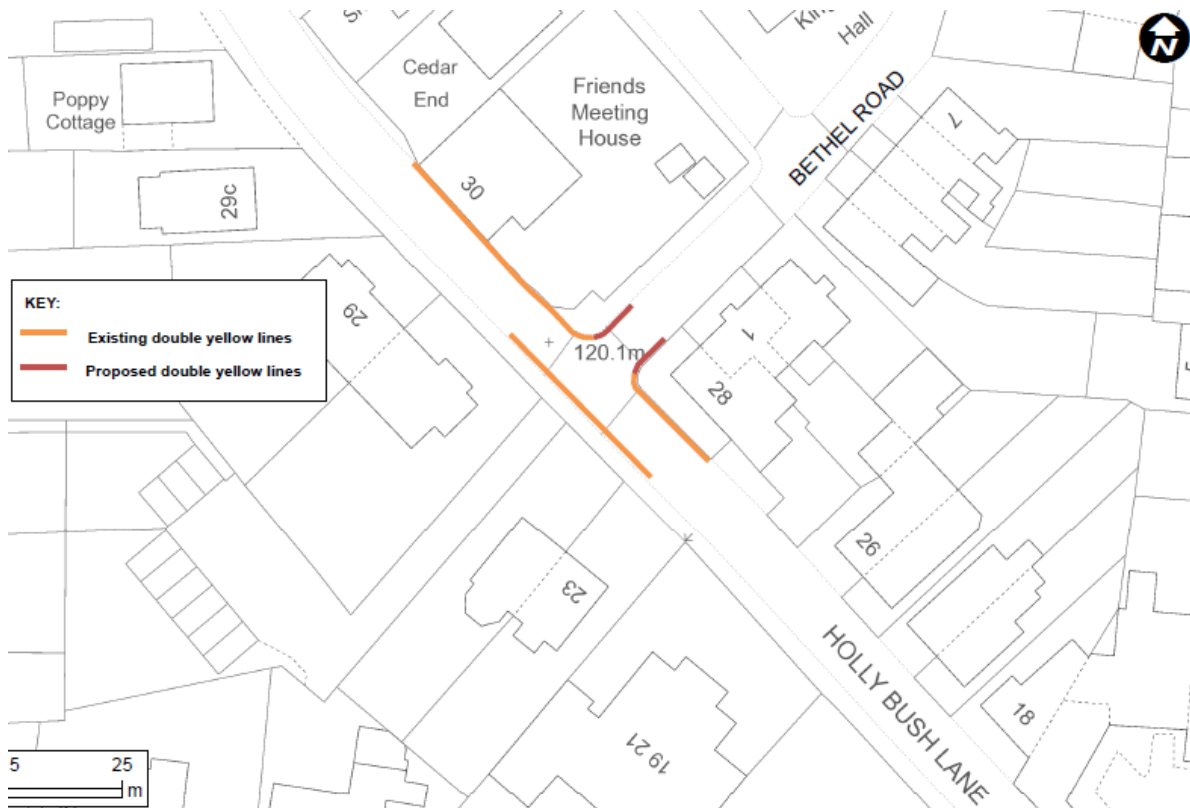


**APPENDIX 4 - FOR INFORMATION**  
**SEVENOAKS - BETHEL ROAD - PARKING PROPOSALS**

Description and plan of parking proposals, feedback from the statutory consultation and Officers' comments and recommendation

**SEVENOAKS - Bethel Road**



**PARKING PROPOSALS FOR BETHEL ROAD, SEVENOAKS**

New double yellow line (no waiting at any time) restrictions on both sides, at junction with Holly Bush Lane (adjacent to 28 & 30 Holly Bush Lane).

**STATUTORY CONSULTATION FEEDBACK**

**OBJECTIONS RECEIVED**

1. There is huge unfulfilled demand for residents parking in the Hartslands area, so there should never be nett removal of parking spaces. Any removal of any space, as here, must be balanced by the creation of at least two 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. An SDC application for double yellow lines in this location has been previously thrown out by residents, so it should not be submitted again by stealth. The main reason why SDC is seeking restrictions in this location is to allow it to send a too large refuse collection lorry down Bethel Road - the obvious solution is to send a smaller lorry, as is done in other roads. Also, pedestrians leaving Bethel Road to cross to the south side of Holly Bush Lane already have a blind junction to negotiate. The ever-presence of a parked car in this location slows vehicles turning into Bethel Road: removal of the parking space will endanger pedestrians and, yet again, have SDC place the

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demands of vehicle movement above the needs of pedestrians. 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.

**OFFICERS' COMMENTS**

One of the main reasons for the proposal to install parking restrictions in Bethel Road at its junction with Holly Bush Lane is to improve the efficient movement of traffic using the junction, especially large vehicles, such as refuse freighters and 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 dropped kerb on the northwest side of Bethel Road, which is regularly obstructed by parked vehicles, which would be protected by the proposed restrictions.

The proposal will also help to improve road-user visibility and reduce congestion.

In order to minimise the effects on local parking space availability, the proposal is to introduce a very short section of double yellow line restrictions at the junction. The section of Bethel Road concerned is too narrow to accommodate parking on both sides, and as such, the proposal would result in the loss of less than one car parking space, taking into account that vehicles should not be parking in front of the aforementioned dropped kerb.

**RECOMMENDATION**

It is recommended that the objection be set aside, and the proposal be implemented, as drawn.