

## **SEVENOAKS JOINT TRANSPORTATION BOARD**

Minutes of the Sevenoaks Joint Transportation Board held on  
16 March 2010 commencing at 7 pm

Present: Chairman: Cllr Coates

Vice-Chairman: Mr Brazier

District Councillors: Mrs J. Davison, Mrs A. Dawson, Dibsdall, London and Williamson

County Councillors: Brookbank, Chard, Lake, London and Parry.

Apologies for absence were received from Cllr. Gough, Cllr. Robson and Cllr. Underwood.

Officers: Messrs. Ash (KCC), Aspinall (KCC), Bracey (SDC), Connor (SDC), Keatley (SDC) and Wilson (SDC).

Cllrs. R. Davison, Fleming, Grint, McGarvey, Mrs Parkin, Mrs Purves, Ryan, Mrs Sargeant, Walshe, Cllr Julian Grange (London Borough of Bromley) and members of the public to speak on Minute Items 55, 57 and 60.

The Chairman ruled that due to the special circumstances that the consultations for the Proposed Traffic Regulation Orders had not closed information circulated after the publication of the agenda could be considered.

### 49. MINUTES OF PREVIOUS MEETINGS (Item No. 1)

Resolved: That the minutes of the meetings of the Sevenoaks Joint Transportation Board, held on 15 December 2009 and the Extraordinary meeting held on 24 February 2010 be approved and signed by the Chairman as correct records.

### 50. DECLARATIONS OF INTEREST (Item No. 2)

Cllr. Brookbank declared a personal interest in Minute Item 57 as his niece lived in Wickenden Road.

### 51. MATTERS ARISING/UPDATES (INCLUDING ACTIONS FROM PREVIOUS MEETINGS) (Report No. 3)

#### a) Actions from Previous Meetings

ACTION 4 – A25 Route Study – Dryhill Lane to Surrey Border (26/06/08) The Lighting and drainage issues had been resolved on this stretch of road, members asked for more information on the list of actions that were not within intervention level.

ACTION 15 - 30mph sign between Riverhead Infant School and Riverhead Square.

## Sevenoaks Joint Transportation Board – 16 March 2010

(16/12/08 and 17/03/09) An ISS bid had been submitted and Kent Highways Services (KHS) were awaiting confirmation on when this would be funded.

ACTION 19 - Parking in Westerham (16/12/08) No further action was required

ACTION 20 – Parking in Westerham (16/12/08) No further action was required

ACTION 27 – Criteria for speed limit reductions (17/03/09) No further action was required

ACTION 28 – CSM Portal Demonstration (17/03/09) County and parish members had been trained and training was planned for district members in the future.

ACTION 30 – Crossing in Otford (17/03/09) The meeting was still to be arranged.

ACTION 31 – Improving Bus Connection – Pipkin Report (17/03/09) The Board agreed to remove this action

ACTION 3 – Summary Criteria for Reviewing Speed Limits (16/06/09) This was being dealt with as part of the countywide speed limit review.

ACTION 5 – Blocked Drains at Hever Road, Uckfield Lane (16/06/09) A site visit had taken place on 15 March 2010 with the residents association. Multiple sources of water had been identified as the main problem in this area and a second site meeting with engineers was to be set up.

ACTION 1 – Petition calling for highway safety measures in Sunridge (22/09/09) See Minute Item 61.

ACTION 2 – Highway Scheme Improvement Proposals 2010/11 (22/09/09) The scheme had been referred to a later date for consideration.

ACTION 3 – Railway Bridge at B2026 – Malprit Hill, Edenbridge (22/09/09) See Minute Item 60.

ACTION 4 – Highway Improvement Scheme– “Bat & Ball” junction (22/09/09) See Minute Item 65.

ACTION 6 – Highway Improvement Scheme – Hilda May Ave Swanley (22/09/09) Action complete

### 52. SWANLEY LANE – SPEEDING (Item No. 21)

It was explained that the problems, which had been raised by a local resident, were currently under investigation. The local district council member briefed the Board that work done in previous years had not been sufficient to resolve the speeding issue on this stretch of road. It was hoped that funding for an interactive road sign could be secured. Work had been undertaken to cut back vegetation which reduced visibility, but it had been agreed that more work needed to be done by looking at the wider problems in the area.

## Sevenoaks Joint Transportation Board – 16 March 2010

53. MATTERS ARISING/UPDATES (INCLUDING ACTIONS FROM PREVIOUS MEETINGS) (Item No. 3)

b) Hartslands Parking

No update was provided to the Board on this issue.

54. PETITION FOR A SAFE CROSSING POINT IN CROCKHAM HILL (Report No. 4)

Officers agreed to consult with the local county council member before a full report was brought forward to the Board.

Resolved: That Members note the receipt of the petition and that a further report will be presented to a future Board meeting following further investigations.

55. PETITION REQUESTING HIGHWAY IMPROVEMENTS IN COLD ARBOR ROAD, BESSELS GREEN - UPDATE (Report No. 5)

Crash data for the road had been obtained and officers were looking into this issue. Following a query from a local resident it was clarified that the crash data used came from police reports and this was the standard criteria used to assess road safety. A local resident asked if they could be provided with the date that a final report would be brought forward and some proposed recommendations. Officers agreed to consult with local residents and the local county council member as more information became available.

Following a query from the Chairman the officer said that due to the demands of his workload the work agreed with the Board at its last meeting to identify land ownership had not yet been undertaken. It however it was highlighted that this was not always easy to identify in rural areas. The Chairman was surprised as it was his understanding that this information could be provided within three working days.

Resolved: Members agreed to note the progress of investigations in Cold Arbor Road (B2042), Bessels Green following receipt of the petition as advised to the Board Members in December 2009.

56. PETITION REQUESTING A NEW FOOTWAY IN WEALD VILLAGE (Item No. 6)

KHS were involved in discussions with Weald Parish Council with regards to the scheme and a funding bid. Permission still needed to be sought from the land owner before any scheme could be progressed. The Chairman noted that this would be discussed at the next meeting of the parish council.

57. PROPOSED TRAFFIC REGULATION ORDER 2009 AMENDMENT 7 – VARIOUS LOCATION IN SEVENOAKS (Report No. 7)

The Senior Parking and Traffic Engineer introduced this item and explained the report followed the Sevenoaks parking review, which took place in 2007/8. Requests for minor amendments and extensions of restrictions to address residents concerns

## Sevenoaks Joint Transportation Board – 16 March 2010

about the change of parking habits in the town had been received.

### Bradbourne Road and Sackville Close

The Board discussed the proposals in detail. The proposed restrictions were recommended to introduce residents parking bays where residents had experienced problems with commuter parking displaced from nearby roads and parking associated with the nearby schools. 9 responses had been received, 6 were against, from the 6 properties in Sackville Close, and 3 were in favour, from residents of Bradbourne Road. Following the comments from residents the proposal was amended, omitting the northern end of Sackville Close, as the road was too narrow to accommodate parking bays. However this would still allow large vehicles and emergency vehicles access.

A resident of Sackville Close expressed concern that they may not be able to park in their road in the evening time as some of the houses did not have enough off-street parking. The resident also felt that the introduction of no waiting restrictions during the day would not alleviate problems with visitors parking. The local member felt that omitting the northern end of Sackville close could cause problems for local residents as the unrestricted parking would be used by commuters, it was also explained that the close proximity of the school could add further strain to parking.

It was highlighted to the Board that the schemes from both roads should go together, although all residents may not be completely satisfied with the proposals this option was considered the least objectionable. It was proposed that officers would assess the situation and the impact of the changes in 6 months to establish if displacement parking had occurred in the omitted part of Sackville Close. Members voted on the proposals for parking amendments to Bradbourne Road and Sackville Close.

Resolved: That the officers recommendations for parking amendments in Bradbourne Road and Sackville Road, Sevenoaks be implemented as proposed.

### Oakfields

Following responses from residents the proposals had been changed to include the provision of double yellow lines in the turning areas of the road. It was noted that at the eastern end parking restrictions covered all of the publicly maintainable highway, but did not include the privately maintained road.

Resolved: That the officers recommendations for parking amendments in Oakfields, Sevenoaks be implemented as proposed.

### St. John's Hill (with Wickenden Road, Hospital Road, Golding Road and St. James' Road)

The Board was informed that the current road markings on the west side of St John's Hill (north of St James Road) did not match up with the traffic order that was in place and that the original proposal was to change the single yellow line marked on street to double yellow lines to match the traffic order.

## Sevenoaks Joint Transportation Board – 16 March 2010

Following the consultation process the proposal was amended so that the single yellow line restrictions on-street on the western side of St John's Road (north of St James Road) would be retained and the traffic order be changed to reflect them. Additionally, the proposals had a section of double yellow lines on the western side of St John's Road (south of St James Road) deleted to retain on-street parking near the local commercial premises during evenings and on Sundays.

Amendments to St James Road and Golding Road had also been requested by local residents and the Highway Authority as there were concerns over emergency vehicle access problems. The existing single yellow lines used for junction protection were outdated as the current arrangements no longer suited the increased traffic in the area and it as proposed they be converted to double yellow lines to reflect current practice.

The introduction of double yellow lines on the northern side of Wickenden Road was at the request of local businesses who had experienced difficulties with access to the rear of their properties.

The local district council member for the eastern side of St. John's Hill felt the changes would have an adverse affect on parking for the local residents and businesses and subsequently suggested that the amendments should not be approved. A local resident briefed the Board that the current arrangement for parking during the evenings should be retained. However it was highlighted by a member of the Board that there were car parks in close proximity to St. John's Hill that were free of charge in the evenings.

A member welcomed the proposed amendments and congratulated officers for work done to improve the situation at the junction of Golding Road and St. James' Road. Members voted on the proposals for parking amendments in the St. John's Hill area.

Resolved: That the officers amended recommendations for parking restrictions in St. John's Hill (with Wickenden Road, Hospital Road, Golding Road and St. James' Road), Sevenoaks be implemented as proposed.

### 58. PROPOSED TRAFFIC REGULATION ORDER 2009 AMENDMENT 8 – DISTRICT-WIDE SCHOOL KEEP CLEAR MARKING RESTRICTIONS (Report No. 8)

The Board was informed that the Traffic Regulation Order (TRO) was not proposing to introduce any new school clear markings. Instead the TRO would make the existing markings enforceable by Sevenoaks District Council's parking enforcement officers, where they were currently only enforceable by the police.

Following a query it was explained that the times of enforceable would shown by sign next to the school clear markings.

Resolved: That officers recommendations for parking restrictions be implemented as proposed.

## Sevenoaks Joint Transportation Board – 16 March 2010

### 59. PROPOSED TRAFFIC REGULATION ORDER 2009 AMENDMENT 10 – PARKING RESTRICTIONS NEAR KNOCKHOLT STATION, HALSTEAD (Report No. 9)

The Board was informed that Knockholt station in Halsted was a rural station with good access to the motorway and used by commuters for London. It was highlighted that there were some boundaries issues as the station and the car park were within the London Borough of Bromley (LBB), whilst London Road, Watercroft Road and Wheatsheaf Hill were all within the boundary of Sevenoaks District Council (SDC). Changes to London Road in the past had sought to reduce the visual width of the road with the introduction advisory cycle lanes, but these were being parked in by car owners using the station to commute. Cars were also parking at and near road junctions and at the bus stop areas. The proposals were intended to address these issues and included measures to reduce the likelihood of displacement parking.

One of the local district council members said that Halstead Parish Council were only supportive of restrictions at junctions and at the bus stops. Furthermore it was said that the proposals for Wheatsheaf Hill and Watercroft Road were not generally supported by residents as they experienced minimal problems with commuter parking.

The local member from the LBB suggested to the Board that the proposed restrictions would cause displacement parking into residential roads within the LBB and create a similar situation in roads within the SDC boundaries. The LBB member also noted that a scheme had been introduced in Chelsfield to give more free parking to commuters and it had not caused traffic problems. It was noted by a member of the Board that no response had been received from LBB as part of the consultation process.

Following a query the Head of Environmental and Operational Services explained that the introduction of charges for the parking areas to be provided was necessary to recover the costs of the scheme. The charge level has been chosen as it matched what commuters would pay to park near the station in Swanley.

Members of the Board voted on the proposals for parking restrictions near Knockholt station.

Resolved: a) That the safety related measures proposed, around junctions and the bus stop clearway proposals, only be implemented, noting the change in Authority responsible for the implementation of the proposals as detailed in the report.

b) The proposed measures to introduce restrictive parking and pay and display parking on London Road and Watercroft Road not be implemented.

### 60. B2026 – STATION ROAD/MARLPIT HILL UPDATE (Report No. 10)

The Board was informed that work would be undertaken to look at the signage in the wider area to ensure that vehicles over the height limit would be diverted away from the railway bridge. Following a query it was explained that the Core Strategy noted that the access restrictions needed to be investigated.

## Sevenoaks Joint Transportation Board – 16 March 2010

Resolved: Members noted the progress of the Marlpit Hill railway bridge review.

### 61. A25 SUNRIDGE – PROPOSED SAFETY IMPROVMENTS (Report No. 11)

An update was provided that KHS had met with the Parish Council and were currently in talks with officers involved in traffic signalling at KHS. The bid for an interactive speed sign had been successful and was part of the 2010/11 programme of work.

### 62. A25 GREATNESS (Item No. 12)

The Chairman highlighted that the work to install the railings had been agreed verbally and in writing to him and he was disappointed that the programmed work to install the railings in February 2010 had not been progressed as agreed with the Board at the December 2010 meeting. The Chairman asked officers for an update on when this work would be completed.

An error was also highlighted with the Traffic Regulation Order that officers were undertaking to rectify and subsequently a re-consultation process would have to take place.

### 63. THE SEVENOAKS DISTRICT STRATEGY FOR TRANSPORT (SDST) – FINAL DRAFT (Report No. 13)

The Chairman notified that the Local Transport and Development Manager for Sevenoaks and Tunbridge Wells had amended the report by omitting point 4 of the recommendations and adding to the introduction two additional paragraphs:

*3. The changes/recommendations required from the extraordinary meeting on 24 February 2010 will be incorporated into the final version of the Sevenoaks Transport Strategy document.*

*4. The final version of the strategy document will be available for member information at the next Sevenoaks Joint Transportation Board meeting in June 2010.*

Members of the Board noted the changes.

The Board was informed that all the changes discussed by members at the Extraordinary meeting on 24 February 2010 would be incorporated into the documents and reported back to the June meeting of the Board for information.

A member of the Board explained that following the Extraordinary meeting officers were working on additional wording to address the rail issues that had been discussed. A member also highlighted that members concerns regarding rail travel in the district were also being considered by Kent County Council (KCC) and this would be covered as part of the Kent Transport Strategy.

Resolved: Members noted the progress of the Sevenoaks District Strategy for Transport.

## Sevenoaks Joint Transportation Board – 16 March 2010

64. SEVENOAKS TOWN CENTRE: PROPOSED EXPERIMENTAL TRAFFIC REGULATION ORDER FOR TOWN CENTRE TRAFFIC MANAGEMENT  
(Report No. 15)

A member of the Board requested that this item be deferred and considered at a later meeting of the Board. The Chairman explained that he had hoped to progress this proposal, by having it on the agenda, to highlight his view that a low number of HGV's were accessing the town centre of Sevenoaks. The Chairman also noted that the issue could be looked at by the Air Quality Management Steering Group.

65. HIGHWAY IMPROVEMENTS 2010-11 – UPDATE REPORT (Report No. 14)

It was explained to the Board that the planned reduction of the speed limit in London Road, Swanley from 40mph to 30mph east of the A20 on-slip had failed to gain support from Kent Police. It was highlighted that this issue would be looked into in the future as part of the overall review of speed limits in the Kent.

A member suggested that the proposal to remove SDC parking bays, at Croydon Road junction with Markey Square, Westerham, be brought to the next meeting of the Board for members consideration.

66. WINTER CONDITIONS/POLICIES (Item No. 16)

The Board was informed that maps would be sent to all parish council's containing information on the priorities of road gritting and on which pavements would be gritted. It was explained that KHS were currently conducting a review of its winter services. A consultation would be issued in the first week of April and key stakeholders, including the district council and town and parish councils, would be asked for contributions. The consultation would close in June and the results be considered by the relevant overview and scrutiny committee at KCC in July.

A member of the Board suggested that officers at KHS could look in the impact of the weather conditions on different road surfaces, as well as establishing which contractors had been more reliable and responsive than others.

The Chairman was disappointed that changes to the policy regarding salt bins had not been reported to the Board for discussion and it was also noted that many rural areas would not be able to meet the amended criteria. The Chairman also said that some parish council's would be willing to purchase such salt bins. It was highlighted that this policy change had been to the relevant overview and scrutiny committee at KCC.

67. UPDATE ON POTHOLES (Item No. 17)

It was reported that in February 2010 KHS had been able to treat over 20,000 potholes, compared with the 8,000 that were treated in February 2009. The majority of resources had been shifted into pothole work, with the exception of emergency work. KHS had also been given an additional £1 million by the leader of KCC to tackle this problem.

## Sevenoaks Joint Transportation Board – 16 March 2010

Following a query it was explained that 'Find and Fix' related to the policy where gangs would be sent out to investigate potholes and also look for any others that could be treated in the same area.

Following a query it was explained that bus routes did not have priority with regards to the treatment of potholes.

### 68. UPDATE ON MAPPING SYSTEM ON 'MYKENT HIGHWAYS ONLINE' – PROBLEMS CAUSED BY INTERNET EXPLORER 8 (ITEM NO. 18)

It was explained to the Board that the technical computer problems with Internet Explorer 8 had now been solved.

### 69. SPEED LIMIT REVIEW (Item No. 19)

The comments by members at the December meeting of the Board had been taken forward for consideration and officers were investigating the consistency of speed limits across the county's borders with other local highway authorities. Officers were also investigating if the second phase of the review could begin for West Kent in 2014 as West Kent bordered several other local highway authorities.

### 70. AIR QUALITY MANAGEMENT AREAS (Item No. 20)

The Head of Environmental and Operational Services explained to the Board that a meeting of SDC Officers with Jacobs had discussed Sevenoaks and Swanley town centre's and the A25 in Seal. Jacobs would be providing a programme for investigation into these proposals. A meeting of the JTB Members/Officers group on air quality would be called when additional information had been provided by Jacobs.

### 71. SEAL HOLLOW ROAD – REMOVAL OF SIGN (Item No. 22)

It was explained to the Board that the interactive speed sign had been installed for 2/3 months and then removed to another location and would be reinstated within 6 months for a similar period of time. Currently there were no plans to make this sign a permanent fixture.

A local resident commented that the speed of drivers on the road had been visibly reduced when the sign was in place and an accident had occurred since the sign had been removed.

A member also commented that the road was dangerous and residents wanted the sign back.

Officers agreed to investigate if town or parish councils could purchase these signs. Officers also agreed to assess the criteria that needed to be met for the introduction of a sign to see if one could be up and down from various locations along the stretch of road.

## Sevenoaks Joint Transportation Board – 16 March 2010

### 72. CHAIRMAN'S CLOSING THOUGHTS

The Chairman expressed concern that the structure of KHS frequently caused communication issues and this was not only internally but also with their external partners Jacobs and Ringway.

### 73. ENFORCEMENT

Following a query with regards to enforcement, officers explained that resource constraints affected the amount of enforcement that could be provided by KHS.

THE MEETING WAS CONCLUDED AT 9:47 P.M.

Chairman

