



SEVENOAKS JOINT TRANSPORTATION BOARD

14 November 2011 at 7.00 pm
Conference Room - Council Office

AGENDA

Membership:

District Council Members:

Cllrs. Mrs. Davison, Edwards-Winsor, (James) London, Searles, Towell, Underwood and Williamson.

The County Councillors for the 7 County Electoral Divisions representing the Sevenoaks District:

Cllrs. Brazier, Brookbank, Chard, Gough, Lake, (John) London and Parry.

The representative from the Kent Association of Local Councils:

Cllr. Robson

Apologies for absence

1. **Minutes of the meeting of the Board held on 14 September 2011** (Pages 1 - 6)
2. **Declarations of interest**
3. **Matters Arising/Update (Including Actions from Previous Meetings)**
4. **Proposed parking restrictions in Chevening and Riverhead.** (Pages 7 - 46)
Garry Connor
5. **Petition - Valley Road, Fawkham.** (Pages 47 - 54)
Laura Squires
6. **Sevenoaks Pedestrian Guardrailing Assessment.** (Pages 55 - 82)
Julian Cook
7. **Highway Improvement Scheme Progress Report.** (Pages 83 - 92)
Julian Cook
8. **Kent County Council Highways and Transportation Restructure.** (Pages 93 - 120)
Julian Cook

EXEMPT ITEMS

(At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.)

Please note the following reports may be of interest for information and can be found on the Sevenoaks District Council website:

1. **Highways Works Programme 2011/12.** Julian Cook
0845 8247 800
2. **Sevenoaks Winter Service Plan – 2011/12.** Julian Cook
0845 8247 800

To assist in the speedy and efficient despatch of business, Members wishing to obtain factual information on items included on the Agenda are asked to enquire of the appropriate Director or Contact Officer named on a report prior to the day of the meeting.

Should you require a copy of this agenda or any of the reports listed on it in another format please do not hesitate to contact the Democratic Services Team as set out below.

For any other queries concerning this agenda or the meeting please contact:

The Democratic Services Team (01732 227241)

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting of the Sevenoaks Joint Transportation Board
held on 14 September 2011 commencing at 7.00 pm

Present: Cllr. J London (Chairman)

Mr D Brazier (Vice-Chairman)

Cllr Mrs J Davison, Sevenoaks District Council

Cllr. J Edwards-Winsor, Sevenoaks District Council

Cllr. P Towell, Sevenoaks District Council

Mr R Brookbank, Kent County Council

Mr N Chard, Kent County Council

Mr R Gough, Kent County Council

Mr P Lake, Kent County Council

Mr J London, Kent County Council

Mr R Parry, Kent County Council

Apologies for absence: Cllr. T Searles, Cllr. J Underwood and
Cllr A Robson

8. MINUTES OF THE MEETING OF THE BOARD HELD ON 15 JUNE 2011

Resolved: That the minutes of the meeting of the Sevenoaks Joint Transportation Board held on 15 June 2011 be approved and signed by the Chairman as a correct record subject to the following amendments:

- (i) Minute 2 - Declarations of Interest, being amended to reflect that it is Cllr. Gough's wife who is the governor of the school;
- (ii) Minute 3 - Matters Arising/Updates, the deletion of the second sentence of the first paragraph; and
- (iii) Minute 7 – Proposed Traffic Regulation Order 2009, the insertion of a comma after the word 'suggestions' and the addition of the words 'which would be funded by County Member Parry's County Highways Fund.'

9. DECLARATIONS OF INTEREST

Cllr. Brazier declared a personal interest in minute item 4 as it was in his division and that he was called on occasion to advise the Cabinet Member for Environment, Highways and Waste in his capacity as his Deputy.

Cllr Edwards-Winsor declared a personal interest in minute item 5 as a member of the affected Ward.

10. **MATTERS ARISING/UPDATE (INCLUDING ACTIONS FROM PREVIOUS MEETINGS)**

Cllr. Chard advised that he had not yet had the opportunity to speak with Ms. Squires regarding the petition for a pedestrian footway in Windmill Road, but that he thought it had been agreed that he would make a contribution from his Highway Allocations Budget. However he had also understood that initially there needed to be an agreement with the landowner, followed by a draft scheme and assessment of costs, before funding was looked at. Officers advised that talks with landowners could often take a couple of years to reach a conclusion and would speak to the County Member about funding.

Action: Kent Highway Services (KHS) to investigate whether the proposal could be funded by the County Member's Highway Allocations Budget.

11. **PRESENTATION OF PETITION REGARDING ROAD SAFETY AROUND FAWKHAM CHURCH OF ENGLAND PRIMARY SCHOOL**

Cllr. Mrs. Parkin thanked the Chairman for placing the presentation of the petition on the agenda and expressed her support for it.

A representative of the parents and children of the school spoke on behalf of the petitioners. He informed the Board that there was a great deal of concern regarding road safety around the school which was located on a busy country road which pedestrians had to cross to gain access to the school. The school itself was in a 40mph zone only 350 yards from the 30mph zone within Fawkham Green itself. There had been several accidents in the area and outside the school itself. Campaigning for more road safety improvement features had been ongoing. The petitioners were aware that road traffic surveys had been carried out following an agreement in spring 2011 to look at reducing the speed to 30mph but no conclusions had been shared and nothing further had been heard.

He advised that another school in the area had stopped parking within the school playground, had a new crossing, road markings and a school crossing patroller. In comparison their children were crossing an unmarked road with sweeping bends and a small straight where traffic often increased their speed. The road also narrowed leaving drivers concentrating more on their passing space rather than their environment. Just beyond the school entrance/exit there was an overgrown hedgerow obstructing sightlines, causing exiting traffic to pull out onto the wrong side of the junction to gain a better view, causing further problems. The school's lighting was frequently out of order or on the wrong timings and was often covered by tree growth. Existing road markings and signage had faded. Parking inside the school was limited which meant many parents parked on the road, adding to the congestion problems. Many parents lived in Fawkham and walked their children to school with younger children and buggies which made it harder to cross the road.

In conclusion he requested that the speed limit be reduced to 20mph, at least during school-run hours, a pedestrian crossing be built, traffic calming be installed, that the existing signage be maintained and lighting left in good

working order, that there be more significant road signage with no-stopping signs and zigzag road markings, and that the car parking issue be addressed. The petition was presented to the Chairman.

Members advised that issues such as parking within the school premises and the funding for a school crossing patroller fell outside the scope of the Board and were issues for the school to address itself.

Action: KHS to inspect the area and carry out any remedial works necessary to existing signage, road markings, lighting and hedgerows, and also fully investigate and report back to the next meeting on the issues raised.

12. PROPOSED PARKING RESTRICTIONS IN OTFORD PART 2

The Senior Parking and Traffic Engineer (SDC) presented the report which requested Members to approve a traffic regulation order to introduce new parking restrictions in the Bubblestone Road, The Old Walk and The Butts areas of Otford. He advised Members that requests for such measures had been received from local residents during the consultation exercise on the new parking restrictions implemented to control commuter parking in the Tudor Drive and Well Road areas. He brought Members' attention to the objections received and officers' responses as detailed within the report. Some Members of the Board agreed that traffic had already been displaced to these sites since the introduction of the earlier measures.

A Member expressed his support for the scheme as a whole but queried whether a 10m all day no waiting restriction was enough on junction corners as he understood it should be 15m. In response he was advised that the minimum requirement was 10m and that best practice was 15m and Members' attention was drawn to the comments received from Kent Police (Appendix C to the report). Members discussed the possible need to extend the length of the corner protection in certain areas, but concurred that as the emergency services were happy with the 10m restriction it would be better to review the situation once implemented.

Following a query as to where displacement parking would now occur, the Officer advised that it would lessen and spread over a wider area, hopefully encouraging more use of the station car park. Displacement parking may occur around The Pond, station and possibly Leonard Road, and current restrictions in these areas may need to be reviewed as a result. He confirmed that a review of the new restrictions, if agreed, would be carried out within a 6-12 month time period.

Resolved: That the comments and objections to the changes in the on-street parking Traffic Regulation Order 2009 Amendment 22 be noted, and the officer recommendations set out within the report be approved for implementation.

The size of Appendix C to the report was commented on and a suggestion made that further appendices of this length would be better kept electronically accessible rather than printed on paper. County Members expressed concern on ease of access to the documents, but it was agreed in principle that for

future reports large appendices should be made available on the website rather than printed in full.

13. SEVENOAKS CYCLE STRATEGY

The Kent Highway Schemes Manager introduced the report which sought Members approval to carry out a public consultation exercise on the draft Cycling Strategy. He reminded Members that it was an objective of Kent's Third Local Transport Plan (LTP3) for all districts to have a cycling strategy place by 2012. He advised that Sevenoaks had little existing cycling infrastructure and that most was for leisure rather than commuting purposes. County Cllr. Brazier applauded the enthusiasm, knowledge and ingenuity of the Sevenoaks Cycling Forum which had helped get the Strategy to this stage. The Working Group, made up of County Cllrs., District Cllrs. and the Forum had resulted in a spirited and thoughtful attempt to devise a strategy in a challenging environment. He felt that on offer were the safest alternative routes available and he was excited to see what the public made of it. Cllr. Chard thought it was exciting, pragmatic and practical, with a forewarning of the amount of work to be done after the consultation exercise.

Members welcomed the strategy making some general comments which included:

- to note that Shoreham is a Parish not Town Council
- keen not to create conflict with pedestrians
- Halfords to be added to the list of cycle shops to be consulted.
- the Parish Clerk at Shoreham was disappointed their comments were not included and were concerned with regards to footpath SL32 being turned into a cycle path
- further clarification was needed, such as a map reference, to the areas identified within the questionnaire

Mr. J. Morrison from Sevenoaks Cycling Forum addressed the Board speaking in support of the strategy. He was happy with the progress that had been made since the formation of the Working Group. He advised that on the inspection visits, routes had been carefully and thoughtfully assessed and any that were too narrow did not go into the plan. He was excited that the district would be benefitting from having been chosen as the Paralympic Road Cycling venue and hoped to capitalise on that with regards to the promotion of cycling. He thanked all Councillors and Officers involved with special thanks to Ms. R. Thomas (KHS). Looking to the future there were areas still not covered, but he believed that most of the proposed schemes would be achievable with minimal cost. There was no uniform definition of a cyclist as they ranged in skill, age and purpose so it was difficult to find a solution that suited everyone. He was eager to engage the District Council further, particularly on matters of provision by development control within large planning developments, and the Community Development Team in wider scale issues such as health and obesity.

Resolved: That the plan to carry out a full public consultation exercise on the Draft Sevenoaks Cycle Strategy and intended method of distribution, be approved.

14. INFORMATION ITEMS

Information items listed on the agenda and made available on the Committee Management Information System were noted (CMIS). A further information item on 'Winter Damage Repairs – Find & Fix and Surfacing Schemes' was also received and noted.

In answer to a question from a member of the public, the KHS District Manager (Sevenoaks) replied that he hoped to bring a further report on pedestrian guard railings to the next meeting of the Board.

The KHS District Manager (Sevenoaks) advised that the new KHS staffing structure had just been made available. It was agreed that this should be circulated and considered at the next meeting.

Action: The new KHS staffing structure be circulated to all Members and considered at the next meeting of the Board.

THE MEETING WAS CONCLUDED AT 7.58 pm

Chairman

This page is intentionally left blank

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 DECEMBER 2011

PROPOSED PARKING RESTRICTIONS IN CHEVENING AND RIVERHEAD

Report of the: Community and Planning Services Director

Status: For decision

Executive Summary: This report requests that Members approve the introduction of a traffic regulation order to introduce new and amend existing parking restrictions in the Witches Lane, Westerham Road, Cranmer Road and St Marys Drive areas of Chevening and Riverhead parishes.

This report supports the Key Aim of safer communities and the effective and efficient use of resources.

Portfolio Holder Cllr. Hunter

Head of Service Head of Environmental and Operational Services – Mr. Richard Wilson

Recommendation: It be RESOLVED that the comments and objections to the changes in the on-street parking Traffic Regulation Order 2009 Amendment 16 be noted and the officer recommendations set out within this report be approved for implementation.

History

1. In respect to Cranmer Road and St Marys Drive, the District Council had received comments that parking near the entrance to these roads was causing congestion and hindering vehicles turning in and out. Hence, the proposal to introduce a double yellow line restriction at the junction of Cranmer Road and to extend the existing double yellow line restriction in St Marys Drive at the junction with the A25 Worships Hill.
2. In respect to Witches Lane, the District Council had been requested by Kent Highways to include proposals for double yellow line restrictions opposite the Amherst County Primary School and adjacent the traffic calming feature in order to prevent congestion and to maintain traffic flow.
3. In respect to the existing double yellow line restriction on all the approaches to the traffic light junction on the A25 outside the Riverhead Primary School, the Traffic Regulation Order needs to be amended to agree with current road markings and signing. The change is to simply remove the reference to “no loading or unloading” in the Order as this is neither necessary nor required.

Agenda Item 4

Sevenoaks Joint Transportation Board – 14 December 2011

This proposal affects Worships Hill, Westerham Road, Witches Lane and Cold Arbour Road in the vicinity of the traffic light junction.

4. The District Council undertook formal public consultation for all the proposals in March 2011. It is acknowledged that the results of the consultation should have been brought to this Board at an earlier date, but issues relating to workloads and restructuring of Kent Highways delayed the matter.
5. Plans detailing the proposals and the draft Traffic Regulation Order are shown in Appendices A and B respectively.

Consultation Responses

6. The District Council carried out formal consultation on the proposals in accordance with the statutory requirements, with the consultation running from 10 February to 13 March 2011. The proposals for St Marys Drive had been amended as noted below following informal consultation undertaken in 2010. A plan detailing the earlier proposal is attached as Appendix D.
7. In respect to the proposals the responses are summarised as follows; copies of comments received are included in Appendix C:

Cranmer Road (new double yellow line restriction at junction)		
Responses	2	
In favour of proposal	1	50%
Against proposal	0	
No opinion	1	50%

One comment received from a resident of Cranmer Road related to concern that the parking restrictions proposed for Witches Lane would compound problems in Cranmer Road. This was not recorded as being in favour or against any of the proposals and is included in the table for Cranmer Road.

St Marys Drive (extension to existing double yellow)		
Responses	8	
In favour of proposal	3	37.5%
Against proposal	5	62.5%
No opinion	0	

Item No. 4

Objections were received from five residents of Riverhead House broadly concerned about the loss of parking spaces and giving the view that the existing restrictions were adequate. However, the prior, informal consultation responses asked that the restrictions be extended to cover the access road to Riverhead Mews and Riverhead House due to parking that occurs there.

Witches Lane (double yellow lines opposite the school)		
Responses	5	
In favour of proposal	3	60%
Against proposal	2	40%
No opinion	0	

A response from the Headmaster of the Amherst County Primary School confirmed he was in favour of the proposals. Chevening Parish Council wished it to be recorded that they were against the proposals. A Sevenoaks District Councillor for Dunton Green and Riverhead disagreed with the proposal.

Change to the existing restrictions at the traffic light junction
No responses were received in relation to this proposal.

8. In general, Kent Police confirmed it had no specific comment to make and the Riverhead Parish Council stated that it was pleased with the proposals but made no specific comments.

Recommendations

9. In view of the highway implications within the proposals, the consultation responses have been discussed with officers at Kent Highways. It is the view of Kent Highways that in the interests of preventing obstruction of the highway and to assist the flow of traffic, all objections should be set aside in respect to all the proposals and that the proposals be approved for implementation.
10. It is, therefore, recommended that Members consider the objections, but also the expressions of support for the proposals received and accordingly set aside the objections and approve the introduction of the restrictions as proposed.

Key Implications

Financial

11. If approved, the work required to implement the proposals will be discussed with Kent Highways to determine how best to proceed. The cost to install additional yellow lining is estimated at £800 and will be met from the respective Councils highways lining budgets once the action has been agreed.

Community impact and outcomes

12. The proposals should reduce obstruction to the highway and assist in the flow of traffic, although there will be a reduction in the number of parking spaces available at certain locations.

Legal, Human Rights, etc

13. The procedures appropriate to the promotion, advertisement and introduction of a traffic regulation order (as set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) have been followed and exceeded.

Risk Assessment Statement

14. The proposals should have no increased level of risk beyond those relating to the management of on-street parking.

Sources of Information:

The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Amendment 16) Order 2009.

Informal consultation undertaken in 2010 in relation to parking proposals in Riverhead and Chevening parishes.

Existing on-street parking traffic regulation orders held by the Parking and Amenity team.

Contact Officer(s):

Andy Bracey Ext.7323

KRISTEN PATERSON

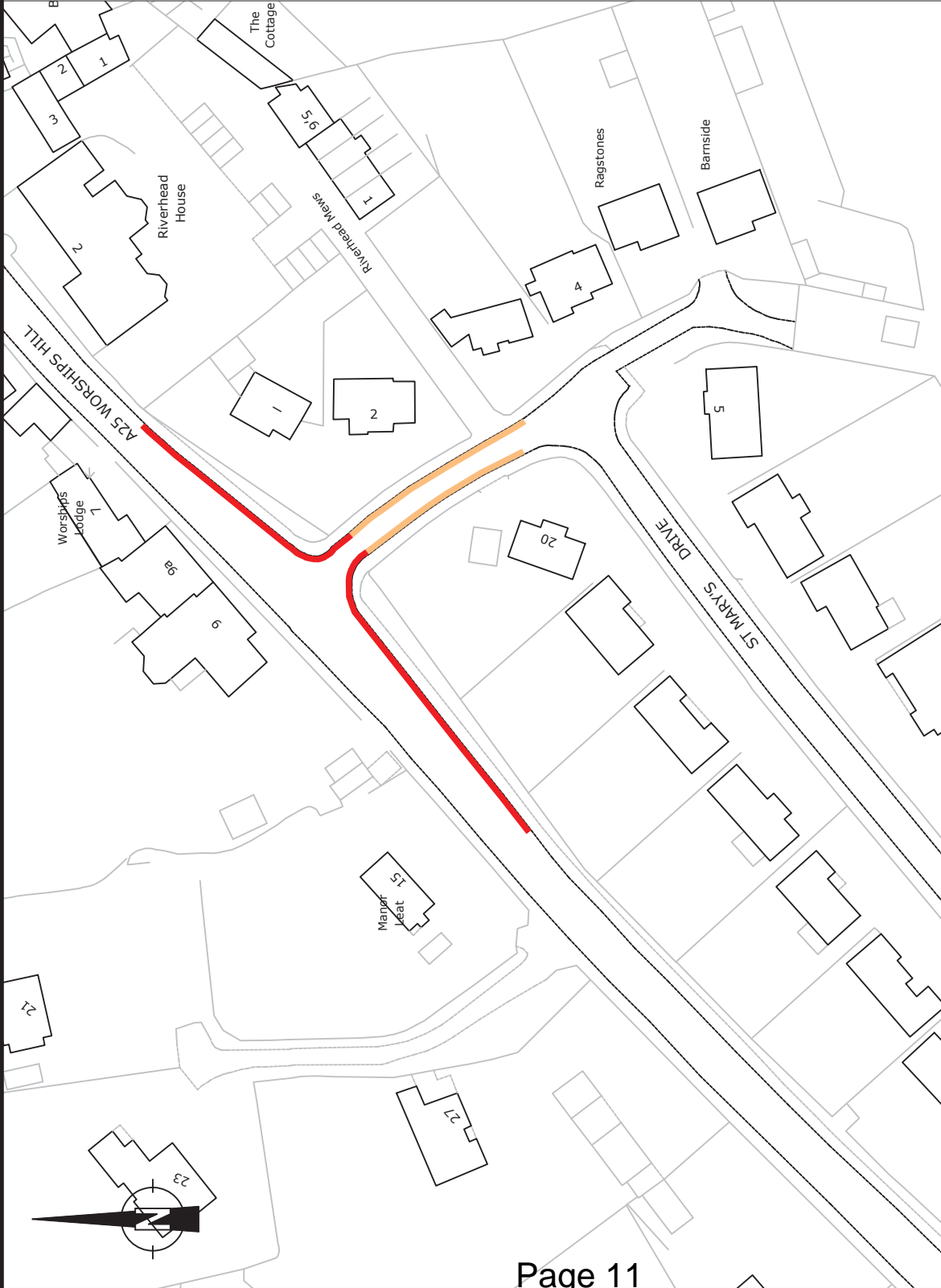
COMMUNITY AND PLANNING SERVICES DIRECTOR



Drawn by : ACB
 Scale 1:1000 Date : 14/09/10
 File ref : T/Riverhead

Key

- Existing double yellow lines
- Proposed double yellow lines



Proposed Waiting Restrictions - Consultation

St Mary's Drive Riverhead

Date	Revision	Ref	Drawn
9/10	DYL extended to Mews	A	ACB

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright 2000. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Riverhead - St Marys Drive - 140910.pdf

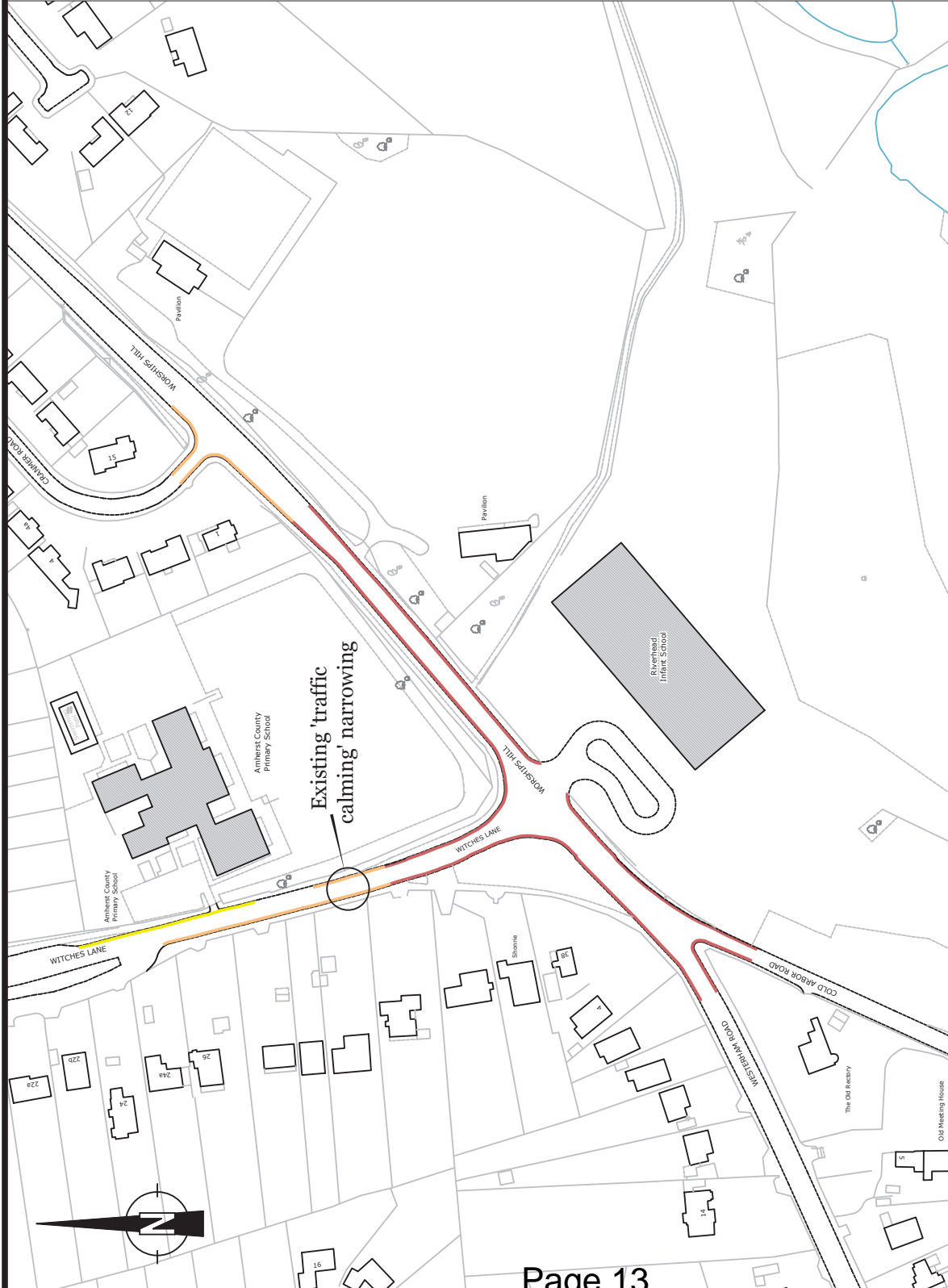
This page is intentionally left blank



Drawn by : ACB
 Scale 1:1000 Date : 29/07/10
 File ref : T/Riverhead

Key

- Existing incorrect 'No waiting and no loading at any time', to become 'No waiting at any time'
- Existing School Keep Clear
- Proposed 'No waiting at any time'



Proposed Waiting Restrictions - Consultation A25 Worslipes Hill / Cold Arbor Road / Witches Lane Riverhead & Chevening

Date	Revision	Ref	Drawn

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Riverhead - Worslipes Hill - 290710.pdf

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright 2000. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

This page is intentionally left blank

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS IN THE DISTRICT OF SEVENOAKS)
(PROHIBITION AND RESTRICTION OF WAITING AND
LOADING & UNLOADING AND ON -STREET PARKING
PLACES)
(AMENDMENT 16) (RIVERHEAD & CHEVENING) ORDER 2009**

THE KENT COUNTY COUNCIL, (hereinafter referred to as “the Council”) acting as the local traffic authority and in exercise of its powers under Sections 1, 2, 32, 35, 36, 45, 46, 47, 49, 53, 124 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (hereinafter referred to as the “RTR Act of 1984”), the Traffic Management Act 2004 (hereinafter referred to as the “TMA 2004”), the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 (hereinafter referred to as “CEoPC Regulations 2007”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984, hereby makes the following Order.

The attached Appendices 5 (Chevening) and 23 (Riverhead) are to be substituted in to “The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places) (Consolidation) Order 2009” and in to all subsequent amendment Orders:

Citation

The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

This Order may be cited as;

“The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading & Unloading and On-Street Parking Places) (Amendment 16) (Riverhead & Chevening) Order 2009

and shall come into operation on the ?? ????????? 2011.

Given under the Seal of the Kent County Council

This ??th day of ????????? 2011

THE COMMON SEAL OF THE
KENT COUNTY COUNCIL was
hereunto affixed in the
presence of:-

Authorised Signatory

Agenda Item 4

APPENDIX 5 – CHEVENING

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
5	Chevening	1	Barnfield Road	Northeast	From its junction with Witches Lane, south-eastwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0001
5	Chevening	1	Bessels Way	Both	From the southern kerbline of Westerham Rd (A25), southwards, following the edge of carriageway, for 20m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0002
5	Chevening	1	Bessels Way	East	From a point level with the boundary of 11/12 Bessels Way in a south then easterly direction for 28m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0003
5	Chevening	1	Bessels Way	West	From a point level with the boundary of 11/12 Bessels Way in a south then westerly direction for 22m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0004
5	Chevening	1	Bessels Way (Southern arm)	North	From a point 1m west of the boundary of 22/23 in a westerly direction for 26m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0005
5	Chevening	1	Bullfinch Close	Both	From its junction with Chipstead Lane, north-westwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0006
5	Chevening	1	Bullfinch Lane	Northwest	From its junction with Chipstead Lane, north-eastwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0007
5	Chevening	1	Chipstead Lane	North	From a point 15m west of its junction with Bullfinch Close, eastwards to its junction with Bullfinch Lane.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0008
5	Chevening	1	Chipstead Lane	South	From its junction with Witches Lane, westwards for 40m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0009
5	Chevening	1	Chipstead Lane	South	From its junction with Witches Lane, eastwards for 30m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0010
5	Chevening	1	Chipstead Lane	Southeast	From a point in line with the south-eastern boundary of No. 41 Chipstead Lane, south-eastwards for 45m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0011
5	Chevening	1	Cold Arbor Road	Both	From its junction with Westerham Road (A25), south-westwards for 28m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0012
5	Chevening	1	High Street	Southeast	From a point in line with the southeastern boundary of 41 Chipstead Lane, south-eastwards to the northern boundary of 63 Chipstead Lane	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0013
5	Chevening	1	Larkfield Road	North	From a point level with the boundary of 10/12 Larkfield Road, in a westerly then northerly direction for 21m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0014
5	Chevening	1	Martin's Shaw	Both	From its junction with High Street, south-eastwards for 10m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0015
5	Chevening	1	Westerham Road (A25)	Both	From its junction with Worships Hill (A25), south-westwards, following the kerblines to a point 7.5m east of the	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0016

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
5	Chevening	1	Westerham Road (A25)	South	boundary of 6 & 8 Westerham Road. From a point 18m east of the eastern kerbline of Bessels Way, westwards to a point 17m west of the western kerbline of Bessels Way.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0017
5	Chevening	1	Witches Lane	Both	From its junction with Chipstead Lane, southwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0018
5	Chevening	1	Witches Lane	East	From its junction with Barnfield Road, northwards for 25m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0019
5	Chevening	1	Witches Lane	West	From its junction with Worships Hill (A25), northwards to a point 4m north of the boundary of 24a & 26 Witches Lane.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0020
5	Chevening	1	Worships Hill (A25)	Both	From its junction with Westerham Road (A25), northeastwards to the parish boundary with Riverhead Parish	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 5-0021

APPENDIX 23 – RIVERHEAD

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	Aisher Way	North	From its junction with London Rd in a westerly direction to a point 51m east of the eastern kerbline of The Floats	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0001
23	Riverhead	1	Aisher Way	South	From its junction with London Rd in a westerly direction to a point 51m east of the eastern kerbline of The Floats, excluding the bus stop area	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0002
23	Riverhead	1	Amherst Hill (A224)	East	From the southern kerbline of Shoreham Lane, southwards to the boundary of the Parish of Riverhead and the town of Sevenoaks.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0003
23	Riverhead	1	Amherst Hill (A224)	Northeast	From the southern kerbline of Worships Hill (A25), southeastwards to the southern boundary of Townsend Chambers	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0004
23	Riverhead	1	Amherst Hill (A224)	Northeast	From a point 6m northwest of the northern kerbline of Barrow Way, southwards to a point 7m southeast of the southern kerbline of Barrow Way	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0005
23	Riverhead	1	Amherst Hill (A224)	Northeast	From a point 47m southeast of the southern kerbline of Barrow Way, southeastwards to the northern kerbline	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0006

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	Amherst Hill (A224)	Northeast	of Shoreham Lane From a point in line with the boundary of White Cottage and Townsend Chambers, north-westwards for 60m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0007
23	Riverhead	3	Amherst Hill (A224)	Northeast	From a point 2m southeast of the northern flank wall of Modern Forge, south-eastwards to a point 6m north-west of the northern kerbline of Barrow Way	Limited waiting	8.30am-6.30pm	Monday to Saturday	2hours (no return within 1 hour) except permit holders	B4, B5, B6, C1	R	N/A	App 23-0008
23	Riverhead	3	Amherst Hill (A224)	Northeast	From a point 7m southeast of the southern kerbline of Barrow Way, south-eastwards for 40m	Limited waiting	8.30am-6.30pm	Monday to Saturday	2hours (no return within 1 hour) except permit holders	B4, B5, B6, C1	R	N/A	App 23-0009
23	Riverhead	4	Amherst Hill (A224)	Northeast	From the southern boundary of Townsend Chambers, south-eastwards to a point 2m southeast of the northern flank wall of Modern Forge	Bus stop clearway	7am-7pm	Every day	N/A	N/A	N/A	N/A	App 23-0010
23	Riverhead	1	Amherst Hill (A224)	Southwest	From a point 20m north-west of its junction with Shoreham Lane, north-westwards to a point 15m south-east of its junction with Montreal Road.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0011
23	Riverhead	1	Amherst Hill (A224)	Southwest	From a point 10m north-west of its junction with Montreal Road, north-westwards to its junction with Worships Hill (A25).	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0012
23	Riverhead	1	Amherst Hill (A224)	West	From a point 15m south of a point opposite the junction of Shoreham Lane in a northerly direction for 50m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0013
23	Riverhead	1	Amherst Hill (A224)	West	From its junction with Montreal Road, in a southerly direction for 10m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0014
23	Riverhead	1	Amherst Hill (A224)	West	From its junction with Montreal Road, in a northerly direction for 10m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0015
23	Riverhead	1	Barnfield Road	Southeast	From its junction with Witches Lane, north-eastwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0016
23	Riverhead	1	Blackmead	Both	From its junction with Aisher Way in a northerly direction from the outside kerbline of the roundabout, following the kerbline for 17.5m	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0017
23	Riverhead	1	Brittains Lane	Both	From its junction with London Road (A224) southwards to a point 25m south of its junction with its southernmost junction with Lyndhurst Drive.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0018
23	Riverhead	1	Bullfinch Lane	Northeast	From its junction with Chipstead Lane, north-westwards and north-eastwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0019
23	Riverhead	1	Bullfinch Lane	Northwest	From its junction with London Rd in a south westerly direction to its junction	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0020

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	Bullfinch Lane	Southeast	with Baden Powell Rd From its junction with London Rd in a south westerly direction to the northern kerbline of the lay by outside of 74 Bullfinch Lane	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0021
23	Riverhead	1	Chipstead Lane	Northwest	From its junction with Bullfinch Lane, north-eastwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0022
23	Riverhead	1	Cranmer Road	Both	From the northwestern kerbline of Worships Hill (A25), north-westwards, following the kerblines for 16m	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0023
23	Riverhead	1	London Rd	East	From a point 14m north of the northern flank wall of 38 Blackmead in a southerly direction to a point 42m north of its junction with Scotts Way	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0024
23	Riverhead	1	London Rd	West	From a point 14m north of the northern flank wall of 38 Blackmead in a southerly direction to a point 10m south of its junction with Bullfinch Lane	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0025
23	Riverhead	3	London Road	Northeast	From a point 5m south-east of its junction with The Patch, south-eastwards to a point 15m north-west of its junction with Scotts Way.	Limited waiting	8.30am-6.30pm	Monday to Saturday	2hours (no return within 1 hour)	N/A	N/A	N/A	App 23-0026
23	Riverhead	3	London Road	Northeast	From a point 15m south-east of its junction with Scotts Way, south-eastwards to a point 5m north-west of its junction with Linden Square.	Limited waiting	8.30am-6.30pm	Monday to Saturday	2hours (no return within 1 hour)	N/A	N/A	N/A	App 23-0027
23	Riverhead	3	London Road	Northeast	From a point 5m south-east of its junction with Linden Square, south-eastwards to a point 98m south-east of its junction with Linden Square.	Limited waiting	8.30am-6.30pm	Monday to Saturday	2hours (no return within 1 hour)	N/A	N/A	N/A	App 23-0028
23	Riverhead	1	London Road (A224)	Both	From a point in line with the boundary between the parish of Riverhead and the town of Sevenoaks, north-westwards to a point 90m northwest of its junction with Brittain Lane.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0029
23	Riverhead	1	London Road (A224)	Both	From 6m north of its junction of Hamlin Road, northwards to the south end of the parapet of Longford Mill Bridge, (excluding the lay-by on the east side of London Road situated between a point 82m and a point 112m north of its junction with Hamlin Road).	No waiting	7.30am-6.30pm	Monday to Saturday	N/A	N/A	N/A	N/A	App 23-0030
23	Riverhead	1	London Road (A224)	East	Between its junctions with Amherst Hill (A224) and Maidstone Road (A25).	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0031
23	Riverhead	1	London Road (A224)	East	From a point 5m south of its junction with The Patch, northwards to its	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0032

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	London Road (A224)	Northeast	junction with Hamlin Road. From a point 90m north-west of the boundary between the Parish of Riverhead and the town of Sevenoaks, north-westwards to a point 10m south-east of its junction with Shoreham Lane.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0033
23	Riverhead	1	London Road (A224)	Northeast	From a point 15m south-east of its junction with Scotts Way, north-westwards for 30m.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0034
23	Riverhead	1	London Road (A224)	Northeast	From a point 5m south-east of its junction with Linden Square, north-westwards for 10m.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0035
23	Riverhead	1	London Road (A224)	Southwest	From a point 90m north-west of the boundary between the Parish of Riverhead and the town of Sevenoaks, north-westwards to a point 15m south-east of its junction with Shoreham Lane.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0036
23	Riverhead	1	London Road (A224)	West	From its junction with Amherst Hill (A224), northwards to a point 70m south of its junction with Orchard Road excluding the lay-by.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0037
23	Riverhead	1	London Road (A224)	West	From a point 61m south of its junction with Orchard Road, northwards to a point 10m south of its junction with Bullfinch Lane.	No waiting	8.30am-6.30pm	Monday to Saturday	N/A	N/A	N/A	N/A	App 23-0038
23	Riverhead	1	London Road (A224)	West	From a point 70m south of its junction with Orchard Road, northwards to its junction with Bullfinch Lane, a distance of approximately 140m.	No waiting	8.30am-6.30pm	Monday to Saturday	N/A	N/A	N/A	N/A	App 23-0039
23	Riverhead	3	London Road (A224)	West	Within the lay-by that is situated between the junctions of London Road with Amherst Hill (A224) and Maidstone Road (A25).	Limited waiting	8.30am-6.30pm	Monday to Saturday	20mins (no return within 40mins)	N/A	N/A	N/A	App 23-0040
23	Riverhead	3	London Road (A224)	West	Within the lay-by situated on this side.	Limited waiting	8.30am-6.30pm	Monday to Saturday	20mins (no return within 40mins)	N/A	N/A	N/A	App 23-0041
23	Riverhead	1	Lyndhurst Drive	North	From the western kerb line of Britains Lane, westwards to the southeastern kerbline of Lyndhurst Drive (northern section)	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0042
23	Riverhead	1	Lyndhurst Drive	North	From the northwestern kerbline of Lyndhurst Drive (northern section), westwards to the eastern kerbline of Marlborough Crescent (northern junction)	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0043
23	Riverhead	1	Lyndhurst Drive	North	From the western kerbline of	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0044

Agenda Item 4

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	Lyndhurst Drive	North	Marlborough Crescent (northern junction), westwards to a point 9m west of the boundary of 16 & 18 Lyndhurst Drive.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0045
23	Riverhead	1	Lyndhurst Drive	North	From the eastern kerbline of Marlborough Crescent (western junction), eastwards for 16m	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0046
23	Riverhead	1	Lyndhurst Drive	North	From a point 9m west of the boundary of 16 & 18 Lyndhurst Drive, westwards to a point 3m east of the boundary of 38 & 40 Lyndhurst Drive	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0047
23	Riverhead	1	Lyndhurst Drive	South	From the western kerb line of Britains Lane, westwards to the eastern kerbline of Marlborough Crescent (southern junction)	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0048
23	Riverhead	1	Lyndhurst Drive	South	From the western kerbline of Marlborough Crescent (southern junction), westwards for 23m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0049
23	Riverhead	1	Lyndhurst Drive	South	From the eastern kerbline of The Close, eastwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0050
23	Riverhead	1	Lyndhurst Drive	South	From the western kerbline of The Close, westwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0051
23	Riverhead	1	Lyndhurst Drive	South	From the eastern kerbline of Marlborough Crescent (western junction), eastwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0052
23	Riverhead	1	Lyndhurst Drive	South	From a point 23m west of the western kerbline of Marlborough Crescent (southern junction), westwards to a point 15m east of the eastern kerbline of The Close	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0053
23	Riverhead	1	Lyndhurst Drive	South	From a point 15m west of the western kerbline of The Close, westwards to a point opposite a point 3m east of the boundary of 38 & 40 Lyndhurst Drive	No waiting	4pm-5pm	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0054
23	Riverhead	1	Lyndhurst Drive	South	From a point opposite a point 3m east of the boundary of 38 & 40 Lyndhurst Drive, westwards to a point 15m east of the eastern kerbline of Marlborough Crescent (western junction)	No waiting	4pm-5pm	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0055

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	Lyndhurst Drive (northern section)	Northwest	From the western kerb line of Brittain Lane, southwards to the northern kerbline of Lyndhurst Drive	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0056
23	Riverhead	1	Lyndhurst Drive (northern section)	Southeast	From the western kerb line of Brittain Lane, southwards to the northern kerbline of Lyndhurst Drive	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0057
23	Riverhead	1	Maidstone Road	Both	From its junction with London Rd in an easterly direction for 112m	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0058
23	Riverhead	1	Marlborough Crescent (eastern service road)	East	Throughout its entire length	No waiting	4pm-5pm	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0059
23	Riverhead	1	Marlborough Crescent (eastern service road)	West	Throughout its entire length	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0060
23	Riverhead	1	Marlborough Crescent (northern section)	East	From the northern kerbline of Lyndhurst Drive (western junction), northwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0061
23	Riverhead	1	Marlborough Crescent (northern section)	East	From the northern kerbline of Lyndhurst Drive (central junction), northwards for 14m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0062
23	Riverhead	1	Marlborough Crescent (northern section)	East and north	From a point 14m north of the northern kerbline of Lyndhurst Drive (central junction), northwards and westwards to the boundary of 145 & 147.	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0063
23	Riverhead	1	Marlborough Crescent (northern section)	West	From the northern kerbline of Lyndhurst Drive (central junction), northwards for 14m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0064
23	Riverhead	1	Marlborough Crescent (northern section)	West and south	From a point 14m north of the northern kerbline of Lyndhurst Drive (central junction), northwards and westwards to the boundary of 96 & 98.	No waiting	4pm-5pm	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0065
23	Riverhead	1	Marlborough Crescent (southern section)	East	From the southern kerbline of Lyndhurst Drive (western junction), southwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0066
23	Riverhead	1	Marlborough Crescent (southern section)	East and south	From a point 27m south of the southern kerbline of Lyndhurst Drive (eastern junction), southwards and westwards to the boundary of 57 & 59.	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0067
23	Riverhead	1	Marlborough Crescent (southern section)	West	From a point 2m south of the boundary	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0068

Agenda Item 4

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
23	Riverhead	1	Marlborough Crescent (southern section)	West and north	From a point 25m south of the southern kerblime of Lyndhurst Drive, southwards and southwestwards to the boundary of 48 & 50 Marlborough Crescent	No waiting	4pm-5pm	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0066
23	Riverhead	1	Old London Road	East	From a point level with the southern edge of the centre island of the entrance roundabout in a northerly direction for 1.1m	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0070
23	Riverhead	1	Old London Road	West	From its junction with London Rd in a northerly direction to a point opposite a point in line with the northern flank wall of Saxon House.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0071
23	Riverhead	1	Scotts Way	Both	From its junction with London Road (A224), north-eastwards for 10m.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0072
23	Riverhead	1	Scotts Way	North	From a point 12m east of its junction with A224 London Road, eastwards for 8m	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0073
23	Riverhead	1	Scotts Way	South	From a point 12m east of its junction with A224 London Road, eastwards for 8m	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0074
23	Riverhead	1	St Mary's Drive	East	From its junction with Worships Hill (A25), south-eastwards, following the kerblime to a point 3m southeast of the boundary of Riverhead Mews and 3 St Marys Drive.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0075
23	Riverhead	1	St Mary's Drive	West	From its junction with Worships Hill (A25), south-eastwards, following the kerblime to a point opposite the boundary of Riverhead Mews and 3 St Marys Drive.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0076
23	Riverhead	1	The Close	East and southeast	From the southern kerblime of Lyndhurst Drive, southwards for 15m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0077
23	Riverhead	1	The Close	East and southeast	From a point 15m south of the southern kerblime of Lyndhurst Drive, southwards to the boundary of 14 & 16 The Close.	No waiting	11am-12noon	Monday to Friday (excluding Bank Holidays)	N/A	N/A	N/A	N/A	App 23-0078
23	Riverhead	1	The Close	West and northwest	From the southern kerblime of Lyndhurst Drive, southwards for 17m	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0079
23	Riverhead	1	The Close	West and northwest	From a point 17m south of the southern kerblime of Lyndhurst Drive,	No waiting	4pm-5pm	Monday to Friday	N/A	N/A	N/A	N/A	App 23-0080

Appendix	Parish	Schedule	Road	Side	Definition	Type of restriction	Time	Day	Max period which vehicles may wait	Scale of charges	Area	Types of vehicle	Unique Ref SDC 2009-16
					southwestwards to the boundary of 14 & 16 The Close.			(excluding Bank Holidays)					
23	Riverhead	1	The Square	North	Between its junctions with London Road (A224) and Chipstead Lane.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0081
23	Riverhead	1	Witches Lane	East	From its junction with Barnfield Road, south-eastwards for 15m.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0082
23	Riverhead	1	Witches Lane	East	From its junction with Worships Hill (A25), northwards following the kerbline to a point opposite the boundary of 30 & 32 Witches Lane.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0083
23	Riverhead	1	Worships Hill (A25)	Northwest	From the parish boundary with Chevening Parish, northeastwards, following the kerbline to a point 15m northeast of the northeastern kerbline of Cranmer Road.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0084
23	Riverhead	1	Worships Hill (A25)	Southeast	From the parish boundary with Chevening Parish, northeastwards to a point 35m southwest of the southwestern kerbline of Cranmer Road.	No waiting	All times	Every day	N/A	N/A	N/A	N/A	App 23-0085
23	Riverhead	1	Worships Hill (A25)	Southeast	From a point 63m south-west of its junction with St. Mary's Drive, north-eastwards for 103m.	No waiting	All times	All days	N/A	N/A	N/A	N/A	App 23-0086

This page is intentionally left blank

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
 TRO 2009 Amendment 16 - Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 15 FEB 2011
PARKING & AMENITY

Formal consultation response

Name: (please print)	[REDACTED]
Address	Cranmer Road Riverhead
Phone number:	[REDACTED]
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Cranmer Road area of Riverhead.

Comments

Signed:	[REDACTED]	Dated:	14/2/11
---------	------------	--------	---------

Agenda Item 4

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
TRO 2009 Amendment 16 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name: (please print)	[REDACTED]
Address	Cranmer Road Riverhead
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / am not (delete where applicable) in favour of the proposed changes for the Cranmer Road area of Riverhead.

Comments
We are concerned that the proposed parking restrictions along Witches Lane, will encourage school time traffic + parents to park in Cranmer Road. Cranmer Road is a narrow road + we already experience cars parking on the pavement (which they have to do in order to allow other vehicles to pass), which in turn, forces pedestrians, including school children to walk in the road. We fear that the proposals will compound the problem and potential for an accident. Moreover, if parking + congestion increases in Cranmer

Signed:	[REDACTED]	Dated:	2 March 2011.
---------	------------	--------	---------------

Road; it will be impossible for emergency vehicles to access Cranmer Road.

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
 TRO 2009 Amendment 16 - Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL
 REC'D 17 FEB 2011
 PARKING & AMENITY

Formal consultation response

Name: (please print)	[REDACTED]
Address	St Marys Drive Riverhead
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the St Marys Drive area of Riverhead.

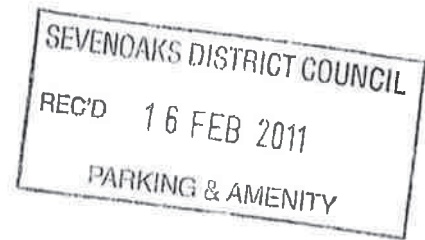
Comments
<p>THE PROPOSAL IS MOST WELCOME, ESPECIALLY THE EXTENSION BEYOND THE ACCESS TO RIVERHEAD MEWS. MOTORISTS HAVE REGULARLY PARKED PARTLY ACROSS THE ACCESS MAKING IT VERY DANGEROUS BOTH ENTERING & LEAVING THE ACCESS ROAD DUE TO LIMITED VISION AS TO ANY VEHICLE APPROACHING IN THE OPPOSITE DIRECTION.</p>

Signed: [REDACTED]	Dated: 15.2.2011
--------------------	------------------

Agenda Item 4

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
TRO 2009 Amendment 16 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name: (please print)	[REDACTED]
Address	St Marys Drive Riverhead
Phone number:	[REDACTED]
Email:	

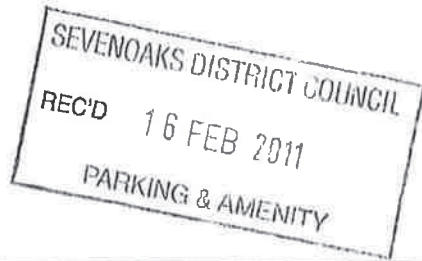
I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the St Marys Drive area of Riverhead.

Comments
Very dangerous when cars park - two accidents while snow was on the ground! You have to back out onto main road to let cars out.

Signed:	[REDACTED]	Dated:	13.2.2011
---------	------------	--------	-----------

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
TRO 2009 Amendment 16 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name: (please print)	[REDACTED]
Address	St Marys Drive Riverhead
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the St Marys Drive area of Riverhead.

Comments
<p>IN OUR OPINION THE EXTENSION OF THE EXISTING YELLOW LINES IS LONG OVERDUE AND SHOULD RESULT IN SAFER ENTRY AND EXIT FROM ST. MARY'S DRIVE.</p>

Signed	[REDACTED]	Dated:	14.2.2011
--------	------------	--------	-----------

Agenda Item 4

Andy Bracey

From: [REDACTED]
Posted At: 25 February 2011 10:24
Conversation: Proposed changes in Riverhead & Chevening (Amendment 16) - Extension of Yellow lines on St Mary's Drive
Posted To: Riverhead Amend 16
Subject: Proposed changes in Riverhead & Chevening (Amendment 16) - Extension of Yellow lines on St Mary's Drive



riverhead__st_mar
ys_drive_1409...

I am writing to voice my opinion of the planned extension of the yellow lines on St Mary's Drive.

[REDACTED] access to my property is via St Mary's Drive, and Riverhead Mews. There are 12 flats within Riverhead House and 6 properties on Riverhead Mews resulting in a large number of cars looking for places to park. Due to the parking issues not being fully considered when granting approval to build the 6 properties on Riverhead Mews some of us residents are forced to park on St Marys Drive as this is the closest that we can get to our properties. Luckily for us there is enough space at the bottom end of St Marys Drive for us to park without causing problems for the residents of this street.

Whilst I agree that there are on occasions issues with congestion at the entrance to St Marys Drive and agree that the yellow lines should be extended to prevent parking so close to the junction with Worships Hill, I feel that the proposed extension is too far and will have a knock on effect on residents trying to park. This will ultimately force us to park even further up St Marys Drive which in turn will cause more problems for residents gaining access to their driveways etc.

I personally feel that there is a solution that will resolve both the congestion problems caused with cars parking too close to the junction whilst also retaining valuable parking spaces for residents. I will try to explain this below and have also updated the proposal diagram to reflect my thoughts:

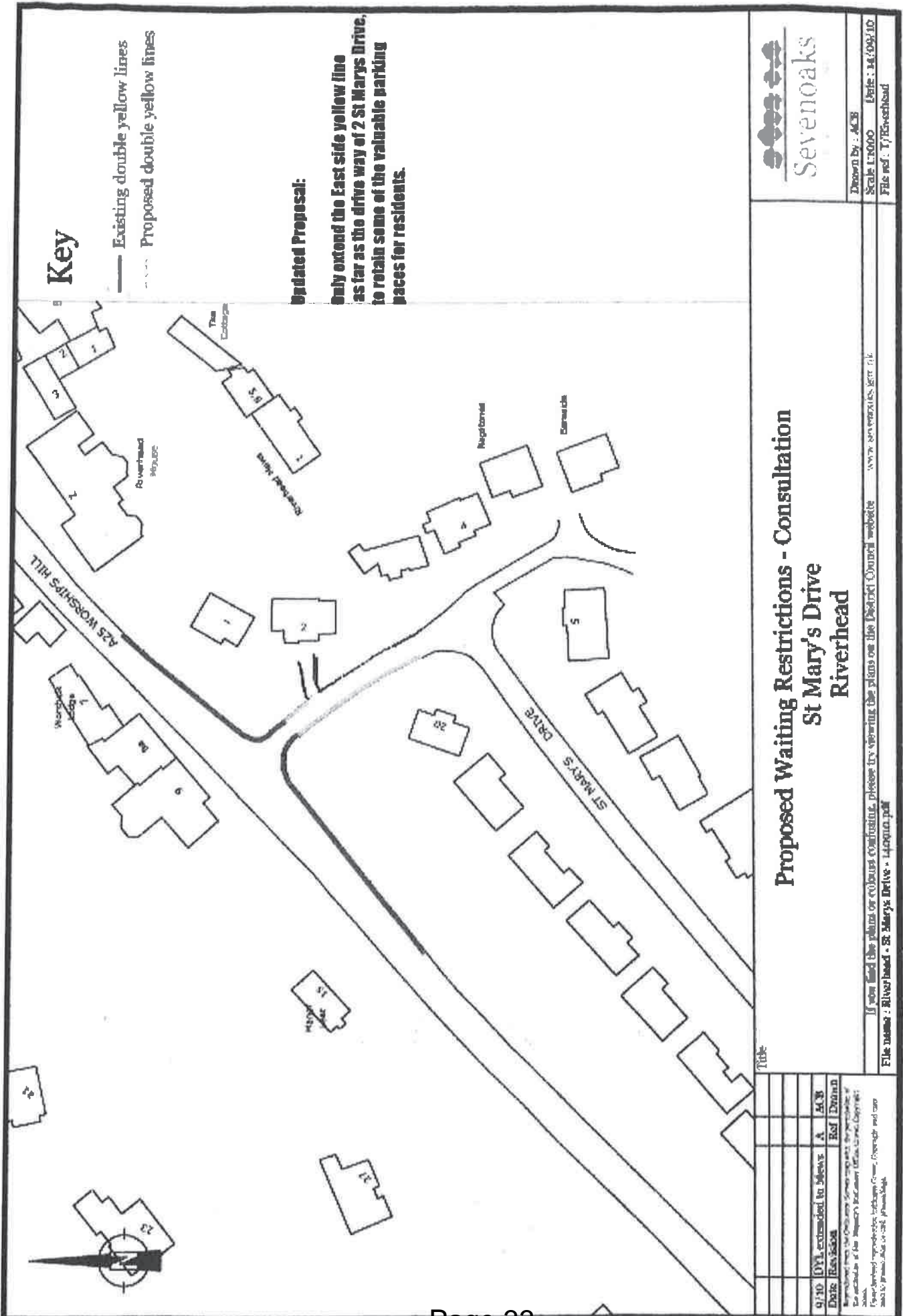
This explanation is based on entering St Marys Drive from Worships Hill.

- The Yellow lines on the Right hand side (west) are ok to be extended as shown in the proposal.
- The yellow lines on the left hand side (east) should however only be extended to the drive way for number 2 St Marys Drive and not beyond as this would loose parking for at least two vehicles.

This change would allow more room for access to St Marys Drive from Worships Hill and keep valuable parking spaces.

Although congestion can sometimes be a problem, the proposals made will ultimately have a more detrimental effect on the road and its residents then the congestion itself. I have lived here for [REDACTED] years and have only really encountered congestion on a handful of occasions whilst I struggle to park on a daily basis.

I am more then happy to discuss this in more detail. Please feel free to contact me via email or on [REDACTED] should you require any further information.



Agenda Item 4

Gary Connor

From: [REDACTED]
Posted At: 28 February 2011 15:07
Conversation: Proposal of Double Yellow Lines
Posted To: Passed on
Subject: Proposal of Double Yellow Lines

Dear Sir/Madam

[REDACTED] my property is accessed via St Mary's Drive and Riverhead Mews. I believe there is a proposal to place double yellow lines from Worships Hill past the entrance to Riverhead Mews. I cannot see any sense in this. This would mean that 2-3 parking spaces will be lost in an area where parking spaces are very limited.

Cars only park on one side of St Mary's Drive and in the five years I have lived here, it has never caused any problems. As for easing congestion, which is stated in the proposal, this is a rather ridiculous claim as it is a very quiet cul-de-sac which is never congested. Therefore, I want to formally object to this proposal and hope that these plans will be reconsidered.

Gary Connor

From: [REDACTED]
Posted At: 28 February 2011 15:06
Conversation: http://www.sevenoaks.gov.uk/transport__streets/onstreet_parking/proposed_changes_to_onstreet_parking/parking_restrictions/proposed_parking_restrictions/4252.asp
Posted To: Passed on
Subject: http://www.sevenoaks.gov.uk/transport__streets/onstreet_parking/proposed_changes_to_onstreet_parking/parking_restrictions/proposed_parking_restrictions/4252.asp

Dear Sirs

I have lived in Riverhead Mews for the last [REDACTED] years and have not come across any congestion coming in or out of the road.

The existing lines are more than adequate to allow cars access to the road without difficulty.

Any existing issues are due to people stopping on the existing yellow lines.

Placing lines as far along the road as detailed in the pdf file will just cause more issues further along St Marys Drive for both residence and people looking to use the nearby park.

Therefore please take this as an objection to the proposed plans.

Regards

Gary Connor

From: [REDACTED]
Posted At: 28 February 2011 15:58
Conversation: proposed extension of yellow lines in St Marys drive - objection
Posted To: Passed on
Subject: proposed extension of yellow lines in St Marys drive - objection

I am writing with an objection to the proposed plans to extend the double yellow lines on St Marys Drive from the corner of Worships Hill right through past the end of Riverhead Mews to try and ease congestion at the entrance of the road. Firstly, having lived there at the property for over years, this is only a problem I have noticed a handful of times. In my experience the congestion is often caused during the school run with parents filling the bottom of St Marys drive around school dropping off/collection times perhaps this should be addressed before you block the right to park by local residents to the spaces.

The reason I object is that there are 12 flats within the block of Riverhead House as well as the Mews properties and opposite, and only a handful of communal parking spaces, so even with 1 car per household there is still not enough space for everyone to indeed park safely. It is inevitable that some flats will need to park outside on St Marys drive, to avoid congestion eg access for Fire brigade in case of emergency to Riverhead Mews. In addition, extending the lines this far would force us to park further up St Marys Drive which would cause more problems from other residents further up the road.

Yours faithfully

Gary Connor

From: [REDACTED]
Posted At: 01 March 2011 10:57
Conversation: Proposal for yellow lines in St Marys drive
Posted To: Passed on
Subject: Proposal for yellow lines in St Marys drive

I [REDACTED] object strongly to any proposals that yellow lines are put in St Marys Drive.

Riverhead Mews is not a road repairable at public expense and it is where most of the residents of the mews and the house park.

There is however not enough space for everyone to park which means parking in St Marys Drive for those that come home late from work or miss a space at the weekend. Placing yellow lines further into the road would increase the distance people have to walk to their homes.

There are a number of elderly residents and families with young children who would be seriously inconvenienced if this were to go ahead. It would also stop parents parking their vehicles to walk up to the school on the main road.

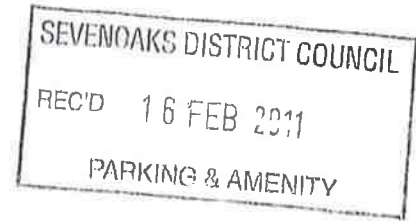
I understand that a parish councillor lives in St Marys Drive. I would like to be assured that they have no part in the decision making process as they are clearly an interested party.

Regards

Agenda Item 4

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
TRO 2009 Amendment 16 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name: (please print)	
Address	
Phone number:	
Email:	

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Worships Hill, Westerham Road and Witches Lane area of Riverhead.

Comments
However, the pedestrian entrance to Amherst school has been moved and is now at the southern extent of the school. Keep clear signs/markings. Is it possible to extend the school keep clear markings to the traffic calming narrowing and perhaps reduce its extent at the northern end?

Signed:		Dated:	14 / 2 / 2011
---------	--	--------	---------------

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
 TRO 2009 Amendment 16 - Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

SEVENOAKS DISTRICT COUNCIL

REC'D 17 FEB 2011

PARKING & AMENITY

Formal consultation response

Name: (please print)	[REDACTED]
Address	Witches Lane Sevenoaks
Phone number:	[REDACTED]
Email:	—

I am / am not (delete where applicable) in favour of the proposed changes for the Worships Hill, Westerham Road and Witches Lane area of Riverhead.

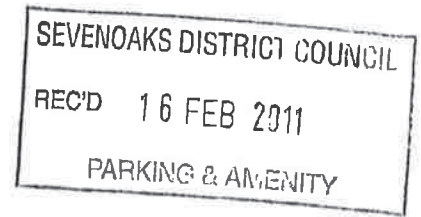
Comments
<p>'No waiting at any time' can be interpreted to allow parents to stop their car on the 'No waiting' lines to allow their children to be dropped off or picked up. Their interpretation being 'they are not waiting'.</p> <p>We notice on occasions children waiting at the entrance [REDACTED] and [REDACTED] Witches Lane for a parent to arrive in the car, stop in our entrance while the children get in and then drive off, although it is already marked with double yellow lines.</p> <p>The proposed system is a good safety initiative but will only work if it is enforced and regularly monitored.</p>

Signed:	[REDACTED]	Dated:	14 February 2011
---------	------------	--------	------------------

Agenda Item 4

If you wish to comment on the proposals, please return this completed form by 13th March 2011.

To:
TRO 2009 Amendment 16 - Formal
The Parking & Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG



Formal consultation response

Name: (please print)	[REDACTED]
Address	Witches Lane Sevenoaks
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Worships Hill, Westerham Road and Witches Lane area of Riverhead.

Comments
<i>As I stated during the earlier consultation period, these proposals are most sensible. They will ease much congestion evening and afternoon.</i>

Signed:	[REDACTED]	Dated:	14.2.11
---------	------------	--------	---------

Andy Bracey

From: Andy Bracey
Sent: 15 February 2011 08:43
To: 'Cameron Brown'
Subject: RE: Parking Restrictions

Dear Cllr Brown

With regard to Cranmer Road; The proposal is for 'no waiting at any time' - the restriction that is indicated on the ground by double yellow lines.

With regard to Witches Lane outside the school - we were asked to promote these proposals on behalf of the Highway Authority who hold the remit for safety issues on the Highway. The convenience of parking close to a school must always be a secondary consideration to the safety of vulnerable road users in those areas. The congestion and obstruction problems that occur outside the school have led to conflict and aggressive driving between motorists (including school parents) who are obstructed by people picking up and dropping off. The proposals made by Kent Highways should reduce this conflict and improve safety.

I hope this clarifies the issues.

Andy Bracey
Senior Engineer, Traffic & Parking

From: Cameron Brown [mailto:ckdb@hotmail.co.uk]
Sent: 12 February 2011 20:01
To: Andy Bracey; Parish.Council, Riverhead
Subject: Parking Restrictions

Dear Mr Bracey

Thank you for recent email about parking restrictions.

My first observation is that your map appears to be in error - in relation to Cranmer road it records that there will be proposed no waiting at any time - should this not record the fact that double yellow lines are proposed, as recorded in your statement of reasons? The same observation could be made around the parking proposals at school - it is not particularly clear.

In relation to parking outside the school I have to say that I disagree with this proposal and think it is misconceived. While many parents walk their children to school there will be some who will need to drive. There is no parking directly outside the school already and I note that this has not been requested by residents - many of whom will no doubt be taking children to the school. What if a disabled parent wishes to park close to the school? Where does a parent park in the event of emergency? In short while there may be some congestion at peak times there are already restrictions to combat that.

I have no observations on the other proposed restrictions.

I would be grateful if you could acknowledge receipt of this email.

Cllr Brown

Agenda Item 4

POSTED AT: 14 MARCH 2011 13:08

Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)

Conversation: T/2009 Amend 16 Formal

Subject: T/2009 Amend 16 Formal

Dear Sirs

I write in response to your letter dated 10th February 2011 regarding the above referenced draft of the KCC's 'Prohibition and Restriction of Waiting and Loading and Unloading and On Street Parking Places (Amendment 16) Order 2009'.

15/03/2011

Page 2 of 2

My Council wishes to record that it is opposed to the proposed 'No waiting at any time' parking restrictions in Witches Lane, as shown in orange on your 1:1000 scale plan dated 29/07/10 ref: T/Riverhead, which was enclosed with your letter of 10th February 2011.

Thank you for the opportunity to comment on these proposals.

Regards

Derek Johnson
BSc CEng MICE

Clerk to Chevening Parish Council

Andy Bracey

From: Janet Hawkins
Sent: 14 February 2011 12:29
To: Andy Bracey
Subject: FW: Riverhead - yellow lines

-----Original Message-----

From: Riverhead Parish Council [mailto:riverheadparish@tiscali.co.uk]
Posted At: 14 February 2011 11:24
Posted To: Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Conversation: Riverhead - yellow lines
Subject: Riverhead - yellow lines

Dear Mr Bracey,

Riverhead Parish Council are pleased with the proposed changes and have no further comments to make.

Regards
Parish Clerk
Riverhead Parish Council

Page 40

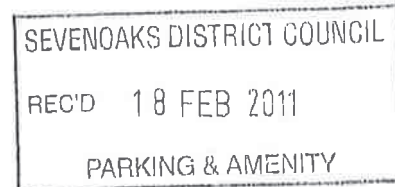


**Kent
Police**

Working to keep **Kent** safe

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Mr Andy Bracey
Parking and Amenity Team
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent TN13 1HG



Your Ref: T/2009 Amend 16 Formal
Our Ref: 222/TRO/11618/11

Date 15th February 2011

The Kent County Council (Various Roads in the District of Sevenoaks) Prohibition and Restriction of Waiting and Loading and Unloading and On Street Parking Places (Amendment 16) Order 2009 - Riverhead

Dear Mr Bracey

Thank you for your letter dated 10th February 2011 and enclosed drawing 'Riverhead St Marys Drive 140910.pdf' concerning the above subject.

Kent Police have no specific observations to make regarding this proposal, however in general terms we would expect the following:

- The application meets the necessary criteria.
- The introduction of prohibition of waiting complies in all respect with the Traffic Signs Regulations and General Directions 2002.
- If being used for 'corner protection' the prohibition of waiting restriction is for a 24-hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994.
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas.
- The safety of other road users is not compromised by the introduction of these measures.

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal.

Yours sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit.



Andy Bracey
Sevenoaks District Council
P O Box 183
Argyle Road
Sevenoaks
Kent
TN13 1GN



West Kent Division
St Lawrence House
48A West Hill
Dartford
Kent
DA1 2EU

Your Ref: 1/2009 Amend 16 Formal
Our ref: CSM No. 44200756
Date: 16 February 2011

Dear Sir

Acknowledgement of receipt

Subject: Parking Restrictions – Riverhead and Chevening

Thank you for your letter dated 10 February 2011.

This letter is to acknowledge receipt of your communication.

The Kent Highway Services officer handling your correspondence is Mr Jiwaji and can be contacted on 08458 247 800.

Yours faithfully,

 Kent Highway Services



Andy Bracey

From: Andy Bracey
Sent: 16 February 2011 15:12
To: 'From NU-VENTURE - your locally-owned bus company serving Kent & Medway.'
Subject: RE: TRAFFIC ORDERS ETC, Riverhead/Chevening

Dear Mr Kemp

Thank you for your comments. Go-Coach are also included within the consultation.

Andy Bracey
Senior Engineer, Traffic & Parking

From: From NU-VENTURE - your locally-owned bus company serving Kent & Medway.
[mailto:nuventurecoachesltd@yahoo.co.uk]
Sent: 16 February 2011 11:50
To: Andy Bracey; Parking & Amenity (parkingandamenity@sevenoaks.gov.uk)
Subject: TRAFFIC ORDERS ETC, Riverhead/Chevening

Thanks for your letter of 10/2/10. These proposals do not affect any of our current operations so I have no comments on this occasion.

Go-Coach info@go-coach.co.uk is a new operator who *do* operate bus services in the local area concerned. Are they on your list of consultees?

Norman Kemp
Company Secretary

THINK GREEN - please print this e-mail only if necessary.

Nu-Venture Coaches Ltd, Unit 2f Deacon Trading Estate, Aylesford, ME20 7SP.

Telephone 01622 882288. Fax 01622 718070. Website www.nu-venture.co.uk.

Registered in England Number 1239389.

A locally-owned and managed business operating local bus services in Kent & Medway.

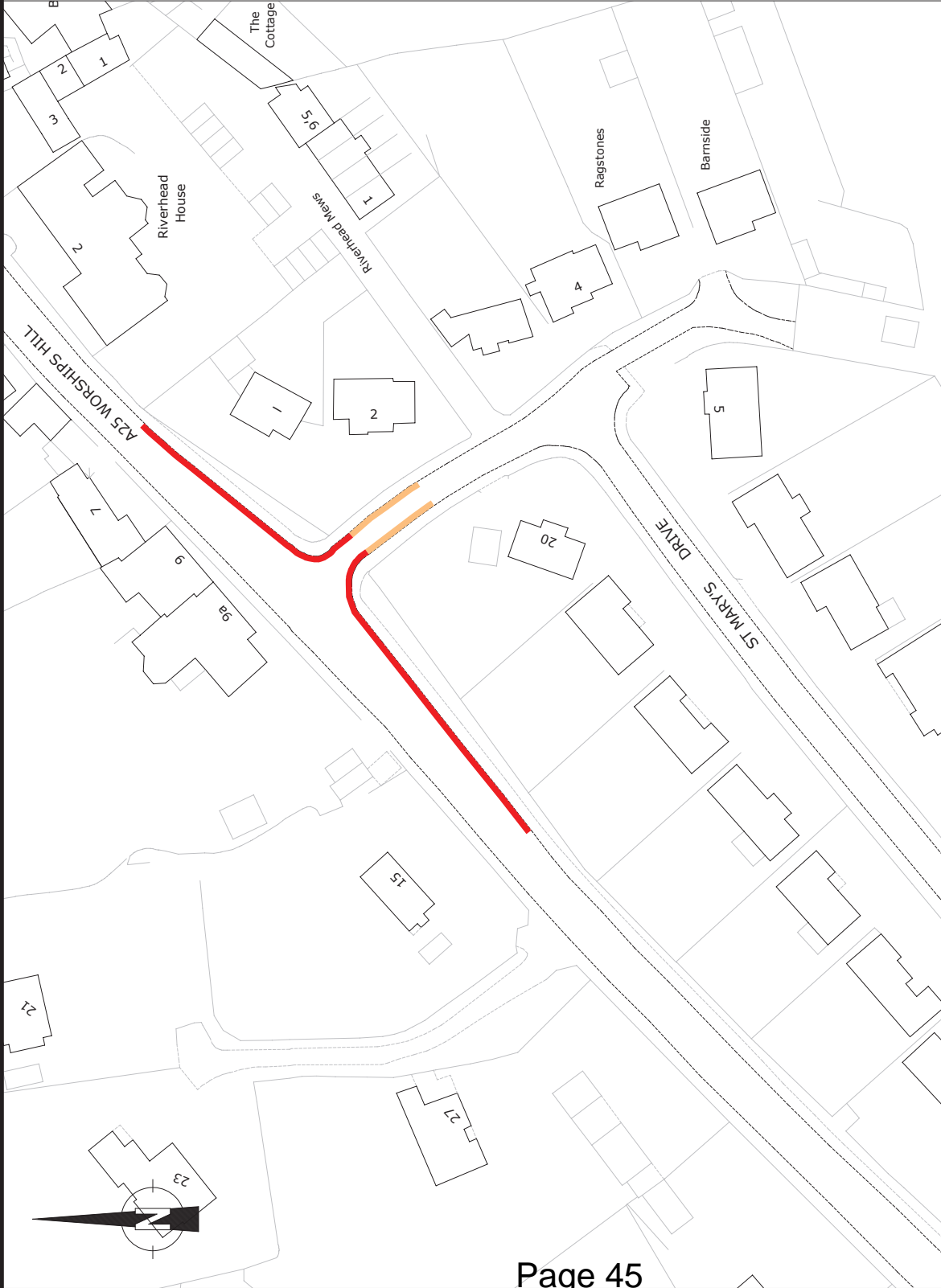
This page is intentionally left blank



Drawn by : ACB
 Scale 1:1000 Date : 9/04/10
 File ref : T/Riverhead

Key

- Existing double yellow lines
- Proposed double yellow lines



Proposed Waiting Restrictions - Consultation St Mary's Drive Riverhead

Date	Revision	Ref	Drawn

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office, Crown Copyright 2000.
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Riverhead - St Marys Drive - 090410.pdf

This page is intentionally left blank

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 DECEMBER 2011

PETITION – VALLEY ROAD, FAWKHAM

Report of the: Director of Kent Highways and Transportation

Status: For Consideration

Executive Summary: This report describes a petition received by the parents at Fawkham School. It requests action to lower the speed limit from 40mph to 20mph and for additional road safety measures along Valley Road.

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 Kent County Council Highways and Transportation – Head of Transportation – Tim Read

Recommendations:

- i. That the highway authority does not pursue any changes in the road environment or a reduction in the speed limit along Valley Road in the vicinity of Fawkham School.
- ii. Members note the provision of parking facilities and pedestrian access into the school is not the responsibility of the highway authority.
- iii. That the lead petitioner is informed of this Board's decision.

Background and Discussion

- 1 A petition signed by 135 people has been received from parents at Fawkham School. A copy of the petition (excluding signatories) is included as Appendix A.
- 2 The petitioners are requesting the following which have been addressed under separate headings below:
 - The speed limit is reduced from 40mph to 20mph.

Agenda Item 5

Sevenoaks Joint Transportation Board – 14 December 2011

- Additional road safety measures including a pedestrian crossing, school crossing patrol, physical traffic calming measures and school keep clear markings.
- Constant maintenance of signage.
- Limited school parking capacity to be addressed.

Reduction in the speed limit

- 3 The current speed limit of Valley Road outside Fawkham School is 40mph. Kent Highway Services commissioned Jacobs to carry out automatic traffic counts on Valley Road in close proximity to Fawkham School in October 2010.
- 4 The Survey results for Valley Road showed that overall, the 85th percentile speed for northbound traffic was 38.3mph and for southbound traffic was 38.3mph. The 85th percentile is the speed not exceeded by 85% of drivers and is the national standard measurement of drivers' speed. On this evidence, the current 40mph limit is well observed. The corresponding speeds in the school drop off period (08:30 – 09:00, weekdays) were 31.8mph for northbound and 32.4mph for southbound traffic and in the afternoon pick up (15:00 -15:30, weekdays) were 33.3mph for northbound and 32.2mph for southbound traffic.
- 5 A lower speed limit would require physical changes in the drivers' environment to ensure that it would be self enforcing.
- 6 Officers carried out a survey of the speed limits outside Fawkham School along Valley Road. Kent County Council follows national guidance laid down by the Department for Transport (DfT) in setting speed limits. The details are contained in a document called "Circular Roads 1/2006 Setting Local Speed Limits". An important principle of this guidance is that, "speed limits should be evidence led, self explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance and not be seen by drivers as being a target speed at which to drive in all circumstances."
- 7 Since the Police are responsible for enforcing speeds limits, any proposed change must have their support. In accordance with the DfT Circular 1/2006, officers consulted with the Police to assess the appropriate speed limit along the Valley Road outside Fawkham School. Appendix B contains a letter received from the Police. The Police have confirmed that they would not support a 20mph limit outside the school however they would consider supporting a 30mph speed limit with additional measures to ensure vehicle speeds are reduced to 30mph. The grounds for the police not endorsing a 20mph speed limit are in accordance with DfT Circular 1/2006.
- 8 To assess the justification for funding for the necessary physical works to achieve lower drivers' speeds, potential schemes are prioritised for inclusion in the Crash Remedial Measure (CRM) Programme. The 3 year crash record for Valley Road in the vicinity of Fawkham School show there is no consistent pattern of crashes which suggest lowering the speed limit would not reduce

the crash record. Accordingly this proposal will not be funded from KCC's CRM programme.

Additional safety measures

- 9 Formalised crossing facility/school crossing patrol – Because of the conflict between pedestrians and vehicles at the existing school access, this is only feasible if a new pedestrian access into the school and corresponding changes to the footway are made. None of this would be funded by the highway authority. If the changes were made, then it would be for the school to consider whether to fund and operate a crossing patrol.
- 10 School Keep Clear Markings – The school Keep Clears are already marked for the appropriate length. The district wide School Keep Clear Order is currently being progressed as a Member Highway Funded scheme by Sevenoaks District Council.

Maintenance of signage

- 11 Following on from the submission of the petition, the Highway Steward for area undertook an ad-hoc inspection of this section of Valley Road, and as a result of this inspection, arranged for the lining on this section of Valley Road to be refreshed; this included the edge of carriageway lining, 'School Keep Clear' and the 'School Slow' markings on the approach to the school. These works have now been completed.

In addition, the Highway Steward has also raised a job for approx 540m worth of 'siding' to be undertaken on the footway accessing the school to restore the full width of the footway, and some minor patching to the footway where necessary.

On completion of this additional work on the footway, this will complete the maintenance work in this section of Valley Road; however KCC Highways will continue to monitor Valley Road in line with the statutory inspection requirements, and undertake works as necessary.

School drop-off parking.

- 12 Parking facilities for schools are not provided by Kent County Council Highways. Therefore any concerns should be directed to the school.

Key Implications

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

- 13 None for Sevenoaks District Council or Kent County Council as a result of this report.

Risk Assessment Statement

14 None.

Conclusions

- 15 The County Council's policy is that any proposed changes to speed limits or installation of speed-reducing measures need to demonstrate a quantifiable injury crash saving. Such schemes will need to be supported by the Police and prioritised for potential inclusion in the Crash Remedial Measure (CRM) Programme for 2012 / 13.
- 16 It is the case that the pattern of reported crashes in the last three years suggests that there would have been no fewer crashes had the speed limit been lower. Accordingly this proposal will not be funded from KCC's CRM programme.
- 17 Improvements to pedestrian access into the school, and parking for parents are for the school and not the highway authority to consider.
- 18 In light of the above Members are asked to agree the recommendations.

Appendices

Appendix A - Copy of Petition.

Appendix B - Letter from the Police.

Sources of Information: The background papers pertaining to the report are held on KHS file WK/T/SEV/Fawk/01.

Contact Officer: Laura Squires, Kent County Council
08458 247 800

Director: **John Burr – Kent County Council**
08458 247 800

Fawkham School Road Safety Campaign

Background

Fawkham School is located on Valley Road, which is a very busy country rat run and must be crossed opposite the school gates by anyone walking to school along its only footpath. The school lies in a 40mph zone, 350m from the 30mph which is in place in Fawkham itself. Several accidents have occurred along Valley Road and outside the school itself, road safety outside the school is appalling. The School and its parents have campaigned tirelessly for many years for the improvement of the road conditions, but nothing has been done, despite an agreement in Spring 2011 whereby Malcolm Appleby, the KCC Traffic Officer, agreed that he would prepare the paperwork for the speed limit to be reduced to 30mph. Traffic Surveys have been carried out, but no conclusions shared. Other local schools have significantly better road safety conditions, Anthony Roper School in Eynsford, for example, recently stopped parents parking on the playground and now benefits from a pedestrian crossing, "No Stopping" signs, a lollipop person and zigzags on the road.

Issues:

- Fawkham School and the crossing are situated just past sweeping bends in the road from both directions, where traffic speeds up with no view of the school or pedestrians.
- A jutting out hedge further obscures the school gates from the road, making exiting the playground for both pedestrians and drivers even more dangerous. You cannot see oncoming traffic until you are in the middle of the road. The school gates are effectively a concealed entrance.
- The lights on the "School" signage are frequently out of order, tree growth is left unchecked and signage repainting is not carried out on a timely basis.
- School drop-off parking, which is on the school playground, is severely limited and particularly inconvenient, with parents reversing either in or out, adding to other drivers' confusion, to congestion and also to the danger for pedestrians.
- Many of the pupils' families live in Fawkham, and chose to walk to school along Valley Road, a positive for the environment, and for congestion both on the road and on the playground. Parents push buggies and hold younger children by the hand, and this severely impairs their ability to cross the road quickly and safely in the face of fast oncoming traffic. When a parent accompanies more than two children, some as young as five have to cross the road without an available adult's hand.
- When the playground parking is full, parents have to park along the road which causes impatient drivers behind them to pull past them, adding to confusion and danger for pedestrians and drivers exiting the school.

Proposals:

The situation at Fawkham School should be dealt with as a matter of road safety priority:

- ✓ Lowering the speed limit is paramount; we propose that the limit be set a 20mph to ensure the safety of our children.
- ✓ Other road safety measures must be introduced, for example a pedestrian crossing, traffic calming initiatives like single file traffic / a lollipop person / no stopping zigzags.
- ✓ Signage must be constantly maintained in good working order.
- ✓ The severely limited school drop-off parking capacity must be addressed.



Petition for lowering speed limit from 40 to 20, And for adding other road safety measures and reducing speed limit along valley Road.

Signature	Address

Traffic Management Unit, Tactical Operations, London Road, Aylesford, Kent ME20 7SL
Telephone: (01622) 798542 Fax: 01622 798549

Ms Laura Squires
Kent County Council Highways
Transport and Development

Your Ref:
Our Ref: 101/SL/12127/11

Date 3rd November 2011

Valley Road Fawkham – Petition for 20 mph Speed Limit

Dear Ms Squires

The introduction of any new speed limit is a very emotive subject, as is the antisocial behaviour of those motorists who exceed the present limits.

As with all new Traffic Regulation Orders we would look for their introduction to be in the main self-enforcing. Kent Police would seek that the advice and guidance given in Department for Transport Circulars 5/99 and 9/99, which specifically relates to 20mph zones/limits, is complied with. These guidelines ensure that proposals maintain consistent and realistic speed limits.

In order to ensure credibility of a new speed limit we would expect all aspects of Circular Roads 01/2006 to be adhered to.

Any speed limit introduced outside of this guidance will not only be ineffective but will leave the Police with the task of carrying out constant enforcement, where previously an issue of excess speed did not exist.

Kent Police would seek that the legislation and advice given in the Traffic Signs Manual Chapter 5, and the Traffic Signs Regulations and General Directions 2002, is complied with.

Having studied the proposal and visited the area I make the following observations:

Circular 01/2006 states 'Successful 20 mph zones and 20 mph speed limits should be generally self-enforcing. Traffic Authorities should take account of the level of police enforcement required before installing either of these measures. 20 mph speed limits are unlikely to be complied with on roads where vehicle speeds are substantially higher than this.'

The speed data provided by KCC Highways show that there is currently a well observed 40 mph speed limit with mean speeds of 32.4 mph northbound and 32.6 mph southbound and 85th percentile speeds of 38.3 mph. Research into 20 mph speed limits carried out by TRL showed that where speed limits alone were introduced, reductions of only about 2 mph in

Agenda Item 5

'before' speeds were achieved. A 20 mph speed limit would not be appropriate at this location as there would be little if any chance of compliance. Kent Police would only agree to a 20 mph speed limit if it was implemented with physical traffic calming features sufficient to reduce vehicle speeds to below 20 mph.

Although the petition states '*Several accidents have occurred along Valley Road and outside the school itself, road safety outside the school is appalling*' the collision statistics to the end June 2011 show there have been 3 injury collisions in the vicinity of the school in the previous 3 years. 2 of the collisions occurred on Saturdays when the school was closed and none of the casualties was a child. The 10 year data shows a total of 4 injury collisions (including the 3 detailed previously) the additional collision was at 20:30 hours on Friday 22nd July 2005, again when the school was closed. Whilst it is accepted that not all collisions are reported to the police there is no reason to believe that there is a higher level of under-reporting at this location than any other within Kent. The collision record for valley Road in the vicinity of the school is not high.

Kent Police would therefore not support a 20 mph speed limit.

The speed data does suggest that a reduction in the speed limit to 30 mph could be considered. Although the school does sit outside the village centre it may be possible, with the introduction of enhanced signing, to achieve speeds suitable for a 30 mph limit. The signing would have to be carefully considered to avoid a situation where the gateway to the village is lost and vehicle speeds through the centre increase. Kent Police would be happy to discuss what measures would be needed should there be a proposal to reduce the speed limit to 30 mph.

Yours Sincerely

Paul Cave
Police Constable 7981
Traffic Management Unit

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 DECEMBER 2011

SEVENOAKS PEDESTRIAN GUARDRAILING ASSESSMENT

Report of the: Director of Kent Highways and Transportation

Status: For Consideration

Executive Summary: This report informs the Board of the results of a survey of pedestrian guardrailing in Sevenoaks and seeks comments on proposals to remove sections of guardrailing from some sites.

This report supports the Key Aim of improving pedestrian safety.

Chairman Cllr James London

Director Kent County Council Highways and Transportation

Recommendations:

The Board is asked to consider and comment on the proposals to manage sections of guard railing in Sevenoaks.

Introduction

1. On behalf of Kent County Council, Jacobs have carried out a survey of pedestrian guardrailing in Sevenoaks and are seeking comments on proposals to remove sections of guardrailing from some sites.

Background

2. The main purpose of guardrailing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guardrailing can also be used to offer some protection to pedestrians at locations where the swept path of large vehicles, such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.
3. It is recognised that where pedestrian guardrailing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints. Indeed poor guard railing can lead to an increase in pedestrian crashes.

Agenda Item 6

Sevenoaks Joint Transportation Board – 14 December 2011

4. A full report was presented to the Joint Transportation Board on June 15th 2011, and the following comments were agreed:
 - Site 1 – A225, Tonbridge Road, (outside Sevenoaks School & junction with Oak Lane). **These railings are to be retained.**
 - Site 2 – A224, London road / Tubbs Hill & Hitchen Hatch Lane. **A number of panels near the Station Access are to be retained until the additional cycle stands are installed at the station – see plan for details.**
 - Site 3 – A225, Dartford Road junction with B2019, Seal Hollow Road. **These railings are to be retained.**
 - Site 4 – A225 Dartford Road / High Street / Suffolk way / Pembroke Road. **Railings to be removed.**
 - Site 5 – A225, High Street, (outside Tesco Metro). **Railings to be removed.**
 - Site 6 – A225, High Street, (outside Tesco Metro). **Railings to be removed.**
 - Site 7 – A224, London Road, **Railings to be removed.**
 - Site 8 – A224, London Road / Pembroke Road / Argyle Road. **Railings to be removed.**
5. Appendix 1 is a report with the final recommendations following comments received, and has copies of all the plans indicating the 8 different locations listed above.
6. Kent County Councils' contractor would be carrying out the removals with the panels being recycled. If decorative or ornate railings and panels are highlighted for removal the Borough Council will be able to retain these for repairs or future use.

Options available

7. Members of the Board can:
 - a. Support the proposals to remove guardrailing at the sites identified in Appendix 1.
 - b. Reject some/all of the proposals.

Implications

Financial

8. Funding will be provided by Kent County Council. A budget allocation has not been secured specifically for this commission.

Programming

9. It is proposed to undertake the works on a site by site basis where damage has occurred to existing barrier to achieve value for money and efficiency.

Conclusion

10. The removal of guardrailing which is not required for pedestrian safety or for other reasons is in line with national guidance to de-clutter streets. It will also reduce on-going maintenance costs and help improve the appearance of the public realm.

Contact Officer

Julian Cook

08458 247 800

Appendices

Appendix 1 – Report – following comments received

This page is intentionally left blank

Kent Pedestrian Guard Railing Assessment

Sevenoaks – Final Report




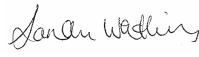
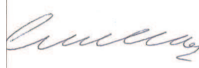
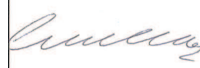
July 2011

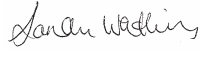

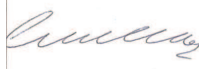

Document control sheet

BPP 04 F8

Project: Kent Guard Railing Assessment
 Document Title: Sevenoaks – Final Report

Job No: B1649000

	Originator	Checked by	Reviewed by	Approved by
ORIGINAL	NAME R. Fletcher	NAME S. Watkins	NAME G. Williams	NAME G. Williams
DATE 20 October 2010	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
Document Status				

REVISION	NAME S. Watkins	NAME A. Fletcher	NAME G. Williams	NAME G. Williams
DATE 15 September 2011	SIGNATURE 	SIGNATURE 	SIGNATURE 	SIGNATURE 
Document Status				

REVISION	NAME	NAME	NAME	NAME
DATE	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE
Document Status				

REVISION	NAME	NAME	NAME	NAME
DATE	SIGNATURE	SIGNATURE	SIGNATURE	SIGNATURE
Document Status				

Contents

1. **Foreword**
2. **Methodology**
3. **Site Conclusions / Recommendations**

1

Foreword

An assessment of the pedestrian guard railing in Sevenoaks town centre was carried out in October 2010. A report on the findings and recommendations was sent to County Members, KCC's Transport and Development team and Sevenoaks District Council in November 2010.

Following this initial consultation the report was taken to the Joint Transportation Board on 15th June 2011. Each of the recommendations was discussed. This report details the final recommendations as agreed by JTB members.

This report contains recommendations to retain, partially remove or wholly remove pedestrian guard railing from 8 sites across Sevenoaks.

There is an increasing emphasis on improving the streetscape by removing street clutter and providing better pedestrian accessibility whilst still maintaining road safety. It is recognised that where pedestrian guard railing is badly sited or over installed it not only alienates pedestrians but also looks unsightly, easily becomes damaged which in turn leads to increased maintenance costs and complaints.

Guard railing can be the right solution when the objectives of installing it (and in the right amount) are fully considered. The main purpose of guard railing is to improve safety by trying to prevent pedestrians from crossing the road at an inappropriate place or from straying into the road inadvertently. Guard railing can also be used to offer some protection to pedestrians at locations where the path of large vehicles, such as buses and heavy goods vehicles, takes the vehicles close to the footway, sometimes overhanging it.

2

Methodology

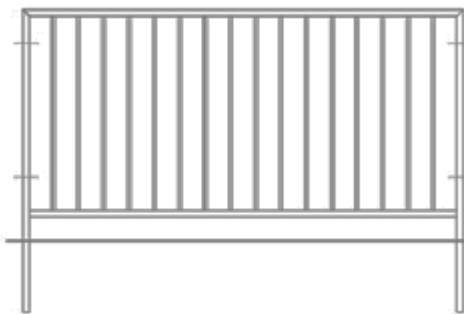
The assessments were conducted within an approximate 750metre (820yard) radius (1 mile diameter) of the High Street to incorporate the main pedestrian thoroughfares in the town centre (see figure 1). Following a request from T & D the assessment was extended to cover the pedestrian guard railing in the vicinity of the Sevenoaks railway station.

Each site has been assessed by a fully qualified road safety auditor and a road safety engineer. Records of each site will be maintained by the KHS Highway Manager for West Kent.

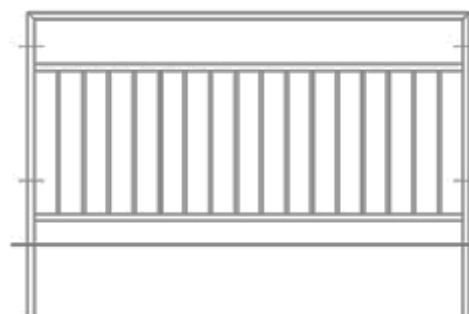
The surveys have allowed sufficient adjacent road space to be included; the exact length of road surveyed to make up a site has been dictated by the existence of side roads, major entrances / exits and the current extent of the existing guard railing.

The type of pedestrian guard railing assessed has been categorised into one of three types as shown below:

Standard type



'See through' type



Decorative type



The decorative type of railing has a number of variations.

The site assessment was conducted by assessing the effectiveness of individual guardrails within the site and effectiveness as a whole. Photographs were taken and all technical data pertaining to the site was recorded including guard rail measurements, carriageway and footway width, proximity of junctions, type of pedestrian crossing and proximity to other crossings etc. Local trip attractors and generators have also been identified to assess pedestrian desire lines.

Agenda Item 6

Where appropriate the width of the carriageway and its arrangement into lanes has been recorded as this relates to the degree of difficulty that people have in crossing.

The width of the available footway has also been taken and consideration given to the effect the guard railing has on reducing the effective footway width.

Illustrated diagrams indicating pedestrian guardrail locations, any proposals to install additional guardrail panels, the replacement of any damaged panels and to remove or retain the guardrails have been included.



Site 1 Location:

Site 1 is located on the A225 Tonbridge Road outside the Sevenoaks School and the junction with Oak Lane.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
			Yes

Comments received

Members of the Joint Transportation Board requested that the railings are retained as these posts and rails are part of the street scene and of historic / architectural benefit. Members thought the railings were helpful to guide school children in the area, especially as they wait for buses. They are also of a benefit to the elderly due to the close proximity to the Almshouses.

Conclusions / Recommendations

The guard railings are located outside the Sevenoaks School and the junction with Oak Lane. During peak times there is a high volume of vehicular traffic and the Pelican Crossing at the site has a high volume of pedestrian movement, in particular school children.

The post and railing type of panel installed offers little benefit as a guide or protective device for either pedestrians or vehicles. JTB Members requested that the railings are retained at the site.

The general condition of the post and railings are fair.

- **It is recommended to retain the post and railing at site 1.**

Illustrated Diagram of site 1



Pedestrian Guard Railing
 Retain - - - - -

Site 1 Location:
 At the junction with A255
 Tonbridge Road and Oak Lane

© 2010 Microsat Corporation © 2010 Elm

Agenda Item 6

Site 2 Location:

Site 2 is located at the junction with the A224 London Road/Tubs Hill and Hitchen Hatch Lane.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
	Yes		

Comments received

The railings are used to chain up bicycles. The railings should not be removed until Network Rail had provided sufficient storage places for bicycles.

The Joint Transportation Board Members agreed they were in favour of the proposals subject to sufficient bicycle storage and that the station entrance does not become blocked with cars dropping people off.

Conclusions / Recommendations

The pedestrian guard railings are located outside the railway station where there is a high volume of vehicular traffic and the pelican crossing at the site has a high volume of pedestrian movement.

The majority of the pedestrian guard railing at the site offers little benefit as a guide or protective device and is mainly utilised by cyclists for securing their bicycles to the railing.

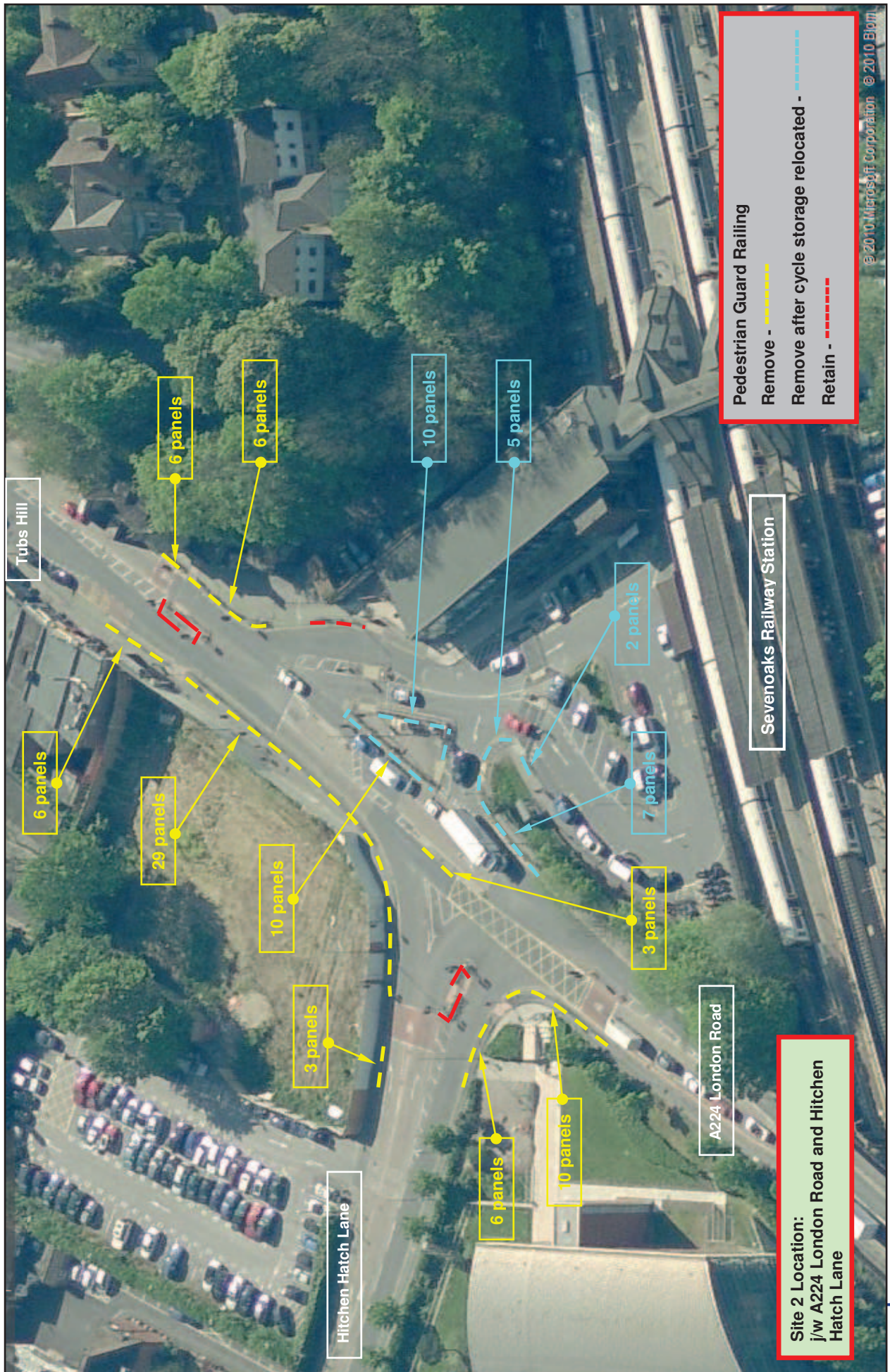
Site observations revealed a high number of pedestrians not using the controlled crossing but instead are crossing diagonally across the road to and from the railway station entrance. These movements' results in the pedestrians walking for a significant distance on the carriageway as the existing pedestrian guard rails prevent access onto the nearest footway.

The footway at the site varies between 1.5 - 4.5metres

There needs to be prior notification of the proposed guard rail removal date issued to cyclists.

- **It is recommended to partially remove the pedestrian guard railing at site 2.**
- **The railings around the station should not be removed until alternative provision is made for cycle storage.**

Illustrated Diagram of site 2



Agenda Item 6

Site 3 Location:

Site 3 is located at the junction with the A225 Dartford Road and the B2019 Seal Hollow Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

The pedestrian guard railing is located at a complex junction and links two zebra crossings, one located at the junction with A225 Dartford Road and the other approximately 15metres away on the B2019 Seal Hollow Road.

The guard railings guide pedestrians from the A225 Dartford Road footway away from the northern and southern exit and entry points of Seal Hollow Road to a safe point at the zebra crossing on Seal Hollow Road and visa versa.

The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

- It is recommended to retain the pedestrian guard railing at site 3.

Illustrated Diagram of site 3



Agenda Item 6

Site 4 Location:

Site 4 is located at the junction with the A225 Dartford Road and Suffolk Way/Pembroke Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Comments received

Improvements may be made to the junction following nearby development. The pedestrian guard railing should be left in place until the junction is reviewed as part of the new development.

Conclusions / Recommendations

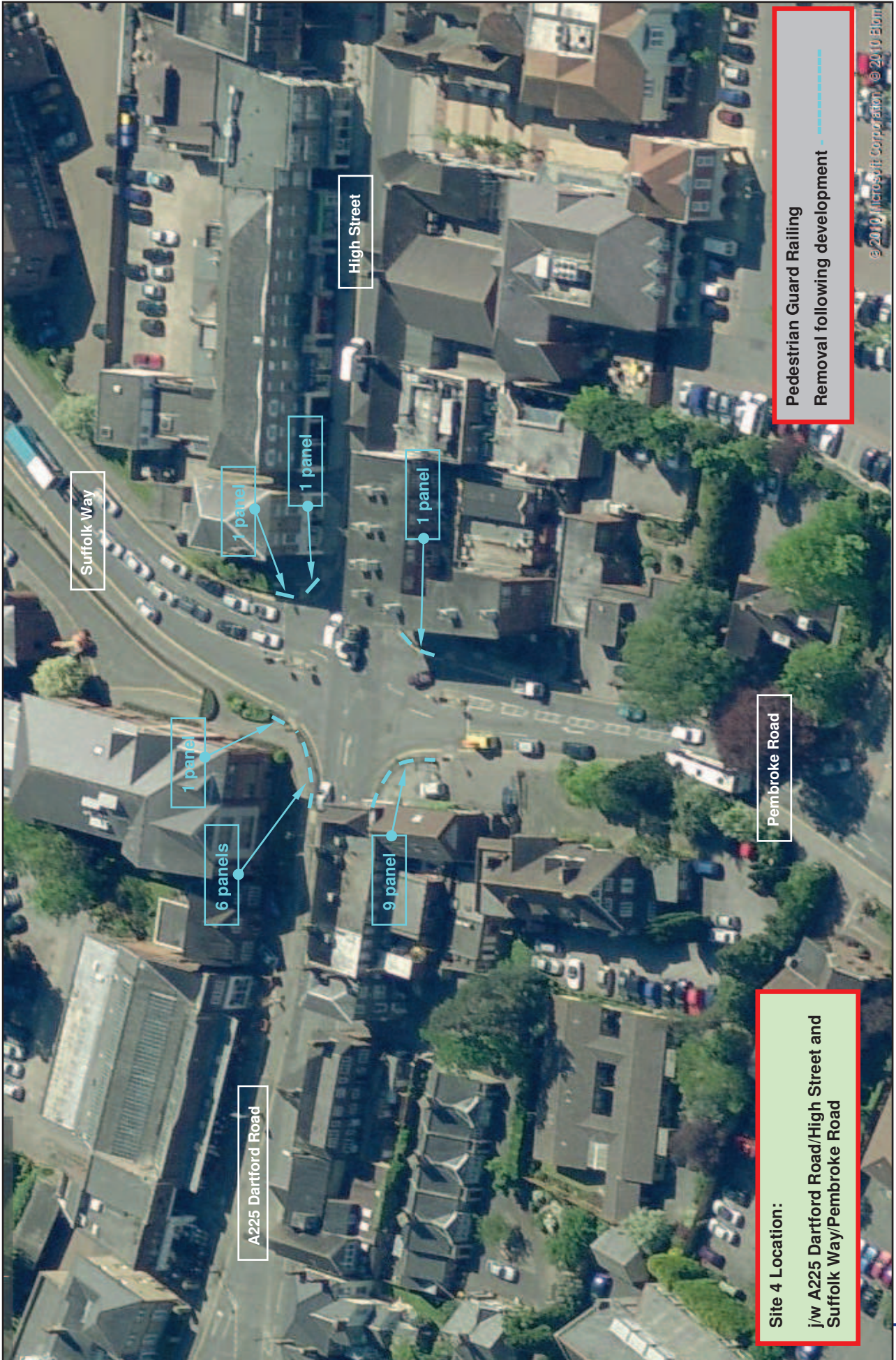
The junction is controlled by an automatic traffic light system with uncontrolled pedestrian crossings.

The pedestrian guard railings at this site offer little benefit as a guide or protective device.

The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

- It is recommended to remove the pedestrian guard railing at site 4.

Illustrated Diagram of site 4



Agenda Item 6

Site 5 Location:

Site 5 is located on the A225 High Street outside the Tesco Metro.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

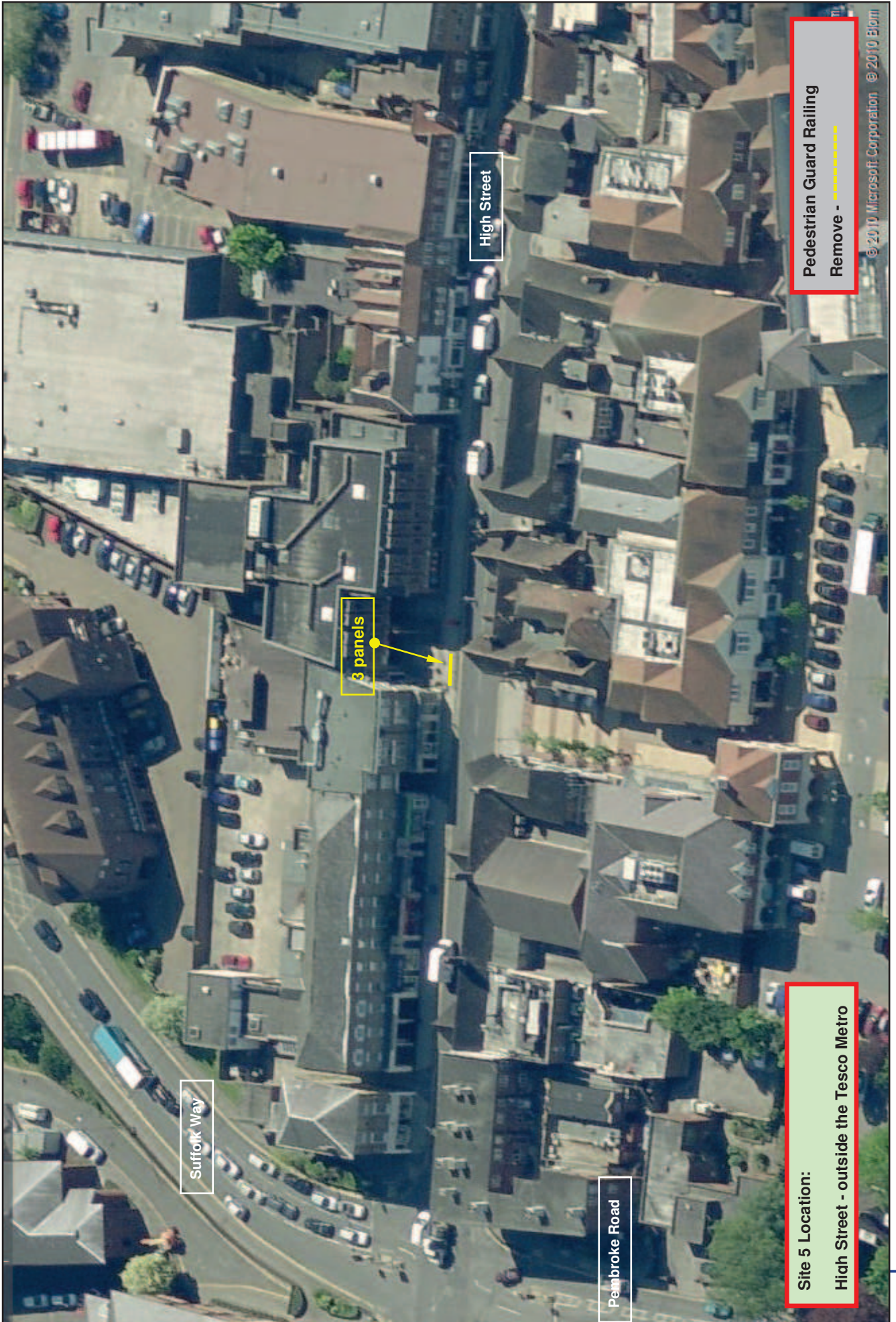
Conclusions / Recommendations

There are only 3 pedestrian guard railing panels at this site which offer no benefit as a guide or protective device

The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

- **It is recommended to remove the pedestrian guard railing at site 5.**

Illustrated Diagram of site 5



Site 5 Location:
High Street - outside the Tesco Metro

Pedestrian Guard Railing
Remove -

Agenda Item 6

Site 6 Location:

Site 6 is located on the A225 High Street outside the Tesco Metro.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

Conclusions / Recommendations

There are 9 pedestrian guard railing panels located on the western side footway at the pelican crossing and no guard railings on the eastern side, the 9 railings offer no benefit as a guide or protective device, as pedestrians were observed crossing the road all along the High Street.

The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

- It is recommended to remove the pedestrian guard railing at site 6.

Illustrated Diagram of site 6



Agenda Item 6

Site 7 Location:

Site 7 is located on the A224 London Road opposite the shop, Hospice of the Weald.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
Yes	Yes		

Conclusions / Recommendations

There are 2 pedestrian guard railing panels located on the eastern side footway at the zebra crossing and no guard railings on the western side. There are also 2 panels located immediately inside the entrance to the car park which offer no benefit as a guide or protective device.

The site has a high volume of vehicular traffic and a high volume of pedestrian movement.

- **It is recommended to remove the pedestrian guard railing at site 7.**

Illustrated Diagram of site 7



Agenda Item 6

Site 8 Location:

Site 8 is located at the junction with A224 London Road and Pembroke Road/Argyle Road.

Types of Guard Railing:

Standard	See through	Decorative	Post and Rail
		Yes	

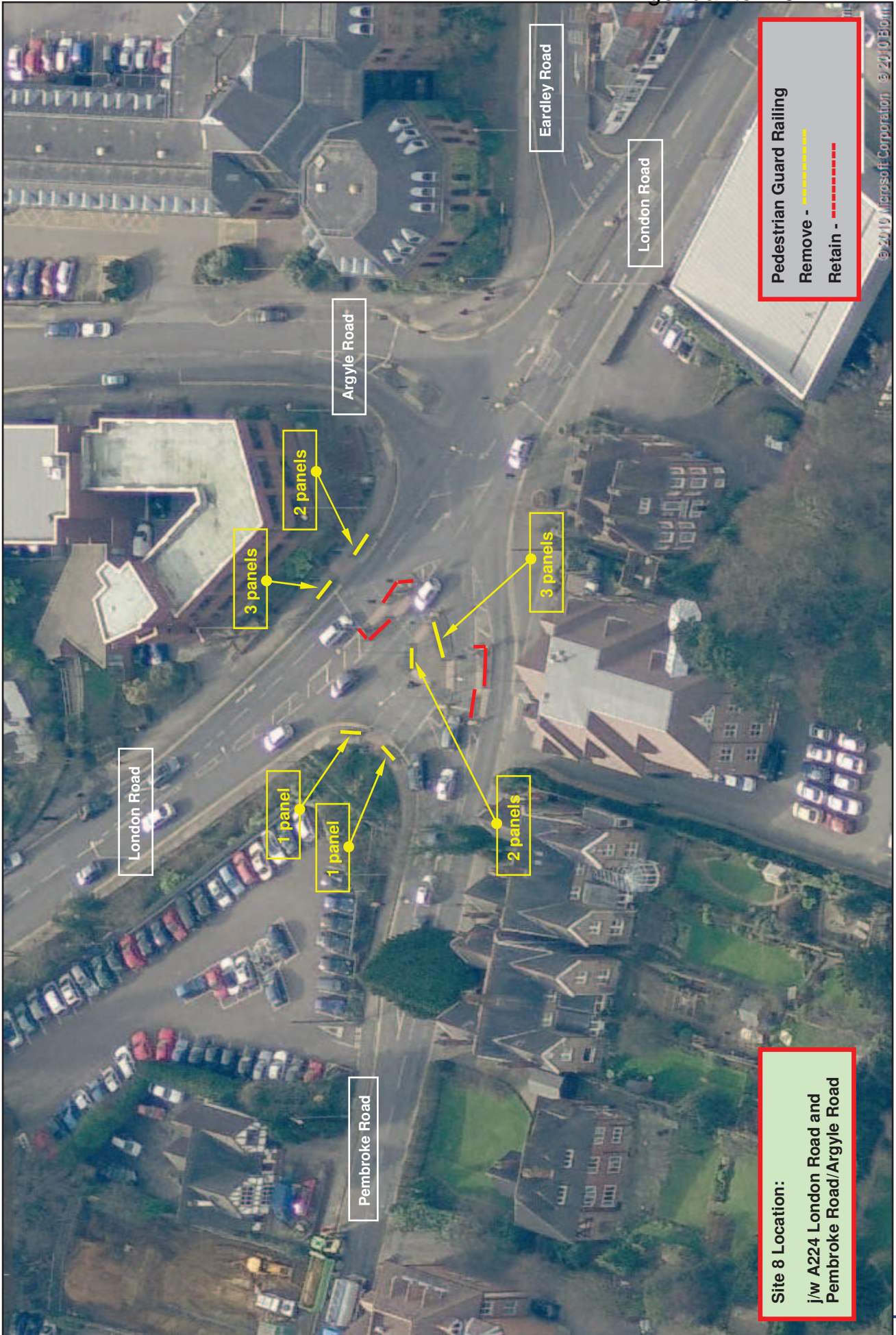
Conclusions / Recommendations

The site is located at a large busy crossroad junction with moderate pedestrian movements. The junction has three refuge island crossing points of which two are controlled, with the centre island guard railings and the footway railings offering little benefit as a guide or protective device.

The site has a high volume of vehicular traffic and a moderate volume of pedestrian movement.

- **It is recommended to remove the pedestrian guard railing at site 8.**

Illustrated Diagram of site 8



This page is intentionally left blank

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 DECEMBER 2011

HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT

Report of the: Director of Kent Highway Services

Status: For Information

Executive Summary: This report describes the progress to date and anticipated progress over the next three months of all programmed highway improvements and those schemes that are expected to be included in Kent County Council's 2011-12 Capital Programme.

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 Kent County Council Highways and Transportation – Head of Transportation – Tim Read

Recommendations: That Members NOTE the progress of programmed highway improvements.

Background and Discussion

1. This report gives details of the specific schemes which will be progressed in Sevenoaks including the schemes carried over from the 2010/11 financial year, as well as new schemes identified as crash remedial schemes.
2. Appendix A summarises the schemes and gives an overview of the progress to date and anticipated progress prior to the next meeting of this Board.
3. Appendix B summarises the committed Member Highway Funds for each County Member as well as details of applications which are currently being progressed.
4. **Polhill Crash remedial Measures** – Proposal recommends 50mph speed limit on Polhill and London Road but this subject to Police approval. If approval is not forthcoming then the remainder of the scheme will be implemented as planned in February. A report considering the speed limit would then be made to the next meeting of this Board.

Agenda Item 7

Sevenoaks Joint Transportation Board – 14 December 2011

5 **B2026 Hartfield Road junction with Station Road and Butterwell Hill "Cowden Cross"**

In 2005, Kent County Council's annual monitoring of road traffic accidents highlighted a worsening in the number and severity of crashes at Cowden Cross, (the junction of B2026 Hartfield Road junction with Station Road and Butterwell Hill). To remedy this, a series of highway improvements were added to the 2006/07 crash remedial programme. These measures, and the actions taken are summarised as follows:

a) improve traffic signs and road markings: - 2x "Crossroads" warning signs on yellow backing and corresponding "slow" road marking laid April 2007.

b) improve road surface: - high friction surfacing laid on both B2026 approaches April 2007.

c) improve visibility to the south of Station Road: - agreement was reached in October 2007 with the land owner to remove hedge and this work was carried out that winter.

d) improve visibility to the north of Station Road: - for over four years, KCC have sought an agreement with the owner of this private land to remove the existing hedge and to plant a replacement further away from Hartfield Road. Although these negotiations have become frustrated, KCC continue to monitor the degree to which the existing hedge interferes with drivers' visibility. Any interference is dealt with in the normal course of the Highway Inspector's and Highway Steward's duties.

e) Move telephone pole north of Station Road out of visibility splay: - no action. This can only be carried out once the hedge in (d) above has been removed

6 The success of any crash remedial measure is assessed in terms of the number and severity of crashes that have caused injury since the works were completed. Police records show that no crashes resulting in personal injury have occurred at this junction since the first of the above improvements was carried out. Accordingly, there is no justification for continuing to incur professional costs in pursuing items (d) and (e) above. The solicitors and valuers acting for KCC on this acquisition have therefore been instructed to terminate their negotiations and close their files.

Key Implications

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

7. None for Sevenoaks District Council or Kent County Council as a result of this report.

Risk Assessment Statement

8 None.

Appendices

- A Highway Improvement Schemes.
- B Member Highway Fund Schemes.

Sources of Information: None

Contact Officer: Laura Squires, Kent County Council
Steven Noad, Kent County Council
08458 247 800

Director: **John Burr – Kent County Council**
08458 247 800

Highway Improvement Programme: Sevenoaks District 2011-12

KHS Ref	Location	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Original Allocation 2011-12	Forecast Out-turn 2011-12	Kent Highway Services Contact 08458 247800
	London Road Swanley	Junction Improvements at Birchwood Road.	Passed to Jacobs to complete detailed design.	Detailed design to be completed.	£40K	tba	Laura Squires
	A25 Brasted Road/Beggars Lane, Westerham	Re-align junction radius to prevent the simultaneous exit of right turn and left turn vehicles from Beggars Lane.	Passed to Jacobs to complete detailed design.	Programmed for construction on the 20 th February.	£20K	£20K	Laura Squires

Item No. 7 – Appendix A

	A224 Polhill	Reduce speed limit to 50mph, new traffic island, improve existing advanced signing, refresh existing carriageway markings & cut back vegetation at Pilgrims Way Link Bridge.	Detailed design work has commenced.	Programmed for construction on the 20 th February. See main body of report.	£25K	£25K	Laura Squires
10-ITS-SE-02	High Street, Eynsford	Facilities to help pedestrians cross the road outside the primary school (2010-11 scheme)	Traffic Regulation Order was made on 16 October 2011. Works being programmed.	Works to be completed. This scheme will no longer be reported to this board.	£0k	£3k	Laura Squires
	Toys Hill	Improved traffic signs.	Detailed design complete and works programmed for 21 November 2011.	Works to be completed.	TBA	TBA	Laura Squires

This page is intentionally left blank

Agenda Item 7
 Sevenoaks Joint Transportation Board - 14 December 2011
 Item No. 7 - Appendix B

Member	Brief Description of Proposal	Amount of MHF Funding Committed	Status of works
David Brazier	Valley Road, Fawkham - Problem with speeding vehicles outside school, request for 'wig-wag' lights	£7,909	Works complete
	Ash Road, Ash-cum-Ridley - contribution towards salt for Parish Council	£3,368	Works complete
	Church Road, West Kingsdown - request for footway	£6,120	Works complete
	Valley Road, Fawkham - To investigate the feasibility of making up the unmade lay-by	tba	Ongoing, owners have now provided outline permission
	Hodsoll St & Gravesend Rd - To provide a dropped crossing to enable disabled users	£1,200	Ongoing
	TOTAL	£18,597	
John London	High Street, Sevenoaks - request for streetlight to be reinstated	£14,333	Works programmed
	The Vine, Sevenoaks - request to replace broken streetlight to fit in with Conservation area	£4,004	Works complete
	Marlborough Crescent - To replace a number of trees	£13,409	Ongoing
	Contribution to the parish council for the provision and maintenance of the village notice board.	£2,250	Completed
	Top Dartford Road/Pembroke Road - To provide the existing signalised junction with full pedestrian crossing facilities		Investigations ongoing S106 funding from Waitrose development
	Buckhurst Lane and Sevenoaks High Street - investigate options for providing disabled crossing facilities	tba	Investigations ongoing
	Investigation contingency fund to look at effects of congestion and air quality if the Pembroke Road/Dartford Road junction is fitted with full pedestrian facilities	£6,000	Ongoing
		TOTAL	£39,996

Nick Chard	Childsbridge Lane, Seal - contribution towards scheme	£30,000	Completed
	A25 Seal - request to lower speed limit	£18,500	Ongoing
	A six month trial reinstatement of the 402 service between Tonbridge and Sevenoaks via Sevenoaks Weald.	£5,000	Completed
	O/s St Lawrence School, Church Road, Stone Street. Salt bins requested.	£1,190	Ongoing
	TOTAL	£54,690	
Peter Lake	Four Elms Road, Hever - request for bus shelter	£6,726	Works complete
	Penshurst Road, Chiddingstone - request to create parking area	£7,849	Works complete
	High Street, Leigh - request for interactive sign	£4,400	Works complete
	Fordcombe Road, Penshurst - request for interactive sign	£4,400	Works complete
	Station Road, Edenbridge - request for a pedestrian crossing	£23,625	Ongoing
	Lingfield Road, Edenbridge - request to extend the 30mph limit	£1,420	Awaiting Member approval
	Hildenborough Road, Leigh - Request to extend the existing 30mph limit.	£7,500	Awaiting Member approval
	Hildenborough Road, Leigh - road safety improvements Laundry Cottages area.	see item above	Awaiting Member approval
	Cowden Village, B2026 - To reduce speeds through the village and improve signage	£5,750	Awaiting Member approval
	B2028 Marsh Green Road, Edenbridge - reduce the speed limit in this area to 50mph	£4,700	Awaiting Member approval
	Fordcombe to Penshurst Village - Request for an illuminating speed reduction sign		Referred to Member as location difficulties
	TOTAL	£66,370	

Agenda Item 7
 Sevenoaks Joint Transportation Board - 14 December 2011
Item No. 7 - Appendix B

Richard Parry	Knockholt - request for wigwags	£5,208	Works complete
	Quebec Square, Westerham - request for removal of bollard	£2,310	Works complete
	Station Road, Halstead - request for interactive sign	£4,500	Awaiting Member approval
	Quebec Square, Westerham - request to make the junction safer, one option would be to realign the junction.	£25,000	Awaiting Member approval
	Shopping Parade, Dunton Green - Request for resurfacing in the of the shopping parade and marking of a parking bay.	£7,213	Awaiting Member approval
	Cold Arbor Road - Various options have been discussed regarding safety concerns in the 30mph limit.	£9,000	Awaiting Member approval
	Hosey Common Road/Mapleton Road - A proposal for hard standing to improve the pair of bus stops nearest to Chartwell House.		Results of safety audit awaited
	Improved road signage and lines at Ide Hill school	£2,500	Awaiting Member approval
	Provide a new interactive speed sign for Crockham Hill	£5,400	Awaiting Member approval
	Additional edge of carrigeway markings to the west of Westerham village centre	£750	Awaiting Member approval
	Upgrade to Crockham Hill's school amber flashing Wig-Wag signals	tba	Awaiting Member approval
	TOTAL	£61,881	
Robert Brookbank	Emerson Avenue and Victoria Hill Road, Hextable - request for measures to improve visiability	£3,068	Approved/ongoing
	Main Road, Swanley - request to look at signage for Hextable	£10,735	Ongoing
	Sycamore Drive, Swanley - request for parking restrictions	£2,544	Approved/ongoing
	Various Roads, Swanley - request for salt bins	£1,787	Works complete
	Russett Way, Swanley - request for unsuitable for HGV signs	£1,418	Approved/ongoing
	Archer Way, Swanley - request for salt bin	£596	Works complete

	A contribution of £5000 from the MHF to promote and implement a district wide (Sevenoaks) TRO to make School Keep Clear markings enforceable.	£5,000	Ongoing with SDC
	To investigate available options to improve the bus stop in High Street, Swanly to improve capacity and assist with pedestrian flows.	£20,500	Awaiting Member approval
	To improve 54 bus stops and will provide new posts, flags and timetable cases.	£4,000	Approved/ongoing
	New ornamental pedestrian railings at Lower Road/Top Dartford Road, Hextable	£13,700	Awaiting Member approval
	The purchase of one snow blower from Hextable Parish Council.	£1,100	Awaiting Member approval
	The purchase of one snow blower from Swanley Town Council.	£1,100	Awaiting Member approval
	TOTAL	£65,547	
Roger Gough	Cray Road, Crockenhill - request for change of priority for junction	£19,773	Awaiting Member approval
	Riverside, Eynsford - request to look at edge protection between the road and the river	£28,500	Works complete
	Manse Way, Swanley - request for surfacing	£13,735	Works complete
	Charnock, Swanley - request for saltbin	£596	Works complete
	To improve 54 bus stops and will provide new posts, flags and timetable cases.	£3,000	Approved/ongoing
	The purchase of one snow blower from Swanley Town Council.	£1,100	Awaiting Member approval
	Place speed limit roundels on road at numerous location in Horton Kirby & South Darenth	£3,600	Awaiting Member approval
	New salt bins at Hotham Close & Canada Farm Road	£1,190	Awaiting Member approval
	Provide a new interactive speed sign for Horton Kirby in the school area	£5,400	Awaiting Member approval
	TOTAL	£76,894	

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 DECEMBER 2011

KENT COUNTY COUNCIL HIGHWAYS & TRANSPORTATION RESTRUCTURE

Report of the: Director of Kent Highway Services

Status: For Consideration

Executive Summary: This report sets out recent changes following a restructure of the department and highlights how Kent Highways and Transportation (KH&T) will continue to focus on working with communities and ensure proper engagement with Members, Councillors, Parishes and local people.

This report supports the Key Aim of.

Chairman Cllr James London

Head of Service Director of Kent Highways & Transportation

Recommendations: The Board is asked to note the report.

NEW STAFFING ARRANGEMENTS IN KENT HIGHWAYS AND TRANSPORTATION

1. As a part of the County Council's strategy, Bold Steps for Kent, and wider national legislation and budget reductions, there have been changes across Kent County Council. This includes the work done in Kent Highway Services now called Kent Highways and Transportation (KH&T). This report sets out recent changes following a restructure of the department and highlights how KH&T will continue to focus on working with communities and ensure proper engagement with Members, Councillors, Parishes and local people.

Introduction

2. As a part of the County Council's strategy, Bold Steps for Kent, and wider national legislation and budget reductions, there have been changes across Kent County Council. This includes the work done in Kent Highway Services now called Kent Highways and Transportation (KH&T). This report sets out recent changes following a restructure of the department and highlights how KH&T will continue to focus on working with communities and ensure proper engagement with Members, Councillors, Parishes and local people.

Agenda Item 8

Sevenoaks Joint Transportation Board – 14 December 2011

3. As a part of the county council's strategy, Bold Steps for Kent, and wider legislation around community engagement, the way KCC works is changing with an aim to improve all the services provided by the council and to enhance the service offered to communities in Kent.
4. Kent Highways and Transportation (KH&T) – formerly called Kent Highway Services - will continue to focus on working with communities and are committed to proper engagement with Members, district councils, parishes and local people. In order to strengthen this area, meet the budget savings requirements and bring about efficiencies and effectiveness, changes have been made to the staffing of the department. This follows a two phased restructuring process.

New structure

5. Prior to the restructure each district had allocated contacts within the Highway Operations teams, namely Highway Inspectors and Community Liaison Officers. From 1 July the new structure came into force and there are no longer community Liaison Officers. Instead we now have **Highway Stewards** and statutory **Highway Inspectors**. The Highway Stewards have been allocated to a specific area and they will deal with customer service enquiries, Member, parish and community contact. They have been empowered to carry out small maintenance jobs on site to rectify minor issues such as clearing round a sign / clearing a gully grate. In addition they will identify specific jobs that are deemed necessary for their area, which will be processed through our Highway Management Centre (HMC) at Aylesford. The process of the jobs can be prioritised and programmed in a timely manner with the designated team in the HMC, allowing the public facing staff to spend more time in the area, dealing with service requests. They will undertake parish visits, as agreed locally and will be working out in the community on a daily basis. The Parishes / Members and the general public should still report defects via the web site or our contact centre to ensure that they are recorded and entered into our system to be processed.
6. Highway Inspectors will continue to carry out statutory inspections and will highlight defects and ensure that these are repaired within the prescribed time periods. Inspectors and stewards will be supported by an efficient HMC which is situated on the first floor of our Aylesford Highway Depot.
7. A list of key staff for this district is attached at **Appendix A**, and a list of the full KCC Highways staff structure can be seen in **Appendix B**.

Conclusion and Recommendation

8. KH&T is committed to providing a high quality service to the communities in Kent. The recent changes will ensure that, despite budget reductions and other challenges, KH&T will keep a focus on community engagement. Members of this Joint Transportation Board are asked to note this report.

Legal Implications

9. Not applicable.

Financial and Value for Money Considerations

10. Not applicable.

Risk Assessment

11. Not applicable.

Contact Officer(s): Carol Valentine / Julian Cook 08458 247 800

Agenda Item 8

Sevenoaks Joint Transportation Board – 14 December 2011

Sevenoaks Operations Team

Highway Manager for West Kent: Carol Valentine

District Manager: Julian Cook

Highway Engineer: Mike Payton

Stewards: Sharon Clewes
 Andrew Walters
 Mark Osborne
 Allan Gibbons

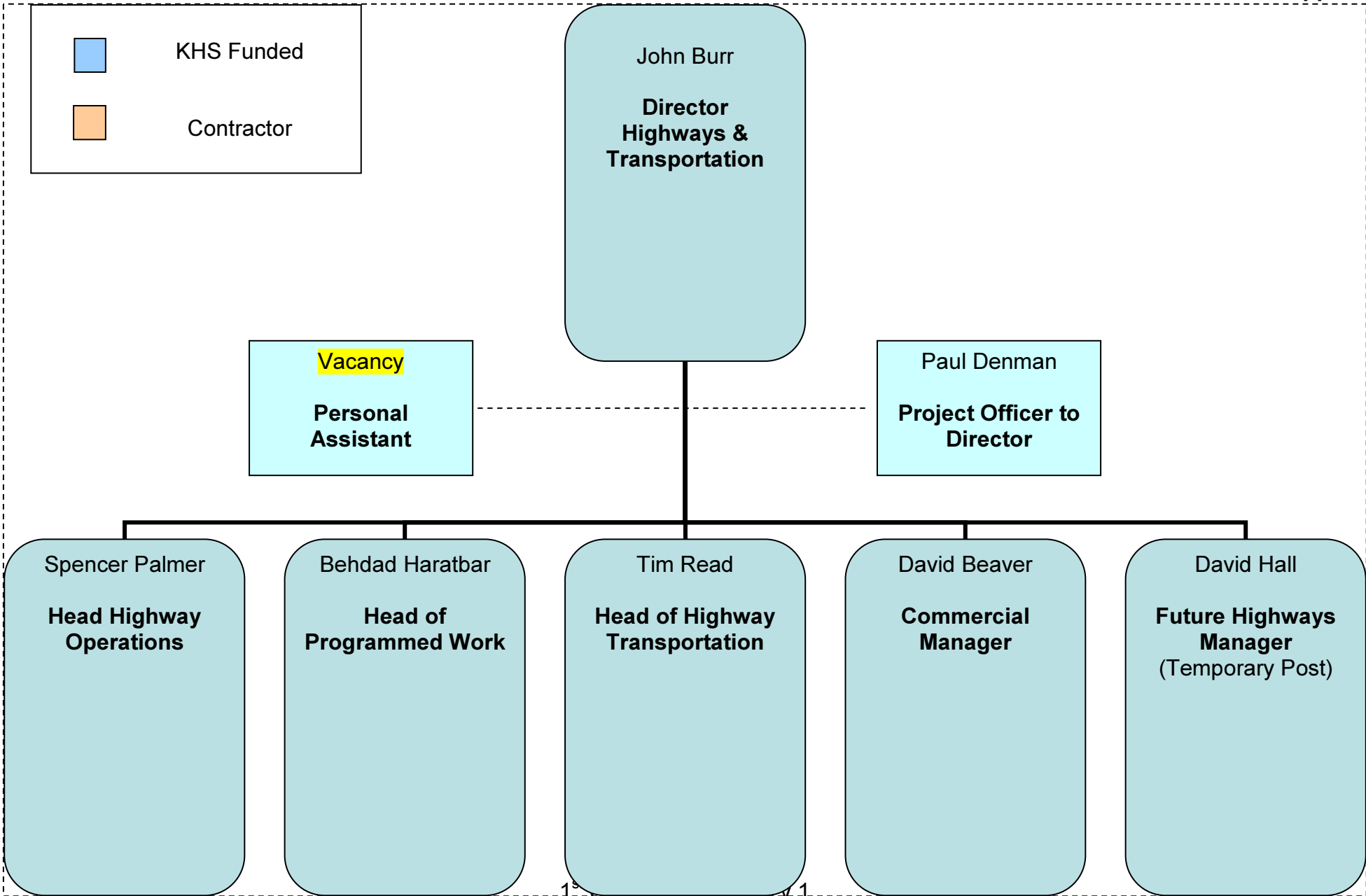
Steward Areas:

Sharon Clewes	Andrew Walters	Mark Osborne	Allan Gibbons
Sevenoaks Riverhead Seal Sevenoaks Weald	Swanley Crockenhill Shoreham Eynsford Farningham Horton Kirby & South Darent	Knockholt Halstead Dunton Green Otford Kemsing West Kingsdown Fawkham Hartley Ash-Cum-Ridley	Chevening Sundridge Brasted Westerham Edenbridge Hever Cowden Chiddingstone Leigh Penshurst

This page is intentionally left blank

Highways & Transportation Structure

@ September 2011



KHS Funded



Contractor

Vacancy

Personal Assistant

Paul Denman

Project Officer to Director

Spencer Palmer

Head Highway Operations

Behdad Haratbar

Head of Programmed Work

Tim Read

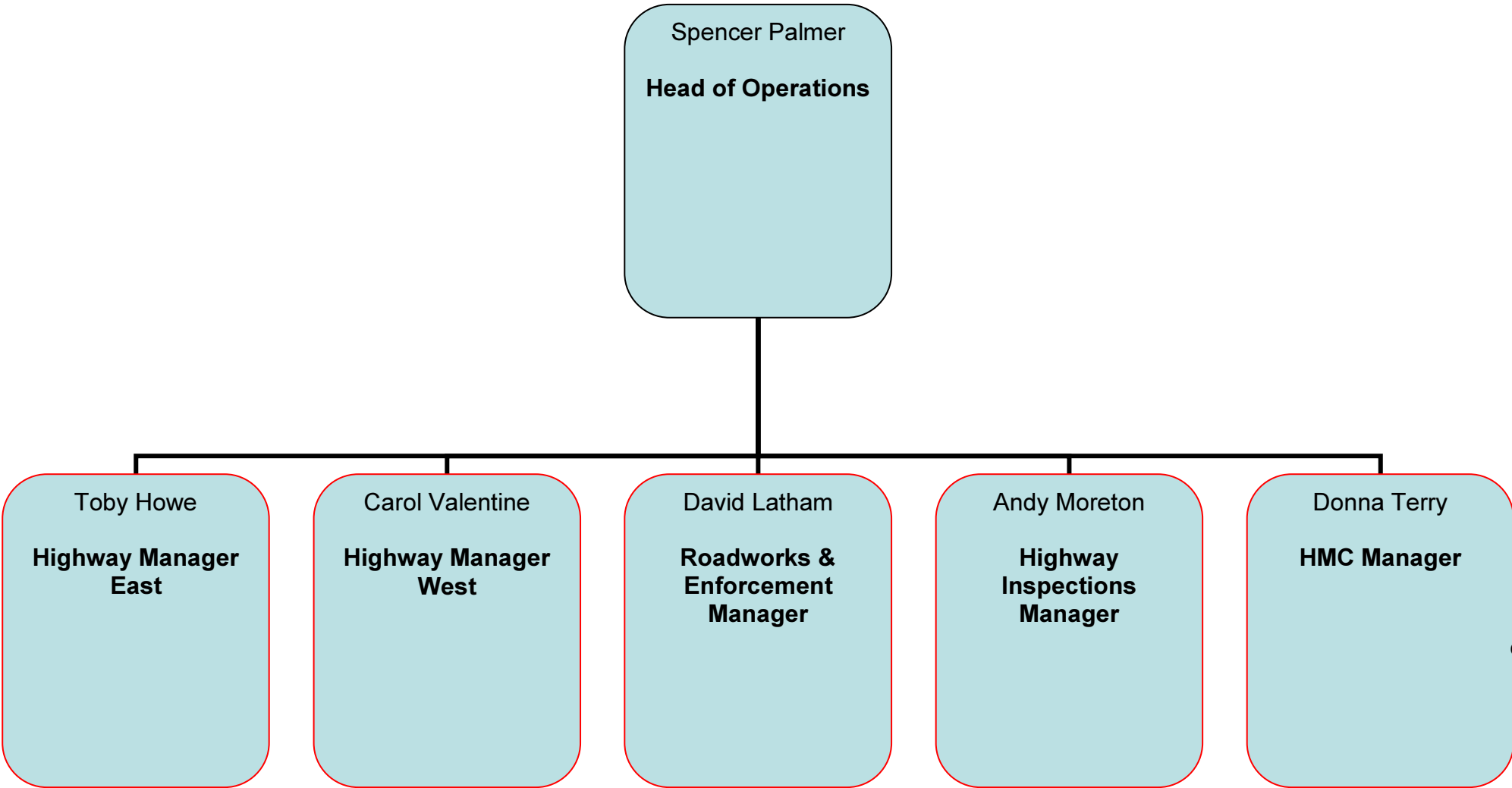
Head of Highway Transportation

David Beaver

Commercial Manager

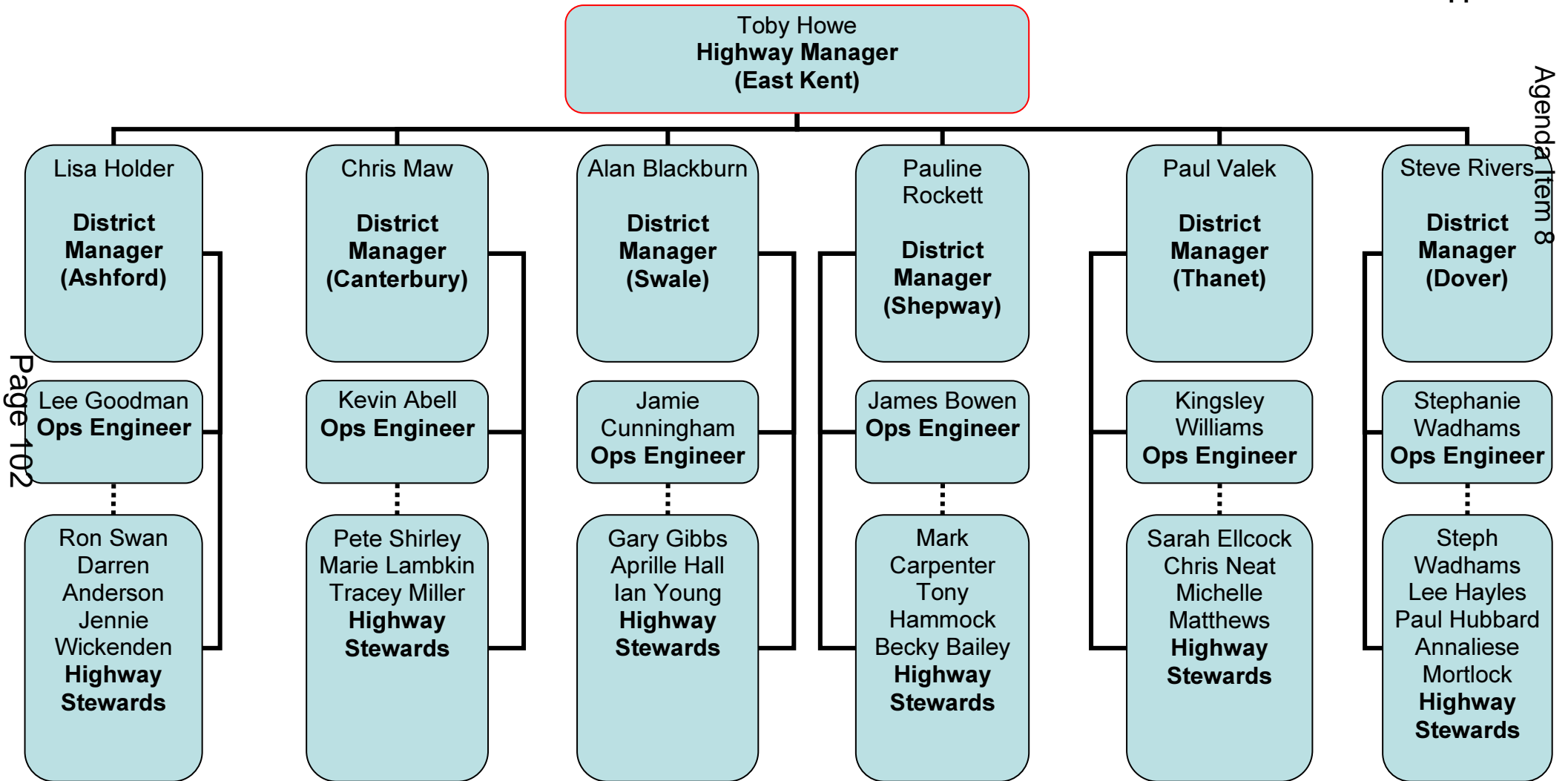
David Hall

Future Highways Manager
(Temporary Post)



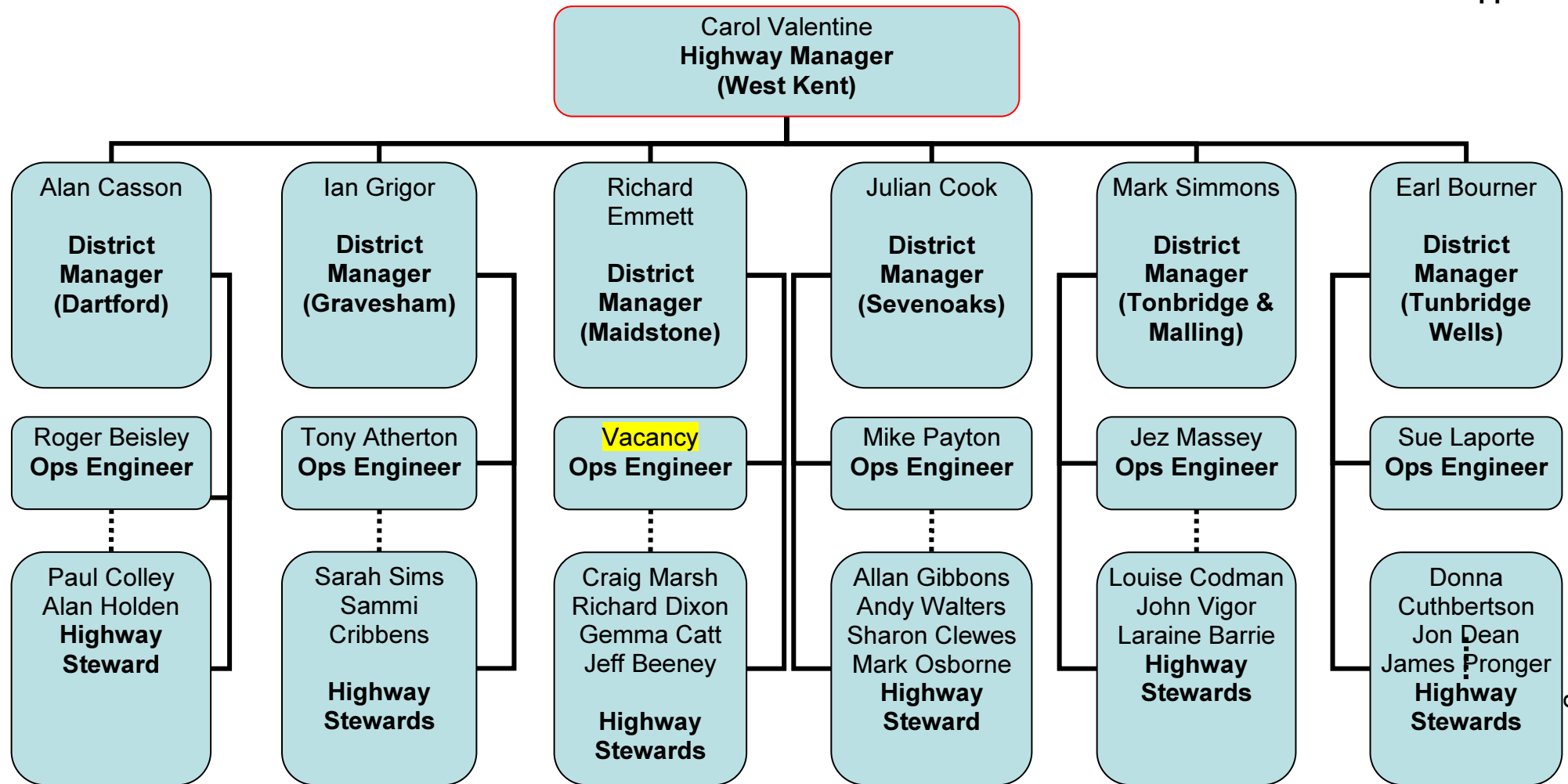
Page 101

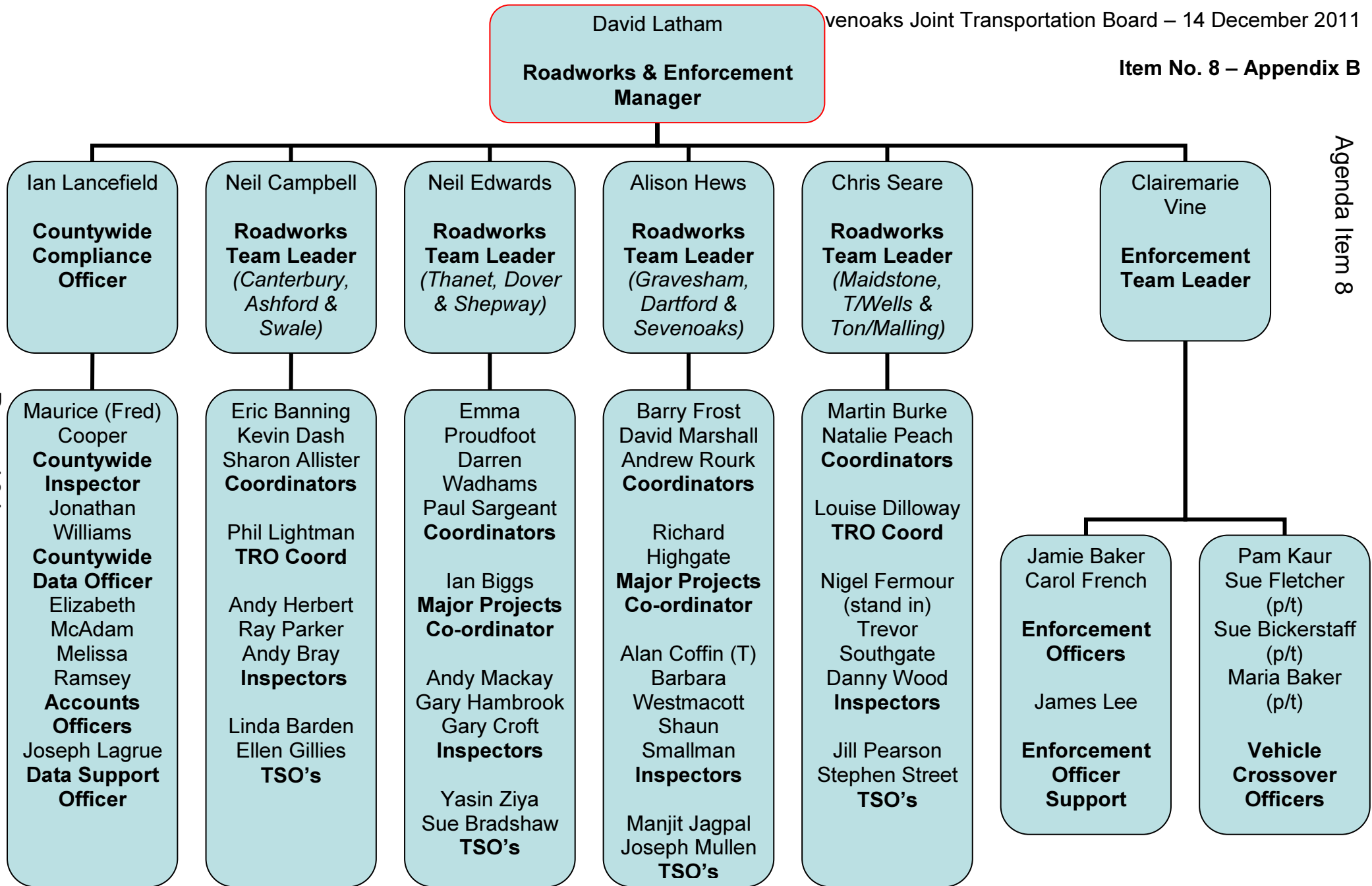
Agenda Item 8

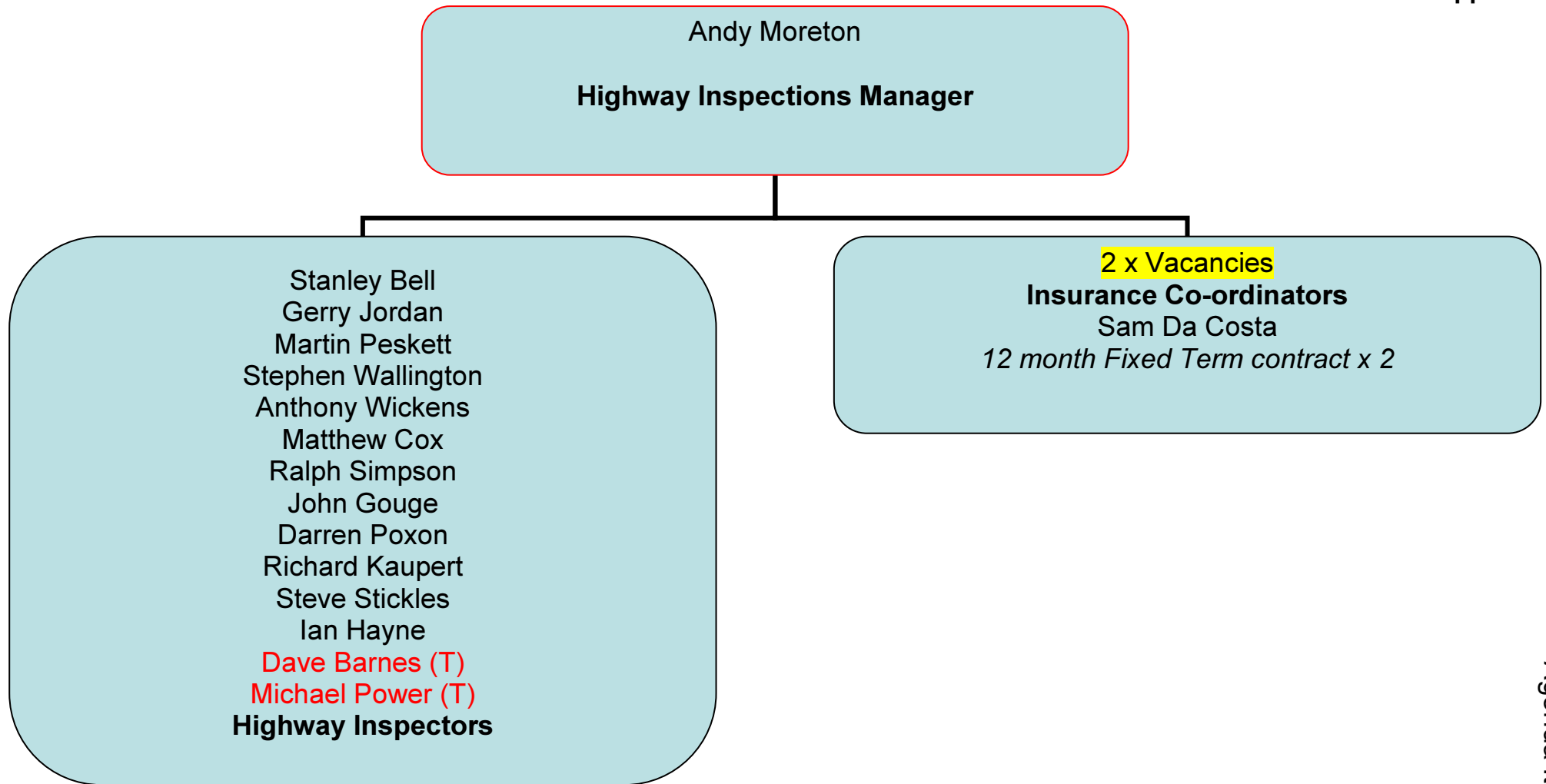


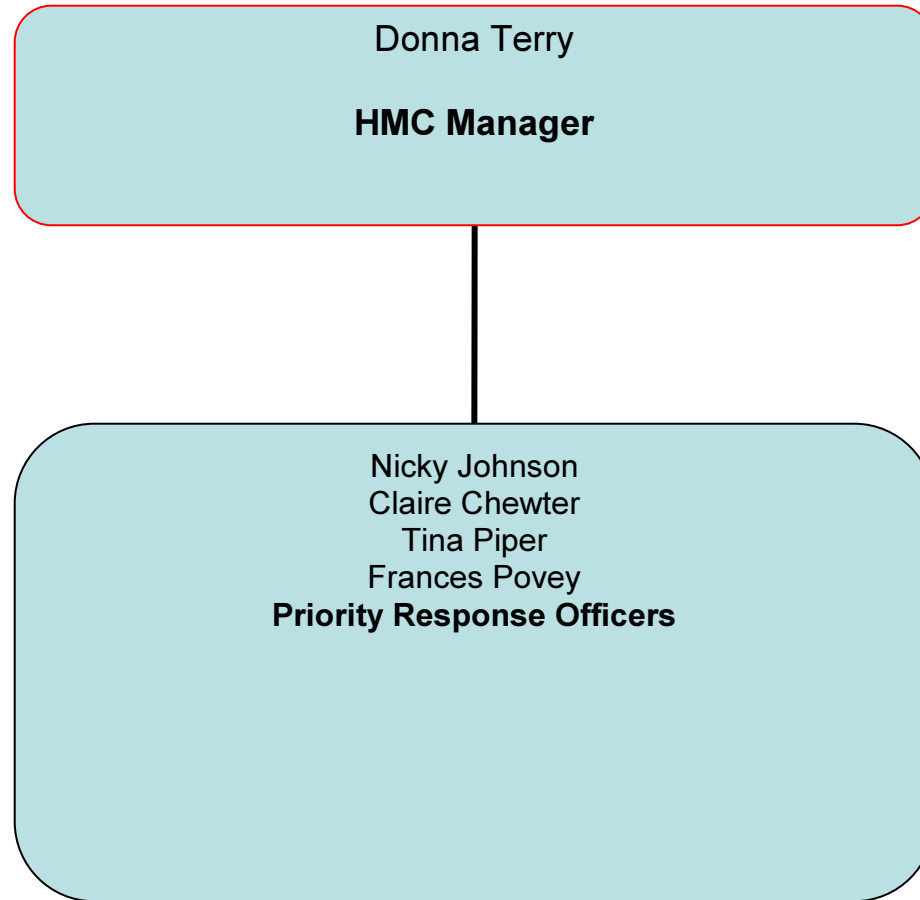
Page 102

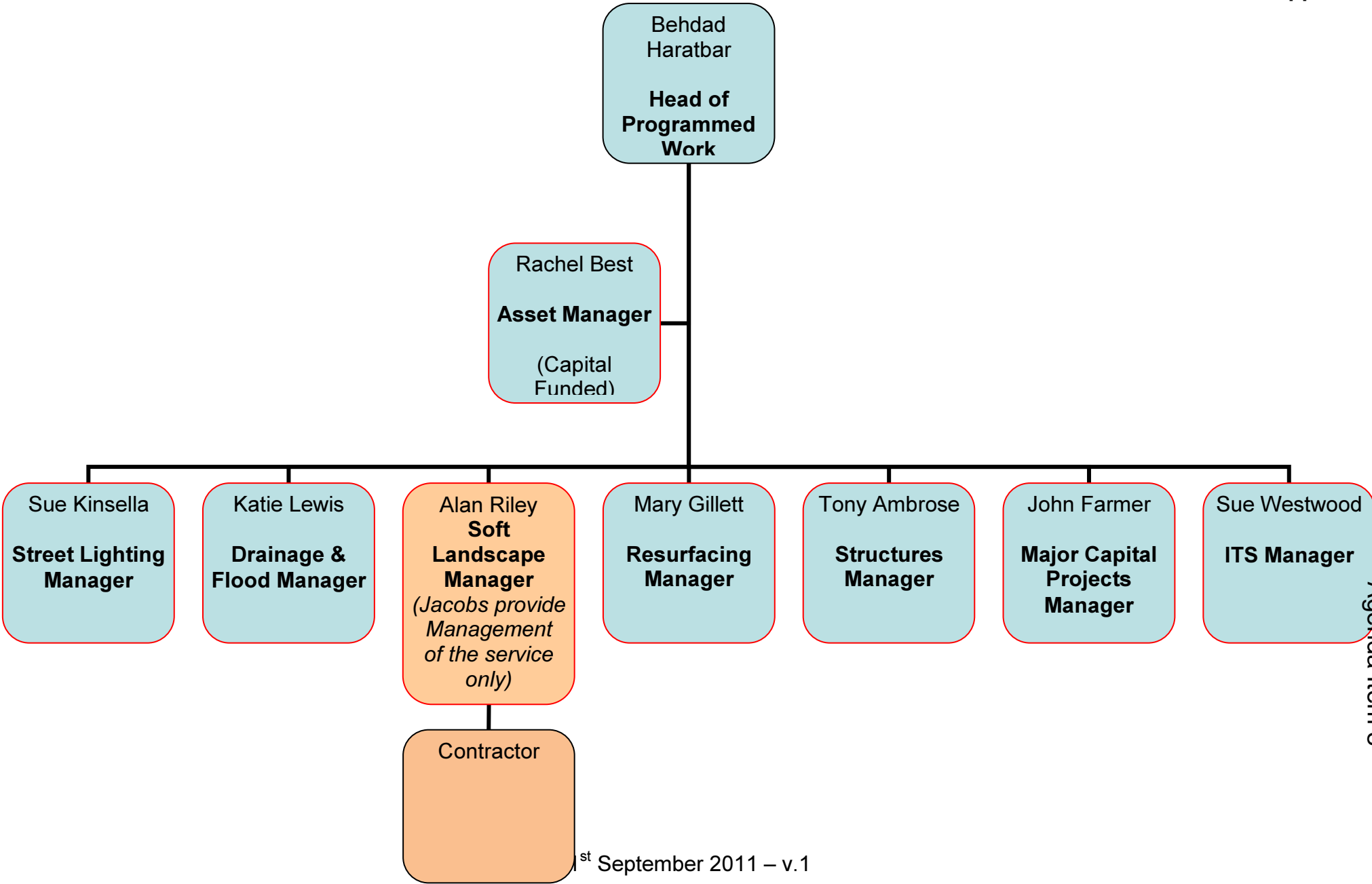
Agenda Item 8

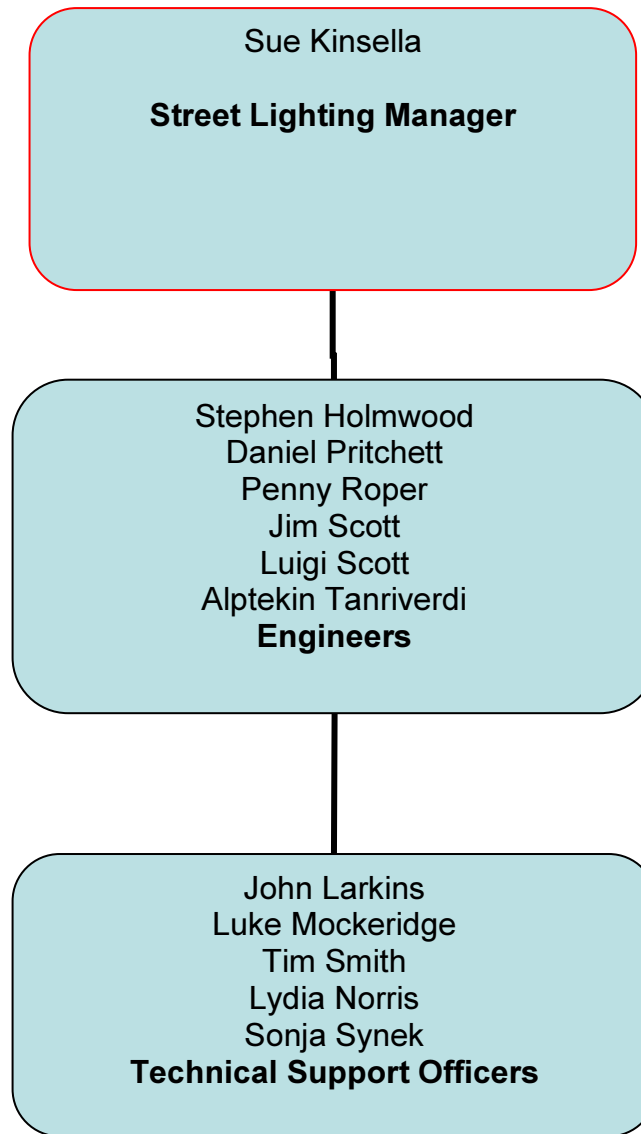


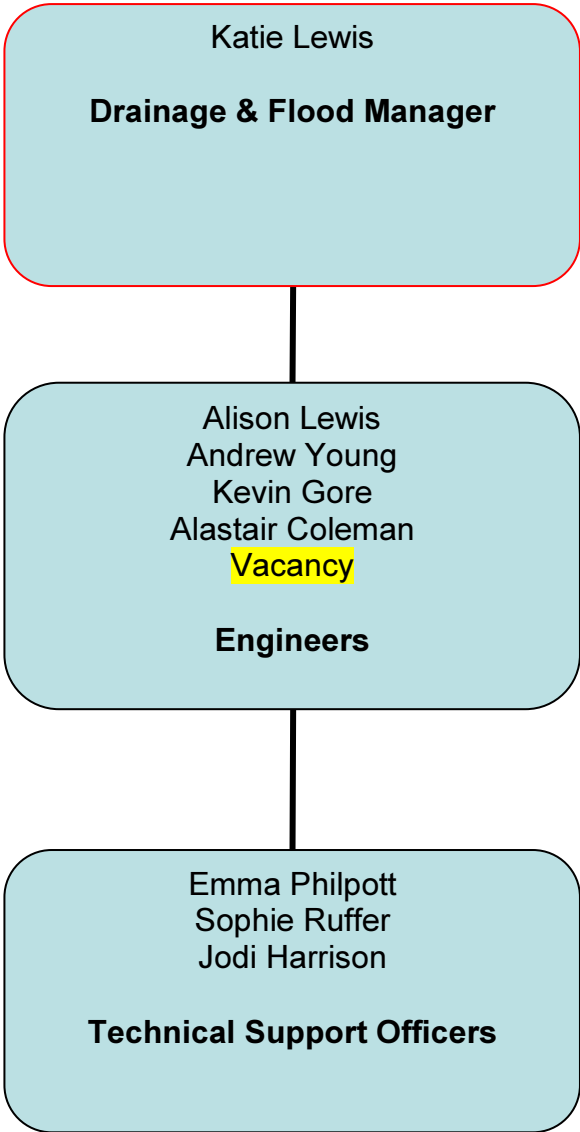


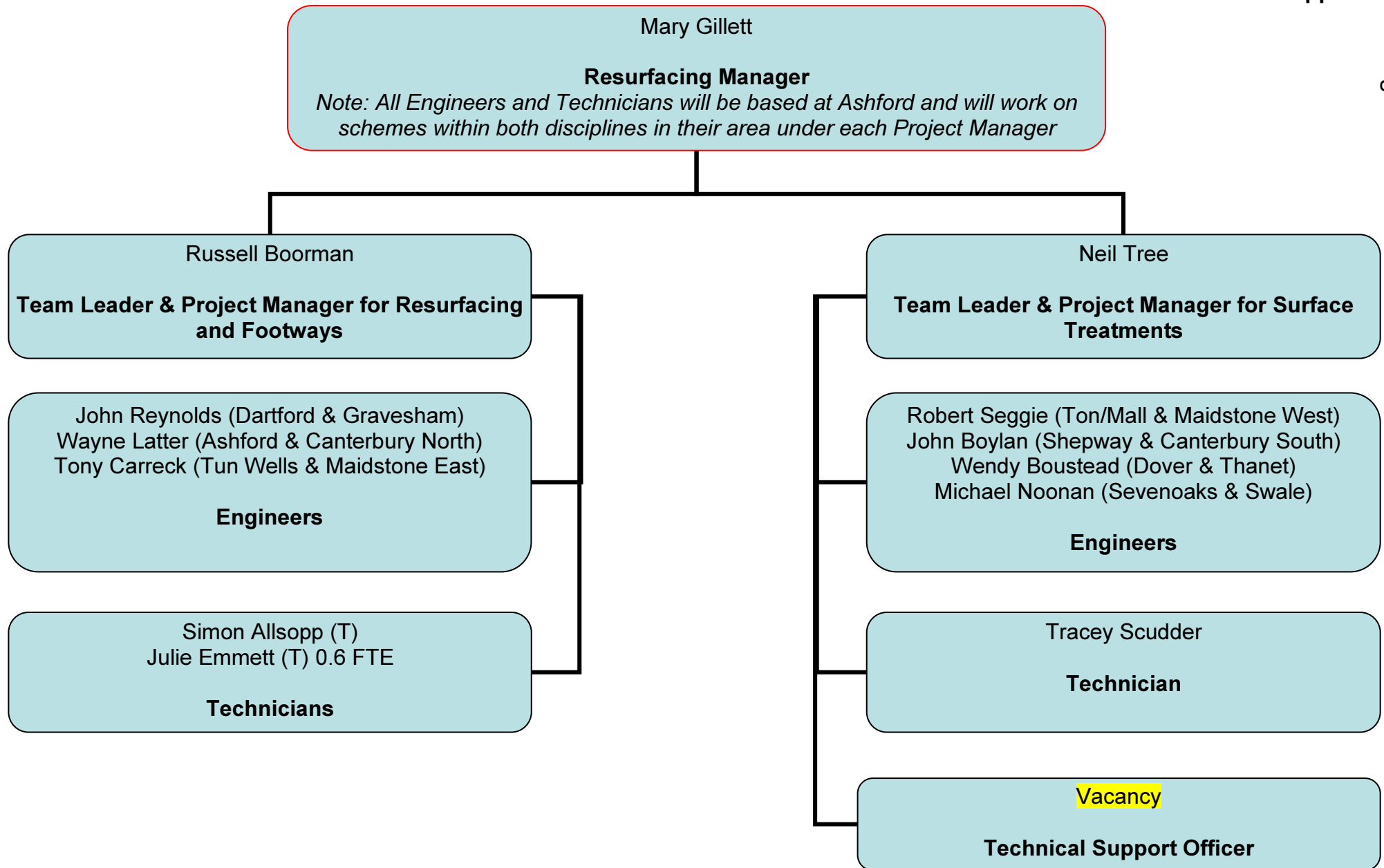


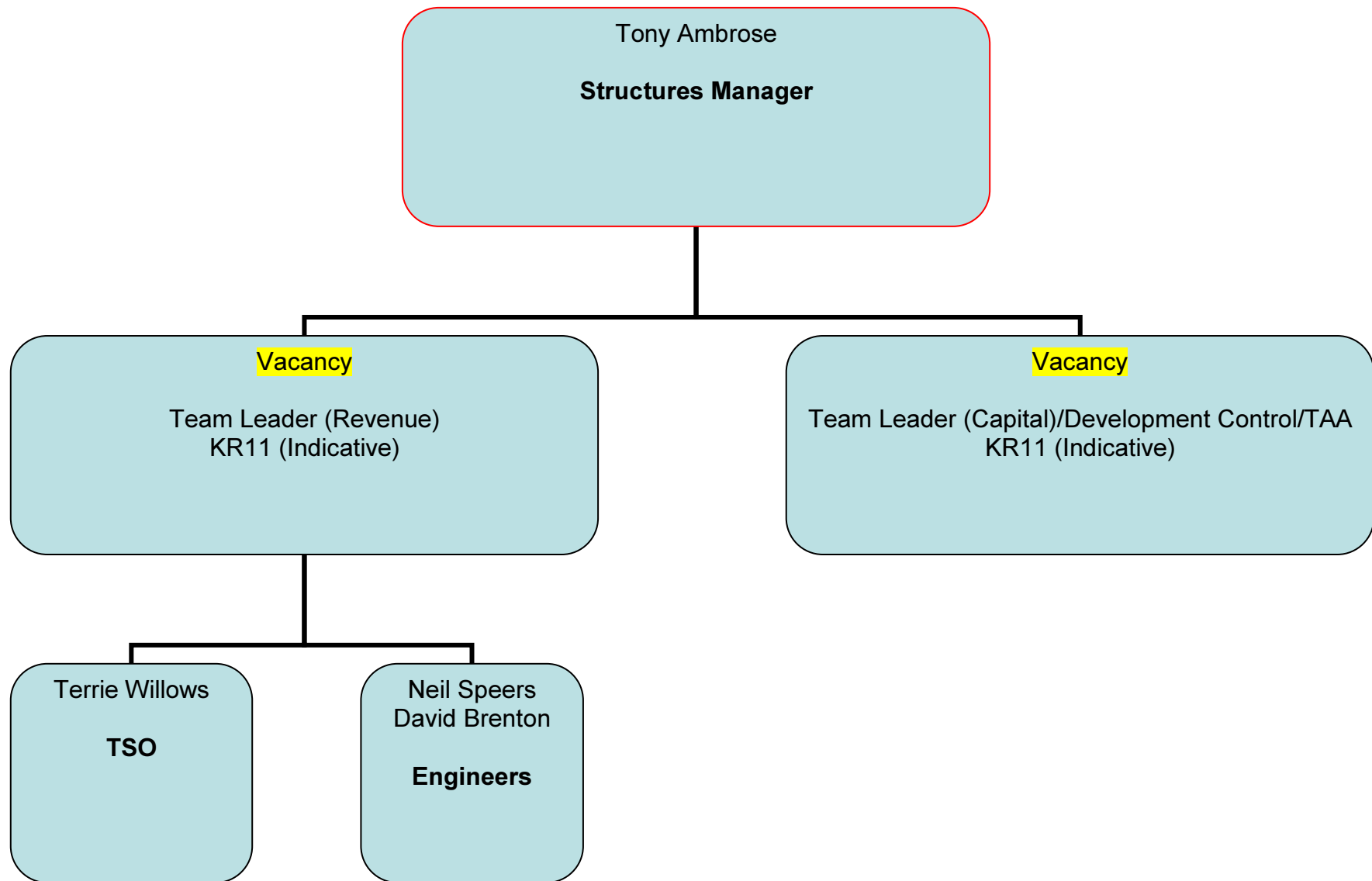


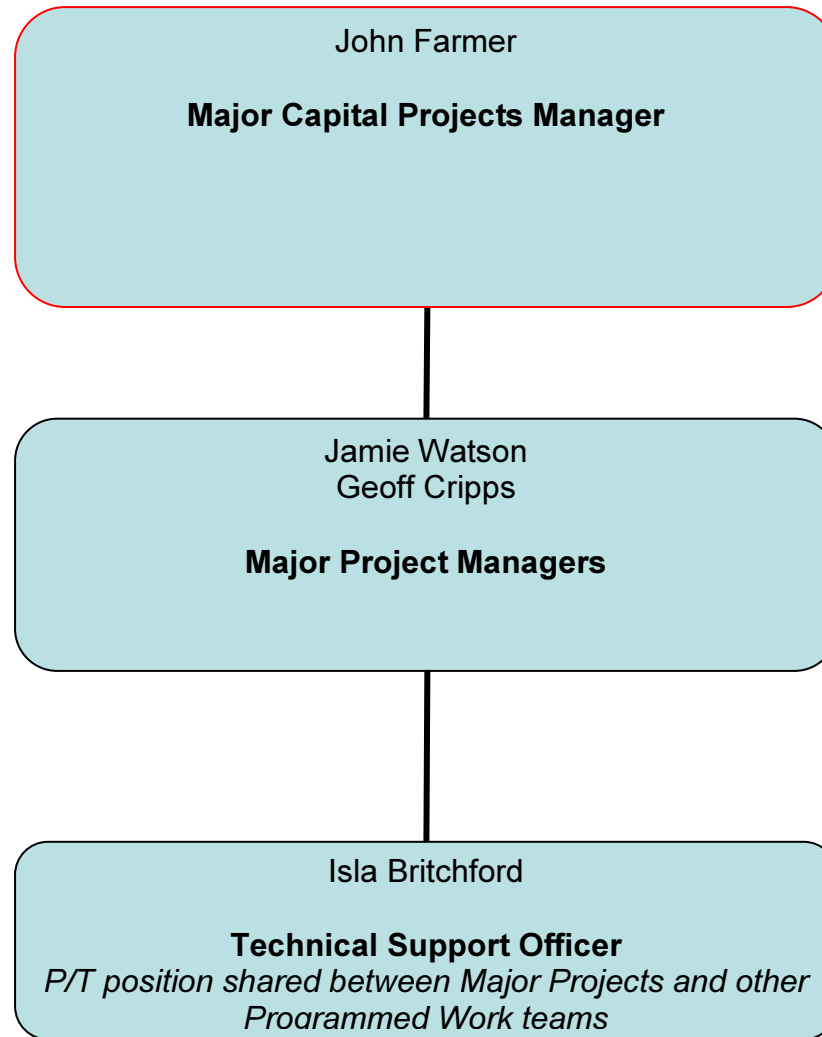


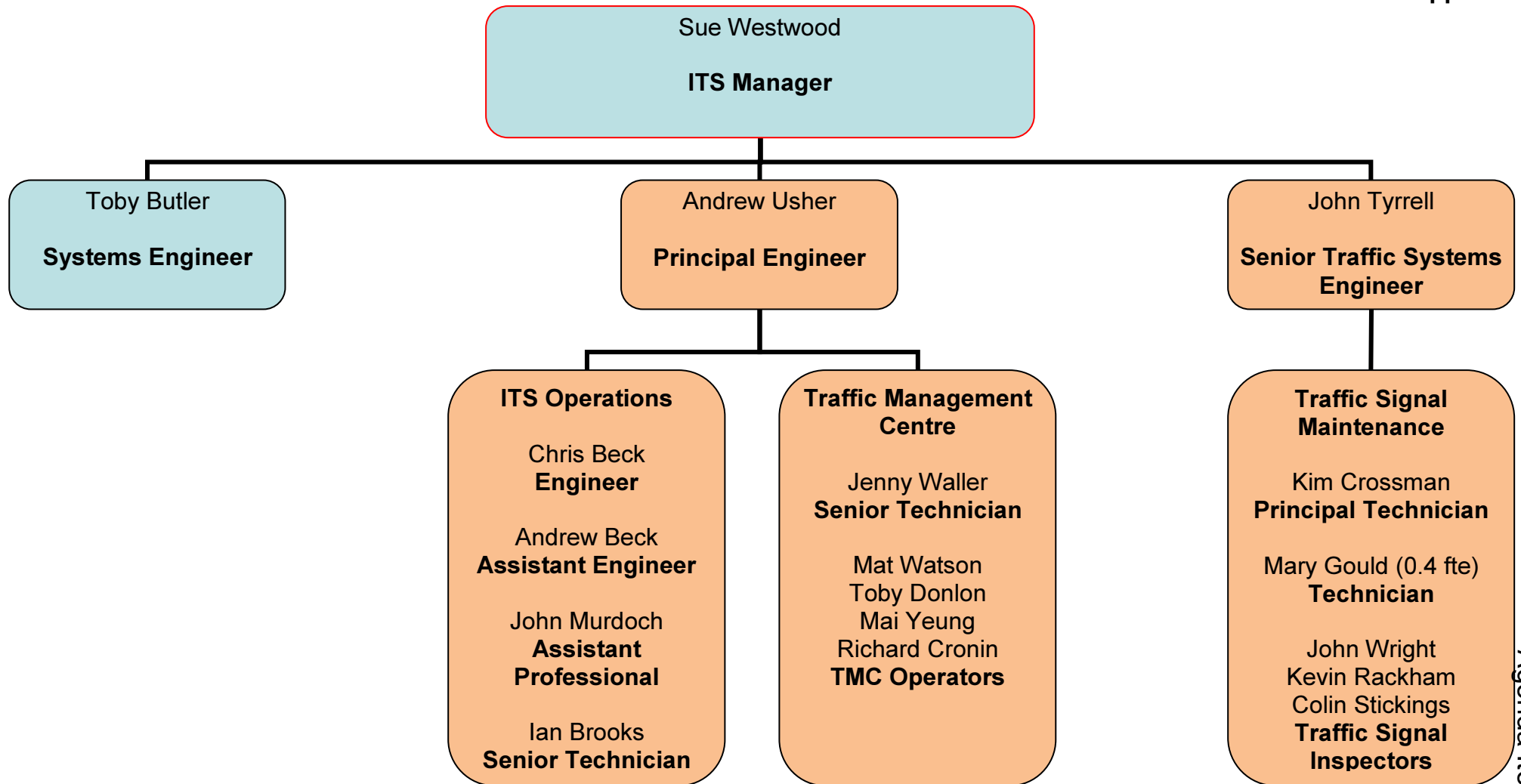


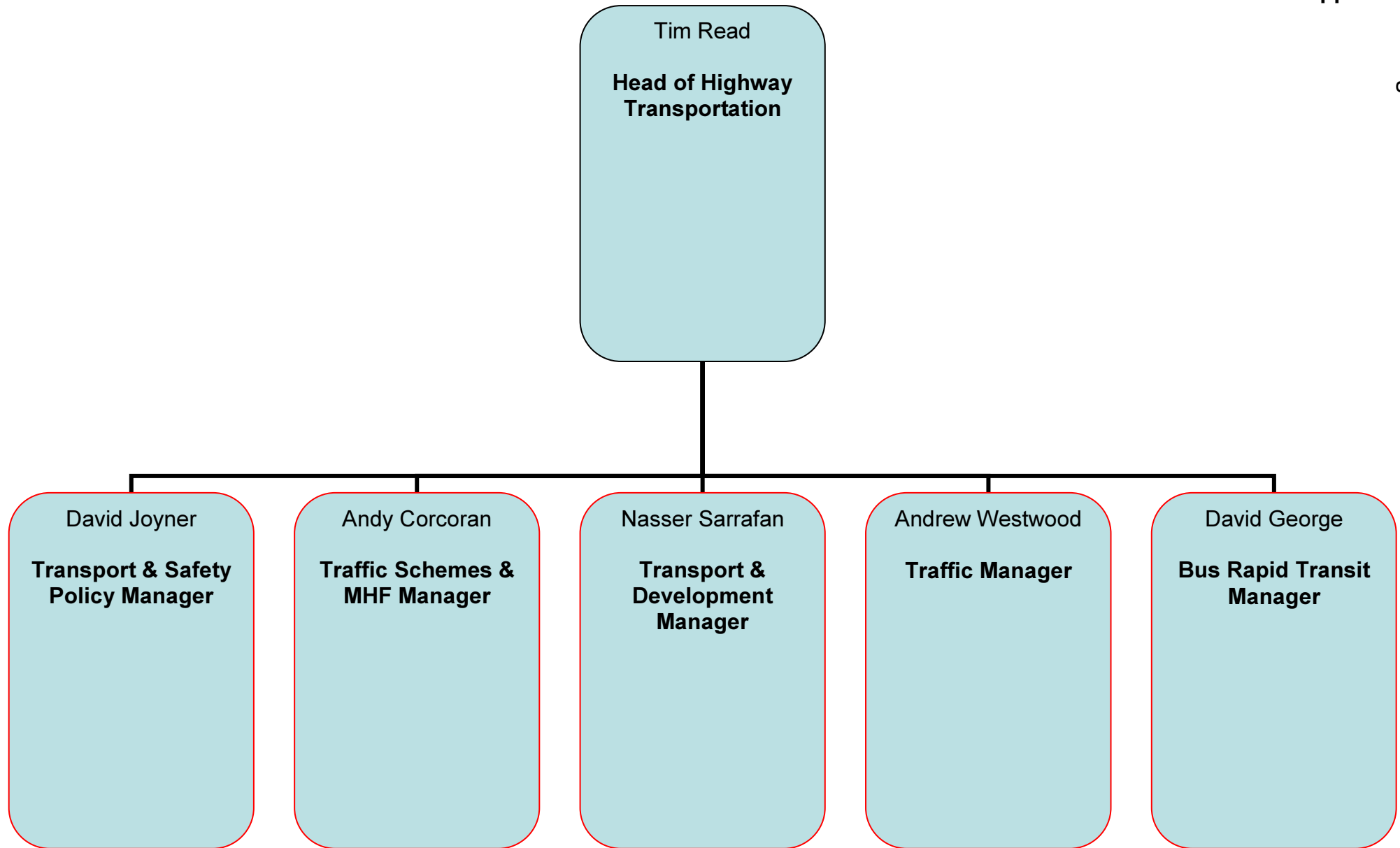




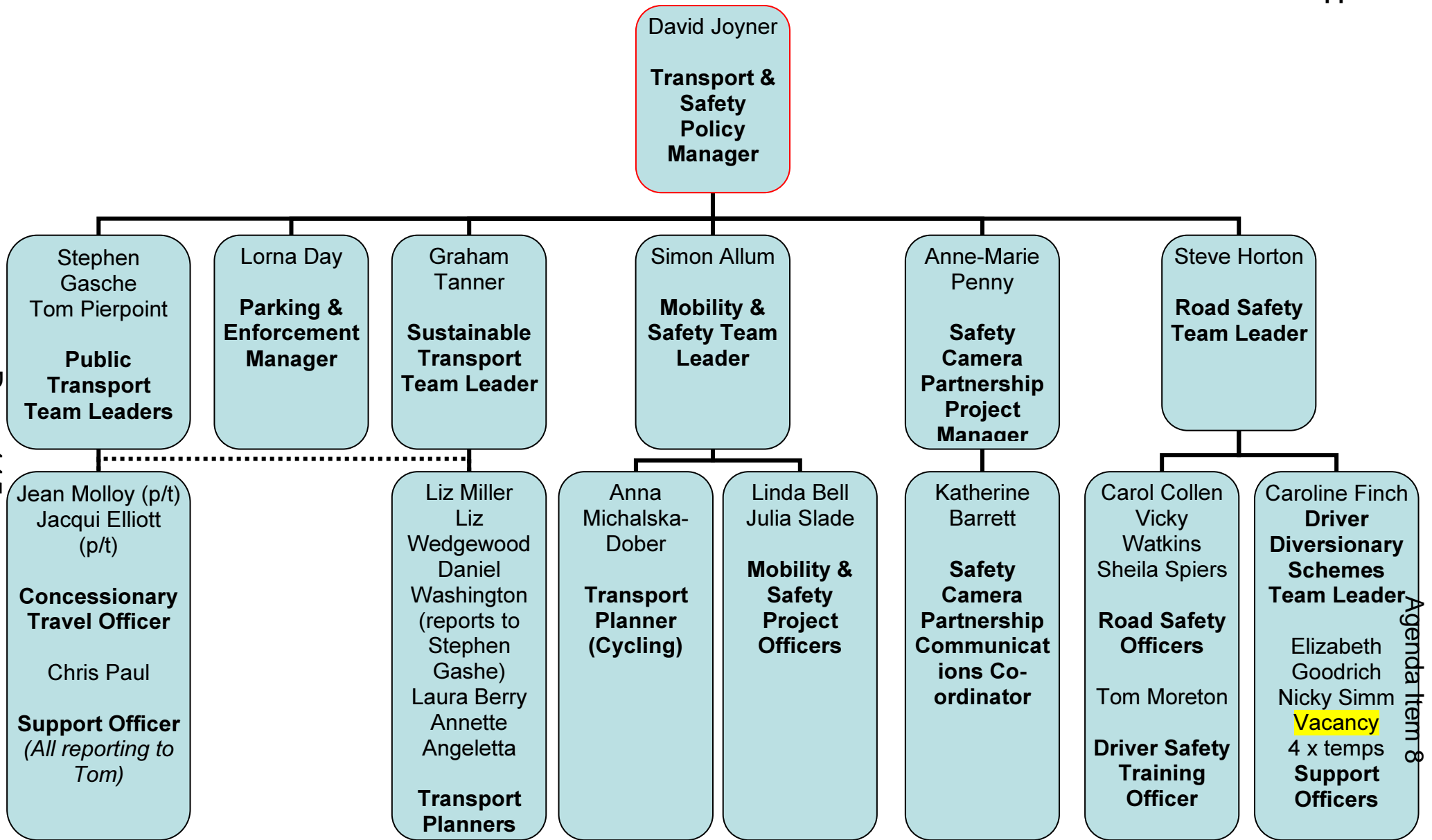




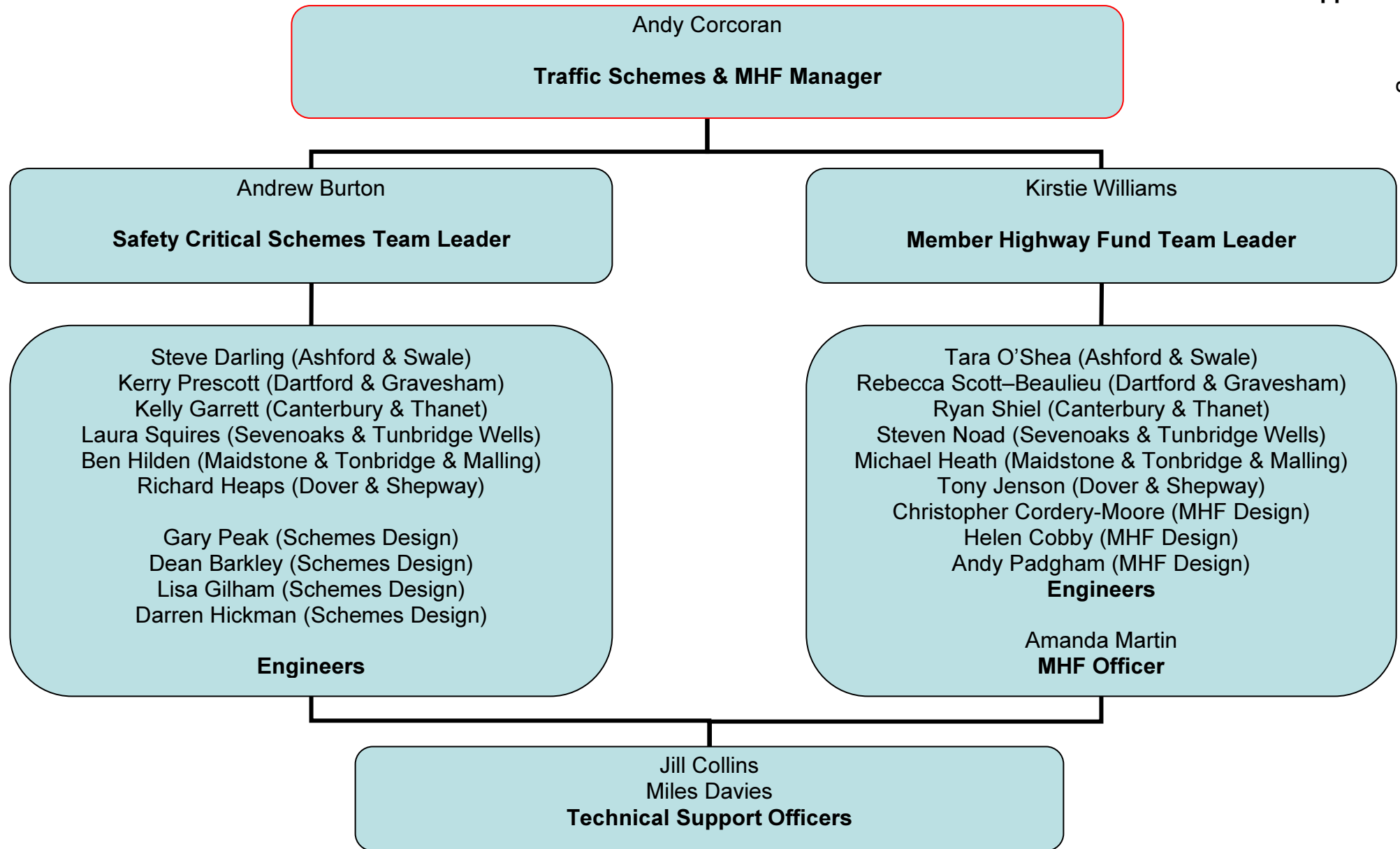


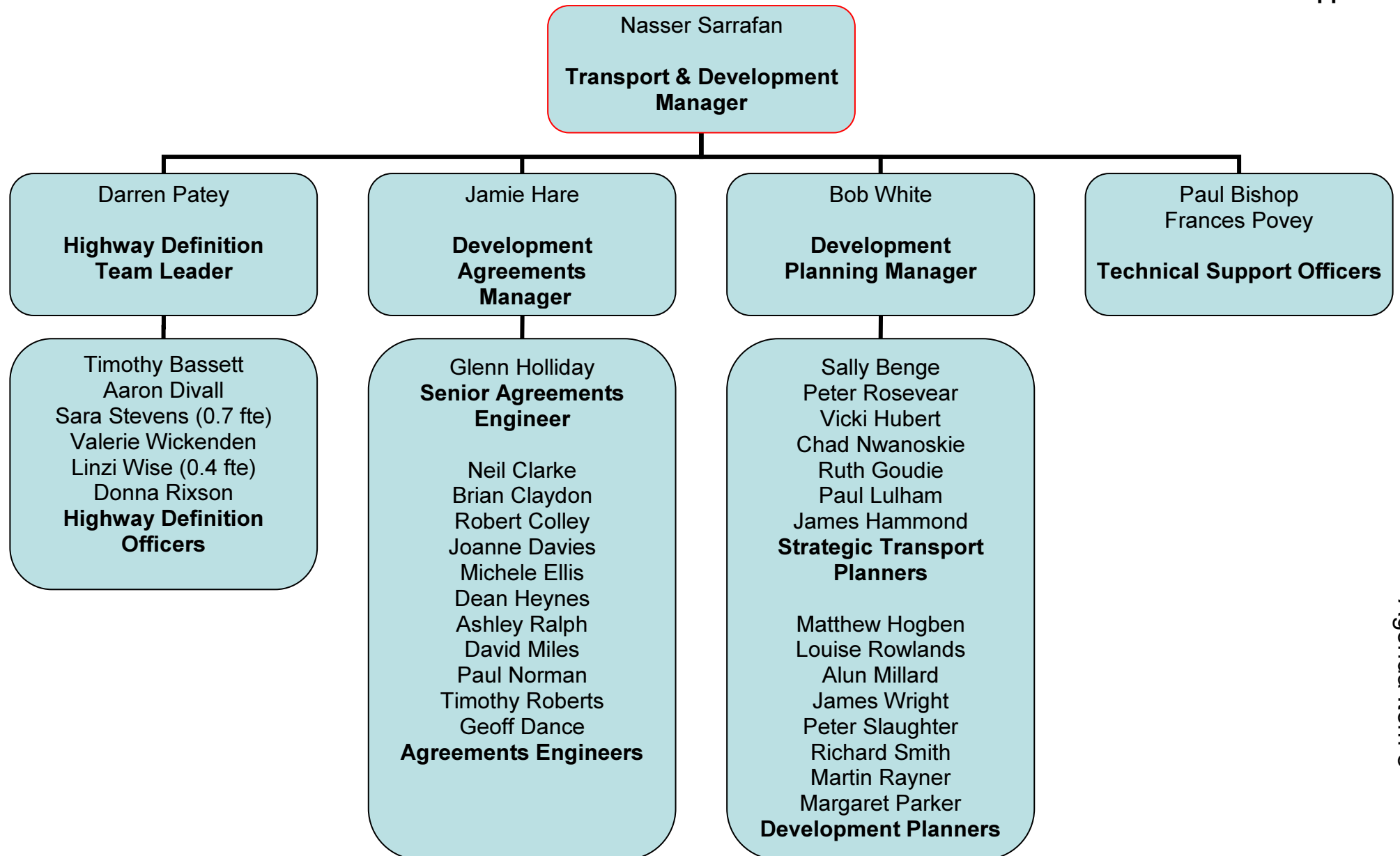


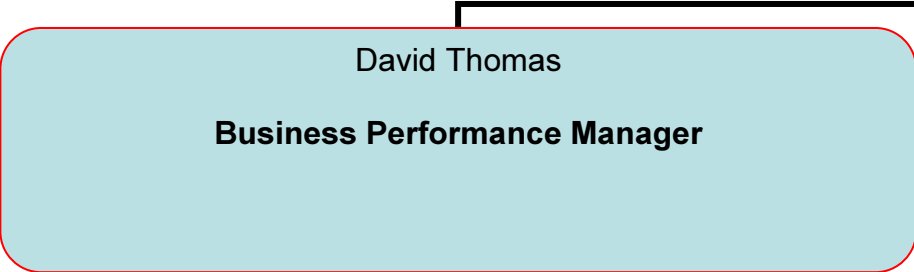
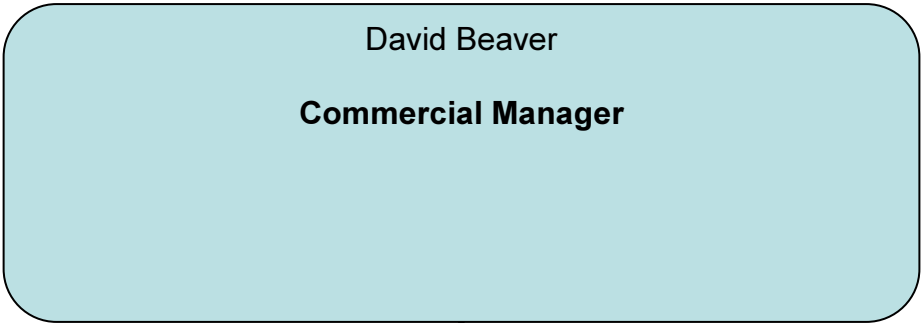
Page 115

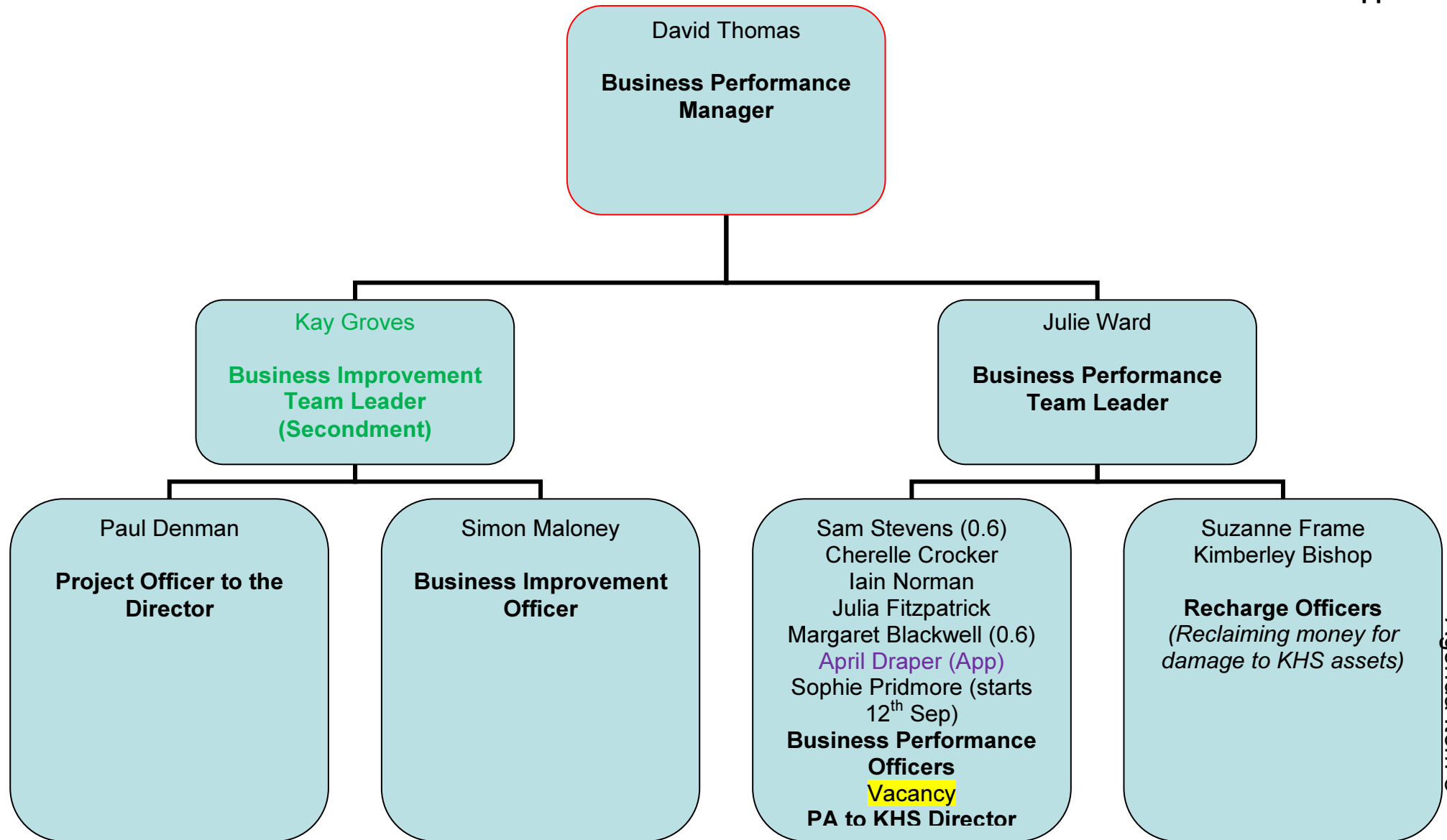


Agenda Item 8









This page is intentionally left blank