

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of a meeting of the Joint Transportation Board held on 12th December 2007 commencing at 7 p.m.

Present: Chairman: Cllr. London

Vice-Chairman: Mr. Lake

District Councillors: Coates, Mrs. Dawson, Dibsdall and Williamson.

County Councillors: Messrs. Brazier, Chard, Gough, London and Parry.

Apologies for absence were received from Cllr. Mrs. Davison, Mr. Fittock, Mr. Robson and Cllr. Underwood.

Officers: Mr. Bracey (SDC), Mr. Burton (KCC), Mr. Connor (SDC), Mr. Dines (KCC), Mr. Fitzgerald (KCC), Mr. Moreton (KCC), Mrs. Wallis (SDC) and Mr. Wilson (SDC).

Cllrs. Brookbank, Mrs. Purves, Ryan, Waller and Walshe, two Parish Councillors and four members of the public were also present.

458. MINUTES OF PREVIOUS MEETING

Resolved: That the minutes of the meeting held on 18th September 2007 be approved and signed by the Chairman as a correct record.

459. DECLARATIONS OF INTEREST

Cllr. James London declared a personal interest as a resident of one of the roads involved in the Sevenoaks Parking Review (minute 461 refers).

Mr. John London declared a personal interest as a resident of one of the roads involved in the Sevenoaks Parking Review (minute 461 refers). He also declared a personal interest in any matter regarding the Kent Police Authority and the Kent Fire and Rescue Service.

Mr. Parry declared a personal interest as a dual-hatted Member of both the County Council and the Sevenoaks Town Council, which had already expressed a view on the Sevenoaks Parking Review (minute 461 refers).

460. MATTERS ARISING

The Chairman went through the Action Points from the minutes of the previous meeting and the following items were commented on or remained outstanding:

Action 3 (12.06.07) - Kent Highway Services (KHS) to investigate suspected faulty traffic signal vehicle detector in the access to Riverhead Infants School. *The Board was advised that the detector had been inspected and no fault had been found.*

Action 4 (12.06.07) - The Roadworks Co-Ordinator from KHS to be invited to attend the Board in September to explain how co-ordination of works and associated traffic

management is managed. *It was explained that this post was currently vacant and it was not expected to be filled until the New Year (18.09.07). The new Officer would therefore attend the meeting of the Board on 11th March 2008.*

Action 6 (12.06.07) – Subject to consultation with the Parish Council, KHS to execute the works identified for Chevening Cross as set out in the report. *It was explained that following liaison, the Parish Council was happy that no further alterations be made, subject to the re-instatement of the hedge at Chevening Cross (18.09.07). The Board was advised that the hedge had been replanted.*

Action 10 (12.06.07) – A KHS Officer to investigate vegetation overgrowth at A25/Seal Hollow Road junction and report back to the Local Member concerned. *Mr. Burton confirmed that contractors had visited the site and that he would follow up on this matter (18.09.07). Mr. London reported that the overgrowth still obscured the school sign and requested that it be cut back to the fence. Officers agreed to this request.*

Action 12 (12.06.07) – Officers to report to next meeting of the Board on the problem of HGV's using the bridge in Eynsford to cross the ford having consulted the Parish Council and Eynsford Village Society. *Mr. Fitzgerald reported that a site meeting had taken place and it had been agreed that the depth gauge was accurate, that the current width restriction would be removed and advisory signs would be erected (18.09.07). Officers advised that the sign was in the process of being designed and procured.*

Action 15 (12.06.07) - A KHS Officer to contact Strada Café regarding the removal of their refuse bin. *This matter has not been actioned yet; Mr Burton undertook to follow up on this matter (18.09.07). Mr. Moreton reported that a meeting would be arranged with the Strada Café. Cllr. Mrs. Dawson requested that she be kept informed of progress.*

Action 3 (18.09.07) - A representative of EDF Energy to be invited to attend the December meeting of the Board. *The Board was advised that the EDF representative had been unable to attend due to other commitments. Mr. Moreton agreed to press him to attend the March meeting of the Board. In relation to Action 5 (18.09.07), Mr. Parry advised that he had reported a number of outages in Sevenoaks High Street in early November. However, five street lights remained out. He requested a report on street light outages and the process on dealing with the repairs. Mr. Moreton reported that he had visited several of the town roads before the end of November and had reported that repairs had taken place. Two lights had no electricity and had been identified as having an EDF supply fault. He went on to explain the new process of on the spot reporting of faults and repairs where possible. Mr. Moreton agreed to submit a report to the next meeting of the Board.*

In relation to minute 260 of the Board (18.09.07) a Member had asked for a comprehensive list of areas that the unit covered and those that were the responsibility of the Highways Unit each with a clear point of contact. *Mr. Dines agreed to ensure the supply of this list to the Board.*

461. SEVENOAKS PARKING REVIEW (REPORT NO. 4 – 12.12.07)

Further to Cabinet (02.08.07) and Environment Select Committee (04.12.07), the report advised that an extensive review of parking restrictions based upon zones around the Sevenoaks rail station and the Sevenoaks town centre had been undertaken, primarily to provide solutions to widespread commuter parking issues. Rather than adopting a piece-meal approach to the parking problems, it had been decided to review parking provision over a wide area to reduce any likely displacement effects of any new restrictions implemented. The parking review had been progressed and overseen in great detail by the Sevenoaks Town Parking Review Group. The Parking Group had been formed in 2003 primarily as a forum to help identify parking problems in and around Sevenoaks town, and to suggest and consider possible solutions. The Parking Group comprised representatives from the Sevenoaks Town Council, Residents' Associations, the Chamber of Commerce, District Council Members and Officers, and was chaired Cllr. Williamson, the District Council's Portfolio Holder for the Built Environment.

Cllr. Walshe, the Chairman of the Environment Select Committee, advised that the Committee endorsed in full the representations of Sevenoaks Town Council which he felt covered all salient points. A number of points had been raised by the Town Council that the recommendations of the Parking Review Group did not take into account, as follows:

- There was a lack of parking for people who worked in the town and this might impact on the economic well being of the town. The lower paid shop workers tended to park in the residential roads within walking distance of the town. The ability to park in these roads would be removed if the recommendations were approved.
- There were objections to the use of Pay and Display machines in Hollybush Lane along the Vine cricket ground.
- The Town Council had pointed out that no case had been made for those roads where the present existing arrangements worked well and did not need to be changed, for example St. Botolph's Road and Crownfields.
- There was no reason for parts of the Bradbourne Lakes area to be restricted but this had now been taken into account in the recommendations.
- The shops on the junction of Dartford Road and Hollybush Lane relied on the unrestricted areas of parking for customers and there had been a petition submitted concerning this. Cllr. Walshe asked that Officers take another look at this.

Cllr. Mrs. Purves expressed concerns in relation to the proposals for the Hartslands area. This area did not form part of the strategic review but could be looked at separately. In the interests of residents, she requested that Officers look at this area as a separate issue.

Mr. Wykeham, a resident of Cobden Road (in the Hartslands area), felt that the area was not part of the strategic review and that the parking problems were not related to

review objectives and the commuter parking issues elsewhere and had, therefore, not been include in the earlier stages of the consultation. Parking for residents in this area was already very restricted and the proposals would only make the situation more difficult. He asked that the proposals for the Hartlands area be removed and that further consultation be undertaken at a later date.

Dr. Burrell, the Chairman of the Montreal Park Residents' Association, reported that he appreciated Mr. Bracey's efforts to take all concerns into account. He advised of concerns about the displacement of commuter vehicles as a result of the charges proposed for commuters being too high. This would encourage commuters to park in the smaller roads a little further from the station such as the Montreal Park area. Dr. Burrell felt that the object of the proposals would be defeated unless the charges were substantially reduced.

In response to a question from the Chairman, the Officers advised that the Board had the authority to approved the making of the Order based upon the proposals and could decide whether to accept the recommendations of the Parking Review Group, or that it could reject some or all of the proposals, but that Members should be aware that many of the proposals were inter-linked as part of the overall strategy adopted. The Council's Cabinet would consider whether to introduce the proposals as proposed or amended provided the Board had approved the making of the Traffic Order.

In relation to the proposals for the Hartsland area, Officers noted that due to the nature of the roads and housing in that area, there were simply insufficient parking facilities for the number of cars owned by residents.

Mr. Wilson reported that, if all the proposals were approved, the District Council would bear costs in the first year for the implementation of the proposals but would have a future net income of approximately £200,000 per annum.

For the benefit of Members of the Board, and because the matter was complex to consider, Cllr. Mrs. Dawson explained the membership of the Parking review Group and the process followed. The Group's original remit had been to report to the Sevenoaks Forum and, indeed, it was here that representatives of residents associations had been invited to join the Group. Cllr. Mrs. Dawson expressed a personal appreciation of the way that the Group took to the task, particularly the residents representatives who took on the consideration of the strategic and holistic approach very well. All the comments received had been worked through in a thorough manner and she highlighted that a great deal of thought and care had gone into the recommendations put forward. It is never possible to take on board all the comments made, but the Group had tried to accommodate as much and as many of the residents concerns whilst attempting to maintain the purpose of the review.

Members made the following comments:

- The recommendation needed to be looked at in two parts, one being the parking controls, the other being the charges applied, the two issues are separate.
- There was concern regarding the Hartslands area in that parking spaces

were being reduced. It was suggested that the number of spaces lost be advised to Cabinet.

- Acknowledge comments regarding Montreal Park, but we will need to check the effects once the proposals have been implemented.
- Mr. Bracey was commended by several members on his professionalism and flexibility during this difficult process.
- An opinion was expressed that the proposals in relation to St. Botolph's Road would spoil its open and pleasant character. The proposals would also disadvantage people who tend to park later in the day.
- It was noted that the Parking Review Group did not have County Council representation.

In response to concerns, Mr. Bracey advised that the Sevenoaks Parking Review would be before Cabinet for approval on 20th December 2007. It was the Board's role to consider / agree the Traffic Order and the Cabinet's responsibility to agree to fund the proposals. Members had raised four areas of Concern. In relation to Hartsland / Cobden Road area, these proposals were separate from the review. Complaints had been received regarding residents parking right up to the junctions which narrowed the entry and exit to the roads in that area, reducing visibility, and had caused emergency vehicles (an ambulance) to be unable to pass along a road in the area. Consequently the parking in the area needed reviewing. Regarding the Montreal Park area, Mr. Bracey noted the comments of Dr. Burrell concerning displacement parking. Mr. Bracey felt that the proposals contained in the review dealt with this issue. Regarding St. Botolph's Road, this was a very broad road that was near the station and parking could either be discouraged or managed more effectively. All the houses in the road had ample private parking facilities and managing the parking in this area would reduce the demand for parking in less suitable roads. Mr. Bracey agreed that the proposals for some of the periphery areas were not essential to the Review and could always be excluded and considered separately.

Cllr. Williamson, the Portfolio Holder for the Built Environment, commented that all 430 comments received on the Parking Review had been looked at in some detail. The meeting that had undertaken this task had started at 9.30 a.m. and had concluded at 6 p.m. The proposals had attempted to accommodate the needs of all residents and users of the roads and many of had been made in response to road safety issues.

The Chairman requested that the Cabinet should consider carefully whether the Order, as it related to the Dartford Road/Hollybush Lane area, the Hartslands area, the Cobden Road area and St. Botolph's Road should be amended to reflect the concerns expressed by the Board.

Due to the strength of feeling of the Board a recorded vote was formally requested.

The Chairman then put the recommendation as set out in the report to the vote and the result was as follows:

FOR: Cllrs. Coates, Mrs. Dawson and Williamson

AGAINST: Messrs. John London and Parry

ABSTAIN: Cllrs. Dibsall and London, Messrs. Brazier, Chard, Gough and Lake.

The vote was therefore CARRIED.

Resolved: That the District Council's Cabinet be recommended:

(a) That the objections to the changes to the on-street parking Traffic Regulation Order be noted and set aside or otherwise considered as recommended by the Sevenoaks Town Parking Review Group and the Council's Portfolio Holder; and

(b) that the parking restrictions as set out in the report be introduced as proposed.

462. A25/WORSHIPS HILL, RIVERHEAD, TRAFFIC CALMING - VERBAL UPDATE (AGENDA ITEM NO. 6 – 12.12.07)

Mr. Fitzgerald advised the Board that a far reaching study had been carried out on Worships Hill and Westerham Road. Consultants had undertaken a survey and, when the equipment became available, an automatic traffic count would also be done. The consultant had also done a detailed site inspection of the two roads which had resulted in two pages of bullet points. He asked that the consultants be allowed to continue with their work.

ACTION 1: KHS to provide a progress report of the A25/Worships Hill, Riverhead route safety study and the results of the surveys to the next meeting of the Board.

Mrs. Walmsley, a resident, stated that it was good news that the survey was going ahead and the main concern was to meet all the criteria. There had been no fatalities on this part of the road yet but improved road signage could do no harm. She asked when the box junction was likely to be implemented. Mr. Fitzgerald advised he had been told that the box junction was imminent and he could check and report back to Mrs. Walmsley. He also commented that there was a high demand for the traffic count equipment but the results should be received by March 2008 although interpretation of the statistics would take longer.

ACTION 2: KHS to inform Mrs. Walmsley of the date of the box junction implementation at A25/Worships Hill, Riverhead.

Post meeting note: The yellow box at the Witches Lane junction with A25 Worships Hill had been installed by 18th December 2007.

Mr. Lake commented that he was glad there had been some progress but was disappointed that it had taken so long.

Resolved: That the report be noted.

463. SATELLITE NAVIGATION DEVICES (REPORT NO. 9 – 12.12.07)

The Board considered a report that had been submitted to the Kent County Council (?) Highways Advisory Board on 13th November 2007. Mr. Dines drew Members' attention to the bullet points contained on pages 5 and 6 of the appendix to the report which outlined action being taken at a national level with regard to satellite navigation devices. He reported that the Kent Transportation Board had been tasked with developing a Kent wide action plan. Mr. Dines commented that roads could not be excluded from use by lorries without the benefit of a Traffic Regulation Order (??) although specific areas of concern would be prioritised.

The Chairman enquired after a new system using a map based leaflet and road signage in Wales. Mr. Dines responded that it was a 12 month trial and he felt it was unlikely to work. He advised that a leaflet of "lorry advisory routes" had been produced for Kent.

Resolved: That the report be noted.

464. FIVE FIELDS LANE, HEVER (VERBAL REPORT NO. 16 – 12.12.07)

Mr. Dines reported that he had been in correspondence with Hever Parish Council on this issue for some years. KHS received a huge amount of such requests for Kent and received 50 per month relating to the Sevenoaks District. The County Council had a priority rating system (PIPKIN). He was sympathetic to the situation in Hever as a number of damage accidents had occurred. The traffic calming being requested for Five Fields Lane was quite radical especially as no injury accidents had taken place.

The Chairman of Hever Parish Council stated that he was grateful for the offer of a visit from Officers as the situation had been a running sore for many years. The road in question was under a mile long but was used as a rat run between Tonbridge and Edenbridge. Cars previously use the Four Elms crossroads but since this had become a traffic black spot more motorists had been using Five Fields Lane and so the situation had deteriorated. There had been numerous road traffic accidents and three people had been killed in a head on collision a number of years ago. The situation needed addressing and he suggested a reduction in the speed limit. He advised that the Parish Council might be able to contribute to the cost of any remedial measures.

Mr. Lake, the Local Member, advised that satellite navigation systems invited drivers to use the Five Fields Lane which was only 2 metres wide in places and he was keen that something be done to reduce speed. He looked forward to the KHS meeting with the Parish Council.

ACTION 3: KHS Officers to meet with Hever Parish Council in relation to possible traffic management measures for Five Fields Lane, Hever.

465. REQUEST FOR A PEDESTRIAN CROSSING IN CHILDSBRIDGE LANE, KEMSING (REPORT NO. 5 - 12.12.07)

Further to the Board (18.09.07), the report gave progress of work since a petition had been received from the local community in Kemsing who were concerned about the

safety of pedestrians crossing Childsbridge Lane at its junction with Dynes Road and West End. Mr. Fitzgerald also advised that the report gave an indication of the preliminary survey work being undertaken which had included a 12 hour pedestrian survey in November. The Parish Council had also done a survey of parents taking their children to school and KHS awaited the results. The school had undertaken a questionnaire.

The following statistics had been recorded:

- Between 7 a.m. and 7 p.m. 314 pedestrians crossed the road.
- 38% were under 15 years old (this excluded the walking bus)
- There had been three walking buses on that day to the school totalling 14 children and 6 adults.

Seven injury crashes had been recorded in the last five years and each of these had resulted in only slight injuries. In a correction to the distributed report, only one of the crashes had been attributed to excessive speed.

The Officers stated that it was proposed to continue with the detailed site assessment and collection of traffic data. The information would then be PIPKIN assessed and if all the criteria was met then it was possible it would be included in the 2009/10 programme as the 2008/09 programme was already confirmed.

Mr. Chard thanked Officers for their work and requested that a worked up costed scheme be submitted to the March 2008 meeting of the Board for consideration. The Officer explained that a costed detailed design would not be possible but offered an outline scheme.

ACTION 4: KHS to submit a report on an outline scheme for a pedestrian crossing in Childsbridge Lane, Kemsing to the March 2008 meeting of the Board.

Resolved: (a) That the progress made on this matter be noted;

(b) that the Officers' proposed strategy for taking the matter forward be endorsed; and

(c) that a report on an outline scheme for a pedestrian crossing in Childsbridge Lane, Kemsing be submitted to the March 2008 meeting of the Board.

466. HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT (REPORT NO. 7 – 12.12.07)

The Chairman went through the report page by page and the following comments were made:

- Appendix C – Otford Lane, Footway Extension, Halstead (SEV 3 06/07) – Officers asked Cllr. Williamson to remind the school to respond to the letter from KHS. Members were also advised that a report on this subject would be

submitted to the March 2008 meeting of the Board.

- Appendix C – Ash Road, Hartley – Interactive Speed Sign (SEV 12 07/08) – Mr. Brazier reported that the sign had been installed in the early part of the year but had never been connected to an electrical supply. The sign had been paid for from the Hartley Parish Council's Members Community Fund which was under constant demand. Mr Fitzgerald responded that he had been told it had been connected. He undertook to contact the contractors (Jacobs) and to pursue the matter vigorously. Mr. Brazier stated that this matter had been raised in October 2007. Mr. Moreton promised to speak to the senior lighting engineer who had contact with EDF.
- Appendix C – Station Road, Shoreham – Footway Link (SEV 18 07/08) – Officers reported that the road was too narrow to include a footway so it would be sited on the neighbouring field with the landowner's permission (Montgomery Farm).
- Cllr. Dibsdall asked for an update on the dropped kerbs for wheelchair users between Newports and the Broadway in Crockenhill. Mr. Fitzgerald gave an explanation and undertook to pursue the matter with the appropriate KHS Officer.
- Appendix D – Eynsford Road, Crockenhill – Mr. Gough reminded Members of the discussion regarding this issue at the last meeting of the Board. Funding had been agreed. However, the probability of this happening soon had receded. Mr. Burton explained that the KHS programme had covered drainage priorities. The sole priority was to protect the safety of the users of the roads and everything else was a secondary consideration. Officers were working to identify other means of funding remedial measures such as this but there was no certainty of accessing this funding.

ACTION 5: Cllr. Williamson to ask Halstead Primary School (SEV 3 – 06/07 Otford Lane, Footway Extension, Halstead refers) to respond to the letter from KHS as a matter of urgency.

ACTION 6: KHS to submit a report on SEV 3 – 06/07 Otford Lane, Footway Extension, Halstead to the March 2008 meeting of the Board.

ACTION 7: Mr. Fitzgerald to vigorously pursue the matter of the unfinished work regarding the interactive speed sign at Ash Road, Hartley (SEV 12 07/08) with Jacobs. Mr Moreton to pursue the same issue with EDF. Both Officers to report back to the Chairman of the Board and Mr. Brazier.

Post meeting note: A detailed account of the situation was sent by e-mail to Mr. Brazier and the Chairman of the Parish Council on 18th December 2007.

ACTION 8: Mr. Fitzgerald to pursue the installation of dropped kerbs for wheelchair users between Newports and the Broadway in Crockenhill and to report back to Cllr. Dibsall.

Resolved: That the report be noted.

467. PARKING MANAGEMENT IN KENT (REPORT NO. 8 – 12.12.07)

The Board considered the appendix to the report from the Highways Advisory Board on the subject of Parking Management in Kent.

Further to the Highways Advisory Board (18.09.07), the Joint Board was advised that Kent district councils were responsible for the practical application of parking policy within a framework set by the County Council. The report set out the principles of the parking framework and provided a summary of data for 2006/07 and an update on progress. Important new work areas had included reviews of parking stock and provision of additional spaces, a pilot to control footway parking and investigations into a clamping/removals trial. In August 2007 the Government had published guidance for the introduction of new parking enforcement legislation under the provisions of the Traffic Management Act (TMA). The report outlined the implications as well as opportunities for Kent authorities in terms of working more closely together on best practice, providing improved customer facing services and using the provisions in the legislation to help tackle congestion.

Resolved: That the report be noted.

468. SPEED LIMIT REVIEW (REPORT NO. 10 – 12.12.07)

Further to the Board (18.09.07), Members were advised of the legislation surrounding the setting of national speed limits and more specifically in relation to rural roads. The report gave details of Circular 1/2006 and the information reaffirmed the Government's intention to use 20mph and 30mph speed limits in villages together with appropriate traffic calming. It was also reported that the 60mph speed limit on rural roads would remain. Members' attention was drawn to paragraph 4 of the report and Mr. Dines commented that this was a complicated process and may result in increases or decreases in speed limits. A further report on this subject would be submitted to the meeting of the Board in March 2008. In response to a question on the inconsistency of approach regarding speed limits in different local government areas, Members were advised that the matter would be looked at in a holistic and strategic way in an effort to gain consistency.

ACTION 9: KHS to submit a report on further information regarding the speed limit review to the March 2008 meeting of the Board.

Resolved: That the report be noted.

469. PROPOSED COUNTY-WIDE TRANSPORTATION AND SAFETY PACKAGE PROGRAMME FOR 2008/09 (REPORT NO. 11 – 12.12.07)

Mr. Chard advised that the Government had announced that the County Council was no longer a "floor funded" authority and therefore funding availability might change.

Mr. Fitzgerald drew Members' attention to paragraphs 5 and 6 and Appendix 1 of the report and asked Members to note the proposed programme for 2008/09. He also requested Members' assistance in the prioritisation of schemes up to 2010/11.

Mr. Allen from Otford Parish Council had attended the meeting to talk about Footpath 49. He stated that the footpath now had a new estate next to it. The Scouts want to talk to KHS about their land. Additionally a woman had been raped on the path in recent months. The Parish Council would like to know if any actions were being progressed. Should the Parish Council agree with the proposed measures then it might contribute to the cost.

Mr. Fitzgerald asked the Otford Parish Council to contact Mr. Munn, the KHS Footpath Officer, direct and advised that he would also ask that Mr. Munn contact the Parish Council.

The Chairman of Sundridge Parish Council advised that he had met with KHS Officers on 6th November 2007. Since then a resident had been tragically killed and the pressure to control or reduce speeding in the vicinity was now enormous. A request for a speed camera was mentioned.

Mr. Dines reported that he had been in touch with the Police Investigation Unit and the outcome of the report was awaited. If deficiencies with the highway were highlighted then these would be made a priority.

The inclusion of the proposed pedestrian crossing at Childsbridge Lane was raised and Officers responded that it would have to be put through the PIPKIN process for the 2009/10 programme.

ACTION 10: Mr. Fitzgerald to ask that Mr. Munn contact Otford Parish Council in relation to Footpath 49.

Resolved: (a) That the proposed programme for 2008/09 be noted and the continuing application of PIPKIN be supported; and

(b) That Members assist Kent Highway Services in the formulation of future programmes of work and to assist in the delivery of Kent's LTP objectives and priorities.

470. REQUEST FOR TRAFFIC CALMING AT WEST END, KEMSING (REPORT NO. 15 – 12.12.07)

A petition had been received from the local community in Kemsing concerning the traffic management situation. Officers met with the Parish Council Chairman and Clerk and investigation work had been undertaken so that advice could be offered to a future meeting of the Board.

In accordance with protocols required on the receipt of petitions, the Board had informed that a petition had been received from the residents of Kemsing village. The petition, which had 334 signatures, was also copied to Kemsing Parish Council. The petition concerned the alleged excessive speed of traffic passing through West End. The road had village shops and a garage. There was also a primary school that the local children attended from the village. Older children from the village were

picked up and dropped off in West End to attend secondary schools elsewhere.

Resolved: (a) That the results, analysis and conclusions drawn from the traffic speed survey carried out in West End be noted; and

(b) That the Highway Services' decision to advise Kemsing Parish Council of the conclusion reached, namely that West End does not meet the criteria for the introduction of a 20mph speed limit, be endorsed.

471. INFORMATION FOR MEMBERS FROM THE HIGHWAYS ADVISORY BOARD HELD ON 13TH NOVEMBER 2007 (REPORT NO. 12 – 12.12.07)

In response to a question, Mr. Dines undertook to resend an invitation to a PIPKIN demo to Members and Officers.

ACTION 11: Mr. Dines undertook to resend an invitation to a PIPKIN demo to Members and Officers.

Resolved: That the report be noted.

472. POTENTIAL IMPLICATIONS OF DEVELOPMENT AT FORT HALSTEAD ON THE LOCAL TRANSPORT INFRASTRUCTURE (VERBAL REPORT NO. 13 – 12.12.07)

Members were advised that there was nothing to report at this time.

473. GRASS CUTTING IN SEVENOAKS (REPORT NO. 14 – 12.12.07)

Mr. Moreton reported that comments on the quality of the first cut of the season had been noted and he promised that the quality of the second cut would be better as he had taken the matter up with the contractor concerned.

Mr. London requested that the 1 metre depth of verge cuts be increased to 2 metres where possible on bends to improve visibility. Mr. Moreton agreed to take this on board as the matter had also been raised by the Kent Association for Parish Councils.

In response to a question regarding parish/town councils undertaking their own cutting, Mr. Moreton stated that parish/town council's could submit requests to KHS to ensure that their proposed operatives were properly accredited. It was also advised that the County Council would not refund any payments for grass cutting undertaken in this way.

Cllr. Dibsall asked about sign cleaning and cutting back vegetation. The Officer responded that this was part of routine maintenance and he had previously reported on the legal difficulties of cutting back vegetation.

Cllr. Williamson reported overgrown bracken on Ash Tree Lane. The Officer agreed to check the schedules for this area.

ACTION 12: Mr. Moreton to check the schedules for bracken removal in Ash Tree

Lane and to report back to Cllr. Williamson.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 9.29 P.M.

Chairman