

SEVENOAKS JOINT TRANSPORTATION BOARD
12 June 2013 at 7.00 pm

At the above stated meeting the attached documents were tabled for the following items:

3. Matters Arising/Update (Including Actions from Previous Meetings) (Pages 1 - 2)

4. Petition for Speeding Sign (Brasted) (Pages 3 - 4)

This page is intentionally left blank

BAT AND BALL JUNCTION A brief chronology prepared by Sevenoaks Cycle Forum

2008 Jacobs designs a plan to increase capacity on the A25 by widening the approach from Seal for westbound traffic to two lanes

2009 A review of this plan concludes it is not feasible to widen the junction

2010 Sainsbury's application to extend its store is turned down. Sevenoaks Quarry application for continued operation and continued extraction is approved, with a contribution of £120k for highway improvements to Bat and Ball junction and 30k for air quality monitoring

2011 Sainsbury's second application is approved. Sainsbury's transport assessment by the Mayer Brown consultancy forecasts an increase in traffic of between 14 and 15 % due to the expansion. It emphasises the importance of pedestrian and cycle access to the store, particularly for 'colleagues' (staff) and calculates that more than 6,000 people live within a 2km (10 minutes) cycling range. However the planning approval by SDC, which includes a contribution of more than £200k for improvements to Bat and Ball junction, makes no mention of cycling or pedestrian improvements. This brings the total Section 106 funding to £389,000.

March 2012 JTB approves Sevenoaks District Cycle Strategy, including Route 6 between Sevenoaks and Otford

June 2012 JTB is informed by KH that it is not feasible to widen the junction as originally planned. KH says it will install new equipment (MOVA and CCTV) to monitor traffic flows, and explore other measures within the Section 106 agreements. Sevenoaks Cycle Forum proposes altering the scope of the agreements by a deed of variation, to allow possible funding of the Sevenoaks-Otford cycle route.

September 2012 Sevenoaks Cycle Forum sends a detailed proposal to JTB members, citing the precedent in 2005/6 when a S106 agreement with BT at Sevenoaks station was varied to allow money to be spent over a wider area than initially planned

December 2012 JTB turns down the KH plan for junction improvements and asks officers to consult with Sevenoaks Cycle Forum and produce a better plan. KH and Sevenoaks Cycle Forum agree the junction should include Advance Stop Lines at the junction for cyclists on the A225.

March 2013 JTB approves revised KH plan for junction improvements, including resurfacing, parking bays along the A25 west of the junction, bus stop changes and other enhancements. It asks KH to consult further with Sevenoaks Cycle Forum on the Sevenoaks-Otford cycle route. After allocation of most of the Section 106 funding totalling £229k, £91k remains unspent.

This page is intentionally left blank

Agenda Item 4

The things that we discussed that would help us generate some facts to support our case were:

- A traffic survey to establish volume and type (I also suggest we do this from Bessels Green to Westerham to also establish, where traffic is coming from and going to as I suspect vehicles are circumventing the M25)
- A survey to test the speed of vehicles
- Local accident reports that focus on physical injury, including deaths
- Air quality control – we already know this is an issue in some places
- Survey of damage to local roads and causes
- Any evidence that we can collect about villagers experience and getting them to record all incidents on the road
- Collecting any evidence about damage to buildings, noise disturbance, etc

It was also suggested that we propose actions to address the issues we are facing and initial ideas were:

- Request the road furnishing so that local Police can begin to enforce speed restrictions (albeit this is unlikely to fix the number of speed violations on the roads but will be a deterrant)
- Request the items on the petition (pedestrian crossing, speed camera, interactive signs)
- Revisit the now dated decision to have High Street as an A road – we do have a huge bypass in place called the M25, so why not down grade us to a B road
- Request weight restrictions
- Consider pinch points
- ~~Create a uniform 30mph zone between the Brasted and Sundridge.~~

We also talked about a sustained campaign, working with Sundridge, Westerham and Bessels Green, raising over a thousand signatures (more if we can get them), activities that generate local community activism to demonstrate their dissatisfaction with the current situation: stall at the village fete, protest march, getting Meridian News, the local newspapers more involved etc

This page is intentionally left blank