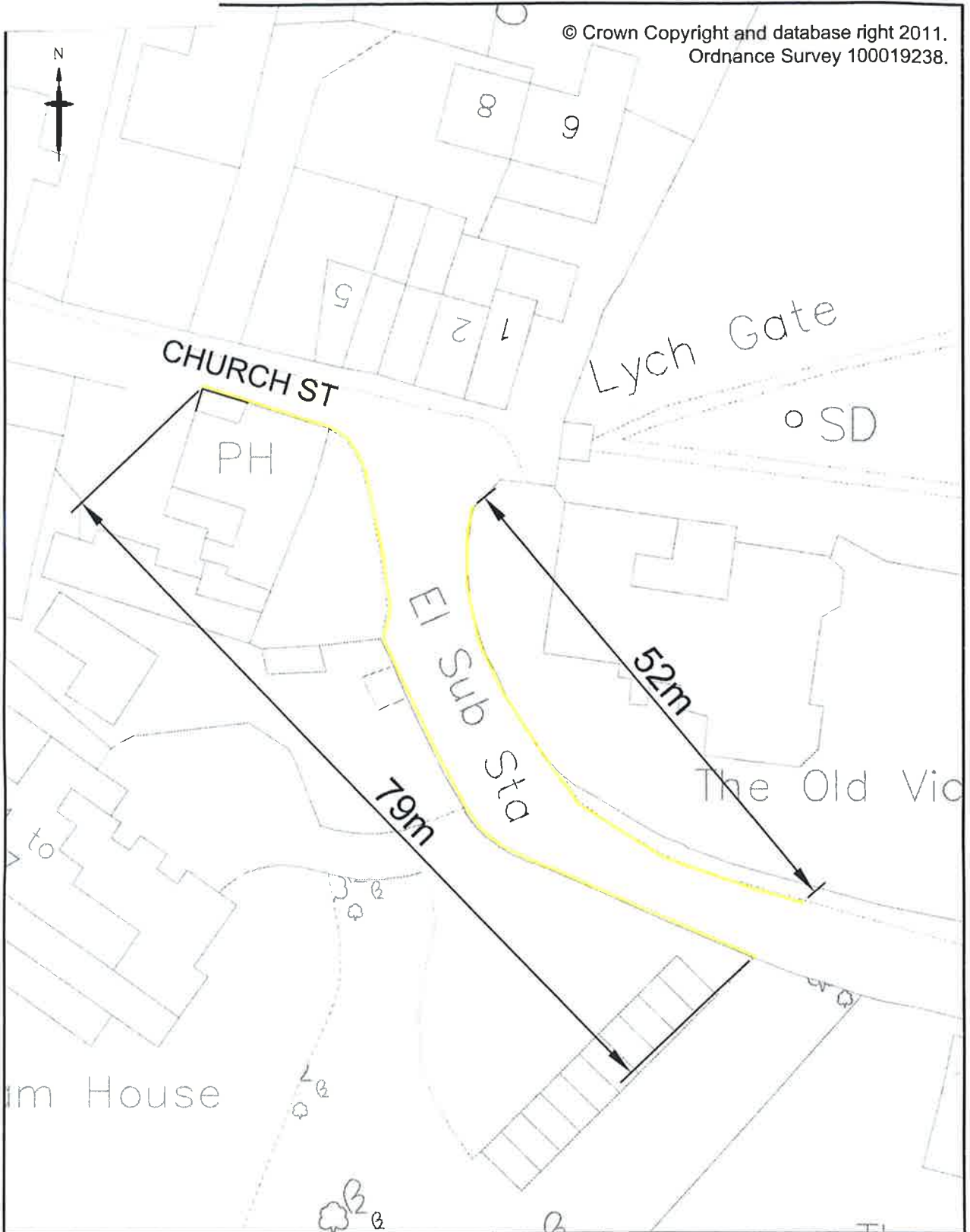
30. Members are therefore asked to reconsider their previous decisions in light of the additional information provided in this report.


Background documents: Committee Report and minutes of the last meeting of this Board

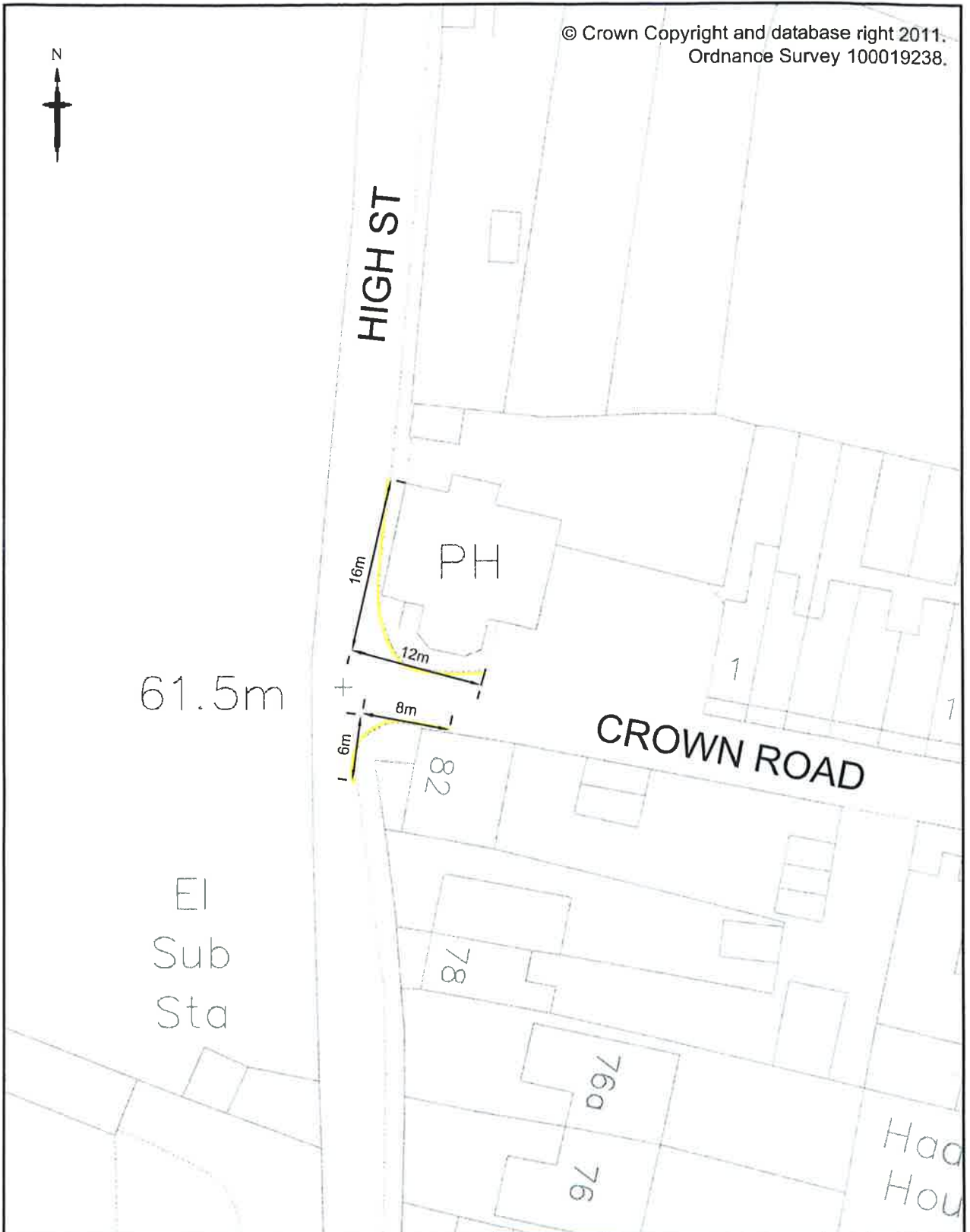
Appendices: Drawings of Proposals, ePetition Details, Previous Reports and Photographs submitted by lead petitioner.


Contact officer: Andy Corcoran
Tel: 08458 247800

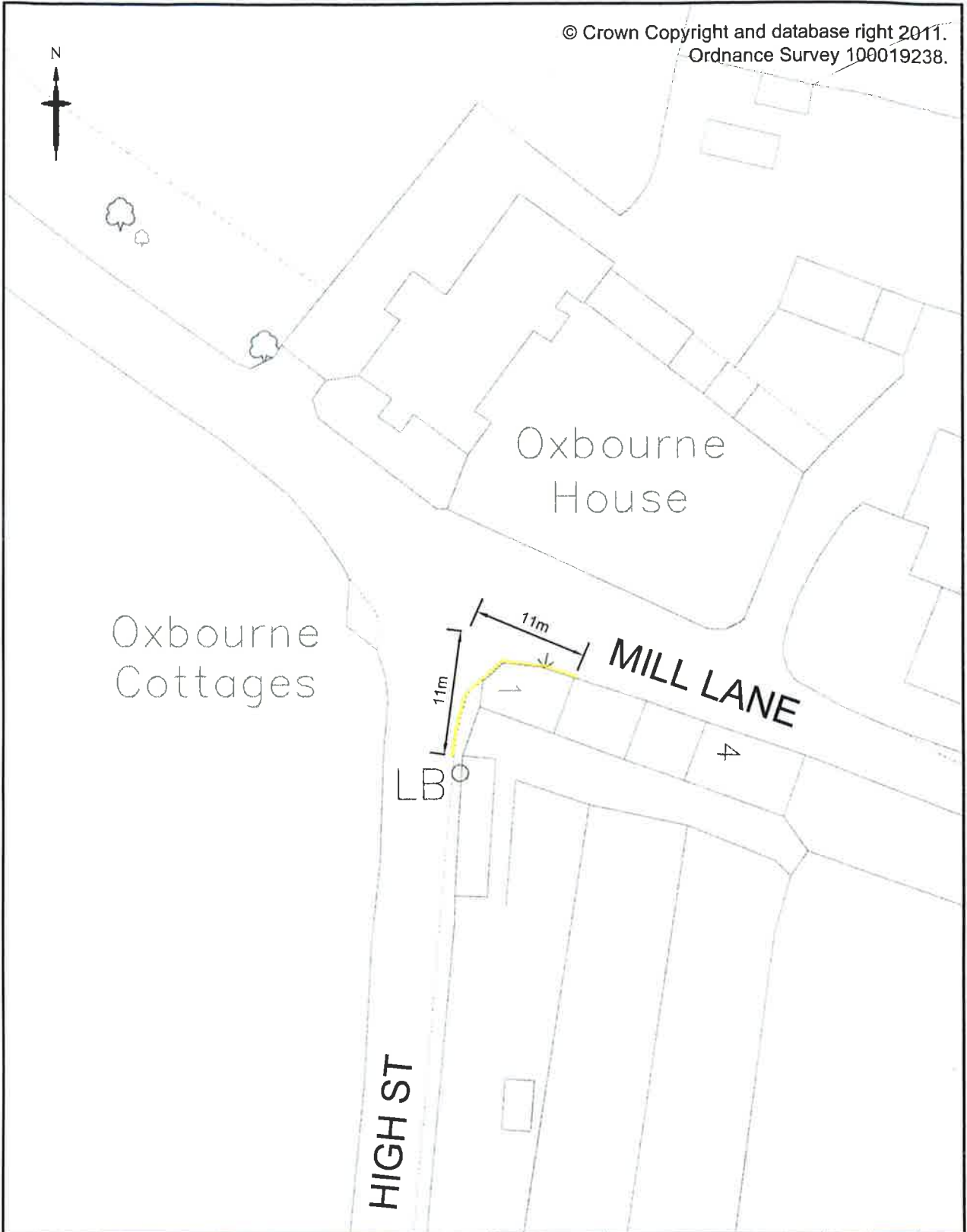
Appendix A



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.	0	07/12/11	FIRST ISSUE	LAS		
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 Kent County Council Ashford Highway Depot Herwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800	Drawing title CHURCH STREET SHOREHAM SEVENOAKS					
	Drawing status FIRST ISSUE					
Project WAITING RESTRICTIONS	Scale		1:500 at A4	Do not scale		
	Drawing number 11-TRO-SEV-1203A					Rev A



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.	0	07/12/11	FIRST ISSUE	LAS		
	Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
 Kent County Council Ashford Highway Depot Hanwood Industrial Estate Ashford TN24 6AD Tel: 08458 247 800	Drawing title CROWN ROAD SEVENOAKS					
	Drawing status FIRST ISSUE					
Project WAITING RESTRICTIONS	Scale	1:500 at A4		Do not scale		
	Drawing number 11-TRO-SEV-1201					Rev



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Rev	Revision Date	Purpose of revision			Drawn	Check'd	App'd
Drawing title		MILL LANE SEVENOAKS					
Drawing status		FIRST ISSUE					
Scale		1:500 at A4			Do not scale		
Drawing number		11-TRO-SEV-1202				Rev	
Project		WAITING RESTRICTIONS				0	



Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 09459 247 800

Appendix 2 – ePetition Details

Improving road safety in Shoreham

We the undersigned petition the council to Implement waiting restrictions on the bends near Ye Olde George Inn, Church Street, Shoreham

Over recent years, Kent County Council has received a number of comments relating to parking problems in Shoreham. The 'George bend' is a particularly hazardous area, where people frequently park illegally, obscuring the sightline and increasing the hazard, as well as causing congestion. The proposed yellow lines would act as a visual deterrent, and they reflect the advice set out in the Highway Code that parking should not take place on bends or at junctions. The Parish Council rejected the proposal at this site. The Minutes of their meeting of 4th January 2012 recorded that it was 'against this proposal because it is unnecessary and likely to deface the village'

In May 2010, Kent Highways assessed the particular risks on the 'George bend', and summarised their findings: "The Transportation Team have considered the last two emails from Shoreham PC relating to the on-road parking on Station Road on the acute bend adjacent to The George public house. In reconsidering the concerns they have carried out a full personal Injury crash interrogation of the Kent Crash Database and can confirm that there have been no recorded PIC on Station Road or Church Street in the last 10 year period up to 31 December 2009. This is clearly good news. However, having reviewed the site characteristics myself, it is my view that the bend in question does require 24hr parking restrictions due to the severity of the bend and narrow road width bounded by a solid brick wall on the northern side of the carriageway and a 6ft high fence on the southern side. The bend has existing 'sharp deviation of route' chevron signs on the east to west approach through the bend and clearly any on -road parking at this location, in particular on the southern side of the carriageway, would obscure these signs and further obstruct forward visibility as well as visibility for vehicles using the private residential access just east of the bend. It is therefore my view that the on-road parking that occurs periodically and is associated with the public house activity, adversely affects the safety of motorists using Station Road at this particular location and, I will be recommending the introduction of 'no waiting at any time parking restrictions on both sides of the carriageway through this particular bend" We believe that we need to put the safety of both motorists and pedestrians first, and we urge the Council to implement these proposals.

NB TheHighways Unit has advised that they would also welcome individual comments to inform the consultation. If you have any additional comments about this, or the Crown Road or Mill Lane proposals, please email TRO@kent.gov.uk by midday on 5 March.

This ePetition runs until midday on 5/03/2012, which is the closing date for the public consultation.

This ePetition ran from 20/02/2012 to 05/03/2012 and has now finished.

19 people signed this ePetition.

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

WAITING RESTRICTION CONSULTATION RESPONSE - SHOREHAM

Report of the: Kent County Council Director of Highways and Transportation

Status: For Consideration

Executive Summary: This report describes the comments and objections to waiting restrictions recently advertised by public notice. Members are asked to consider and resolve how to proceed.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Cllr James London

Head of Service KHS – Head of Transportation – Tim Read

Recommendations: Recommendations will be tabled at the meeting of the Board.

Background and Discussion

- 1 A public notice confirming no waiting at any time restrictions (double yellow lines) were proposed at the following locations was open for consultation between 12th February and 5th March 2011:
 - The junction of High Street with Mill Lane.
 - The junction of High Street and Crown Road.
 - The bends on Church Street (near The George Inn).
- 2 The original proposed restrictions for all locations are attached as Appendix A.
- 3 With regards to the above proposals Kent County Council's objective is to deter drivers from parking at locations that would:
 - Prevent a fire engine or a bus on a scheduled service from driving along a road.
 - Pose a serious road safety hazard (e.g. by severely restricting visibility at a road junction).
- 4 The extent of these problems in Shoreham means that resolving them has a high priority when it comes to introducing yellow-line waiting restrictions.

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- 5 The proposed yellow lines would achieve these objectives at these locations but will in all probability displace most of those who currently park at hazardous locations to park elsewhere. The issue is whether the locations that these drivers will park in future will be any less hazardous and whether the lengths of yellow line should be extended to far beyond where people currently park to avert such a problem. This is why public consultation is so helpful when determining whether there is a preference for restrictions to be extended beyond where people currently park.
- 6 Appendix B (to be provided at the meeting of the JTB) to this report confirms the number of comments and objections received for each proposal and summarises the detail of these for each location.

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 7 Sevenoaks District Council will be required to enforce any new waiting restrictions. Kent County Council has allocated funding to introduce these restrictions.

Risk Assessment Statement

- 8 None.

Conclusion

- 9 Officer recommendations on how to proceed will be presented verbally at the meeting.

Appendices

- A Original proposed restrictions for all locations.
- B Summary of Comments Received about Proposed Waiting Restrictions (to be provided at the meeting).
- C Any recommended alterations to the original proposals (to be provided at the meeting).

Sources of Information: Background papers pertaining to this report are held on KHS file.

Contact Officer: Laura Squires, Kent Highway Services
08458 247 800

Director: John Burr – Kent Highway Services 08458
247 800

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

WAITING RESTRICTION CONSULTATION RESPONSE – SHOREHAM

SUPPLEMENTARY REPORT

Executive Summary: This report SUPPLEMENTS AGENDA ITEM 4 and describes the comments and objections to three proposed waiting restrictions in Shoreham. Members are asked to consider and resolve how to proceed.

Recommendations: That Members note the support and objections to the proposed waiting restrictions and consider whether the number of objections received, and the reasons for objecting to the restrictions, are sufficient to justify allowing drivers to continue to judge for themselves whether parking at the locations listed paragraph 1 would be a hazard to other road users.

Background

- 1 Following 2011's restructuring of Kent County Council's Highway and Transportation service, a handful of previously-promoted waiting restrictions require either implementing or abandoning. One of these proposals is to prohibit waiting at the three locations in Shoreham illustrated in Appendix A to this report. They were promoted at:
 - The junction of High Street with Mill Lane to ensure that buses terminating on route 431/432 have sufficient space to turn.
 - The junction of High Street and Crown Road to help drivers entering High Street from Crown Road see approaching traffic.
 - The bends on Church Street outside the Church to enable traffic to pass safely and to improve inter-visibility between drivers and pedestrians
- 2 The proposals were re-advertised by way of public notice on 10th February 2012 with a closing date for responses of 5th March 2012. Because this was after the publication of the Agenda for the meeting of this Board, this supplementary report has been prepared to assist Members in deciding whether to implement, modify or abandon any or all the above

Discussion

- 3 All three proposals have the support of Kent Police who consider they would be of benefit to road safety. The restrictions at Mill Lane are supported by Arriva who terminate the 432 bus service at this junction and so require space to turn their 14m-long bus. This service currently operates between 0756 and 1710 Mon-Fri and 0810 to 1312 on Saturdays. Shoreham Parish Council do not support the proposed restrictions in Church Street or at the Mill Lane junction, but do support

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restrictions at the Crown Lane junction. The Shoreham Society do not support any of the proposed restrictions.

- 4 All three proposals received very similar levels of written support from individual households (twelve each for Church Street and Mill Lane/High Street, with thirteen for Crown Road/High Street). The endorsement of the proposals centred around enhancing pedestrian safety; improving visibility for drivers; reducing congestion and helping that ensure emergency vehicles can access the village. Three emphasised the difficulties that bus drivers sometimes have when turning the 432 bus service when it terminates at Mill Lane and three wrote of their particular concerns at the lack of visibility when joining High Street from Crown Road. At Church Street, two highlighted the hazard of having to walk in the middle of the road around the blind corner when cars are parked opposite The George and two more mentioned that parked vehicles obstruct their private access. One commented that the yellow lines proposed in this report are at locations that the Highway Code tells drivers they should not park.
- 5 Twenty-one households wrote to object all three proposals; thirteen more objected only to the proposed restrictions in Church Street and five objected only to those in Mill Lane. No-one objected only to the proposed restrictions in Church Street. The reasons proffered for objecting to the proposal were similar for all three locations. Each are highlighted in **bold** in the following paragraphs, followed by officers' advice on the point raised.
- 6 **64% said people drive more slowly when cars are parked at these locations.** Officers agree that because parking in Church Street opposite The George effectively narrows the road to a single track, it does promote a slower-speed environment. However, it also reduces forward visibility to as low as 12 metres: the typical stopping distance for two vehicles approaching each other at 10mph. Because of this, notwithstanding that any resultant collision would be low speed, officers maintain that waiting restrictions would to the benefit of road safety.
- 7 **49% said that yellow lines are out of keeping with the village environment.** If, as a result of this consultation, Members decide that waiting restrictions are required then yellow lines must be painted. In light of this response, these new restrictions would be half-width (50mm instead of 100mm) and painted in primrose rather than bright yellow. N.B. there are already yellow line waiting restrictions in Church Street.
- 8 **46% said there was no evidence of the parked cars causing a safety hazard.** This is correct; there is a good record of road safety in Shoreham and in the last five years at these three locations, the only accident reported to the Police as resulting in personal injury occurred in 2006 at Mill Lane.
- 9 **33% said that a piecemeal approach to addressing any parking problems was inappropriate and that a village-wide approach to parking (and traffic) control was needed.** Whilst this would be preferable, resources to conduct such a review will not be available in the foreseeable future.
- 10 **29% pointed out that cars displaced by the yellow lines would park elsewhere and 18% were concerned that there is already too little parking for residents.** It is

inevitable that cars displaced by any waiting restrictions will park somewhere else in the village. From a road-users' point of view, the issue is whether the new locations that these drivers would park would be any less hazardous or obstructive. It is never possible to anticipate where drivers will park when they are prevented from parking where they want to. This is because people adopt a varying balance between convenience, economics, risk, mobility, etc. Members are advised that growing pressure on reducing public spending make it highly unlikely that KCC would be able to attach sufficient priority to remedy any problems of displaced parking that implementation of these restrictions would cause.

- 11 Three respondents considered that yellow lines were unnecessary because police have sufficient powers to deal with any obstructive parking and two more objected because any yellow lines would not be enforced. All the proposed waiting restrictions are at locations that the Highway Code tells drivers not to park. However, only parking within 10 metres of a junction at night is a specific (endorseable) offence. In all other cases an attendant police officer would need to demonstrate that the parked car was causing an obstruction. Since there are already yellow line waiting restrictions in Church Street, any new restrictions in the village would be enforced at the same frequency as those.
- 12 Yellow lines outside the church were opposed by one person concerned that it would mean a longer walk to the church and one because it would be a disincentive to potential customers of the public house. The proposed restrictions in Church Street would displace approximately six parked cars to other locations. If they parked the Station-side of the restrictions then drivers would be expected to have to walk up to 36metres further to reach the church or The George PH.
- 13 Many respondents also raised other parking or traffic related issues that they considered were either more pressing than these proposals or else were an alternative approach to addressing any problems they cause. These included: installing physical traffic calming or creating a "shared space" (9No.); introducing a 20mph speed limit (8No.); introducing a width limit on vehicles travelling through the village (3No.); install bollards to prevent parking on the pavement (3No.); install "please drive carefully through the village" signs (1No.) and build a residents' car park on land off Crown Road (1No.). Irrespective of practicality and any potential benefit any of these suggested improvements could bring, none achieve sufficient priority to be publicly funded.

Financial; Resource (non-financial); Legal etc.; Value For Money

- 14 KCC have budgeted £750 from their 2011-12 traffic management budget to make the necessary traffic regulation order and paint the yellow lines.
- 15 Because there are existing waiting restrictions in Church Street, the additional resources required by Sevenoaks District Council (SDC) to enforce those described in this report would be minimal.

Conclusion

- 16 The yellow lines proposed in this report are at locations that the Highway Code tells drivers they should not park. At each, specific hazards have been identified

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as being sufficient to warrant yellow lines that would help inform drivers of where their parked vehicles may cause an obstruction. Nonetheless, with no crashes at any of these locations having been reported to the police as causing injury in the last three years, the risk is not quantifiable. Members are asked to consider whether the number of objections received, and the reasons for objecting to the restrictions, are sufficient to justify allowing drivers to continue to judge for themselves whether parking at the locations listed paragraph 1 would be a hazard to other road users.

Sources of Information:	The individual responses to this consultation are held on KCC files.
Contact Officer:	Laura Squires, Kent Highway Services 08458 247 800
Director:	John Burr – Kent Highway Services 08458 247 800

Appendix 4 – A selection of Photographs of the bends on Church Street (near the George Inn) submitted by lead petitioner



