

SEVENOAKS JOINT TRANSPORTATION BOARD

11 June 2015 at 7.00 pm

Conference Room, Argyle Road, Sevenoaks

AGENDA

Membership	
Chairman: Cllr. London	Vice-Chairman: County Councillor Chard
<u>District Councillors Members</u>	
Cllrs. Barnes, Clack, Edwards- Winsler, Esler, Layland and Williamson	
<u>The County Councillors for the 7 County Electoral Divisions representing the Sevenoaks District:</u>	
Brazier, Brookbank, Mrs. Crabtree, Gough, Parry and Pearman	
<u>The representative from the Kent Association of Local Councils (non voting):</u>	
Cllr. Robson (Reserve Cllr Dilley)	

	<u>Pages</u>	<u>Contact</u>
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 10 March 2015, as a correct record	(Pages 1 - 6)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 7 - 8)	
4. Sevenoaks Youth Council and perception of street lighting in Sevenoaks by young people	(Pages 9 - 20)	Olivia Kings / Linda Larter MBE
5. Progress Report on On Street Parking Restriction Changes - TRO 2013 Amendments 2 &12 (Various Locations)	(Pages 21 - 22)	Jeremy Clark Tel: 01732227323
6. Sevenoaks Birchwood Corner	(Pages 23 - 52)	KCC – Steven Noad Tel: 03000418181
7. A225 Upper High Street, Sevenoaks	(Pages 53 - 54)	KCC – Steven Noad Tel: 03000418181
8. Sevenoaks Highway Works Programme - June	(Pages 55 - 64)	KCC: Carol Valentine/Julian Cook

Tel:03000418181

9. **Sevenoaks Traffic Schemes Joint Transportation Board June 2015**

(Pages 65 - 66)

KCC: Michael Heath
Tel:03000418181

10. **Parking Issues in Kippington**

County Councillor
Parry

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.)

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 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 held on 10 March 2015 commencing at 7.00 pm

Present: Cllr. London (Vice Chairman in the Chair)

Cllrs. London, Davison, Edwards-Winsor, Towell, Brookbank, Crabtree, Gough, Parry and Pearman

Apologies for absence were received from Cllrs. Chard, Searles, Williamson, Brazier and Robson

Cllrs. Mrs. Davison, Dickins, Eyre, Fleming, Maskell and Walshe were also present.

29. Chairman's Announcements

The Chairman announced that it would be the last meeting for Gary Connor, SDC Parking Services Manager, who was retiring after 36 years at the Council and for Andy Bracey, SDC Senior Parking and Traffic Engineer, who was moving to Tonbridge & Malling Borough Council after 10 years at the Council. The Chairman thanked them both for their excellent work over the years and said they would be missed.

30. Minutes

The Democratic Services Officer tabled [revised minutes](#), which updated minutes 24 and 25, for Members' consideration.

Resolved: That the minutes of the meeting held on 9 December 2014, as updated, be approved and signed by the Chairman as a correct record.

31. Declarations of interest

County Councillors Mrs Crabtree and Parry and District Councillor Towell declared that they were members of Sevenoaks Town Council who had been consulted on proposals in minute item 36, On-Street Parking Restriction Changes. However they had not been in the room when the items were considered by the Town Council.

District Councillor Davison declared that he was a member of Edenbridge Town Council who had been consulted on proposals in minute item 36, On-Street Parking Restriction Changes.

District Councillor Edwards-Winsor declared that he was a Member of Otford Parish Council who were presenting the petition in minute item 34.

County Councillor Parry also declared that he had been lobbied on minute item 37, On-Street Parking Restriction Changes in Dunton Green and Westerham.

Agenda Item 1

Sevenoaks Joint Transportation Board - 10 March 2015

32. Matters Arising/Update (Including Actions from Previous Meetings)

The Chairman requested that Action 1 remain on the action sheet as the final response had not yet been received.

In respect of Action 2 the KCC District Manager (Sevenoaks) advised that Kent County Council would continue to monitor the parking situation in Oakdene Road, however the safety record there was such that Officers could not take forward any changes at this stage.

With the permission of the Chairman, a member of the public asked what progress had been made concerning possible parking changes in Park Place, Bessels Green. The SDC Chief Officer Environmental & Operational Services advised that the proposals remained on the list to be taken forward. It had been expected that consultation would begin in Summer 2015, however this could be delayed by the Council's staff changes.

33. Presentation of Petition by Otford Parish Council: Proposed Parking Regulations

A local resident presented petition with a survey which requested amendments to the parking restrictions in the centre of Otford village. The local resident explained that changes were urgently needed as commuters had been displaced from parking near to the station and, more recently, displaced by the introduction of charges in the village car park, and were filling residential areas in Otford. She was concerned at the impact on elderly residents, local businesses and public safety, especially in Warham Road where emergency vehicles had struggled to gain access. The petition was handed to the Board.

The SDC local Member, on the Board, expressed support for the proposals and the SDC Senior Parking and Traffic Engineer indicated that the strong local support expressed in the survey meant any proposals could move straight to the formal consultation stage.

Resolved: That, subject to available resources, Officers be recommended to prepare formal consultation on the proposals outlined in the petition.

34. Presentation of Petition by Cllr. Walshe: Road Surfaces Wickenden and Swaffields Roads

District Cllr. Walshe presented a petition which requested the early resurfacing of Wickenden Road and Swaffield Road, Sevenoaks. The petition stated that the concrete-based roads had seldom been treated over decades and not been resurfaced for a few years. Both were residential roads but Wickenden Road acted as a rat-run around Bat & Ball Junction and access for the Hillingdon residential area. The petition was handed to the Board.

The KCC District Manager (Sevenoaks) responded that the details would be looked at and the petition would be responded to separately.

35. On-street parking restriction changes - Traffic Road Order 2013 Amendment 2 (various locations)

The SDC Senior Parking and Traffic Engineer introduced a report which explained that SDC had received a number of requests for changes to parking restrictions across the

District in Crockenhill, Edenbridge, Farningham, Sevenoaks, Swanley and Westerham. The report set out the consultation proposals for each location, the responses and the Officer's recommendations. The Board was asked to consider the objections to those proposals and whether the proposals should be agreed, amended or withdrawn. Officers would try to respond to consultees following the election in May 2015.

The Board considered the proposals recommended for implementation, in turn. During discussion, concerns were raised at the loss of on-street parking within Sevenoaks due to new developments with road access. Particular comments were also made on the following proposed amendments:

Barrack Corner Area, Sevenoaks

The Board heard from a public speaker on behalf of local residents and shopkeepers to Hollybush Lane and the SDC local Member. Members noted concerns raised about access through the junction of Holly Bush Lane and Cobden Road and a request to consider restrictions within the Holly Bush Lane area holistically. The SDC Senior Parking and Traffic Engineer would raise with KCC any proposals received offering land as public highway, to widen the junction, after the meeting. The Board agreed the proposal should go ahead but without the double yellow lines opposite the entrance to Cobden Road. The impact of the changes should be reviewed after at least a year and the SDC and KCC local Members should work together to look holistically at parking in Holly Bush Lane and the corner with Cobden Road.

Mill Hill, Ashbys Close, Victoria Road and Waterlakes, Edenbridge

Following concerns from the SDC and KCC local Members that the restrictions may go further than required, it was agreed the proposals should proceed but without the proposed extension to the double yellow lines on the south side of Waterlakes and without the new length of double yellow lines on the south side of Victoria Road opposite the garages.

The Green, Westerham

The Board heard from the SDC local Member and a representative of the Town Council. Following concerns raised about the impact of restrictions on local businesses and that Kent Police did frequently use its existing space, it was agreed the proposal to amend the Pay & Display parking bays should continue but without the relocation of the Police parking bay.

Farley Nursery, Westerham

The Board heard from the SDC local Member not on the Board and a local resident and a Member noted Westerham Town Council was also against the proposal. The local Member suggested that any proposal be considered as part of a wider review of restrictions within Westerham. The Board agreed the proposal be abandoned.

Broadway, Crockenhill

The Officer advised that the recommendation had been for refusal but noted the objections were minor. The SDC local Member, the Parish Council and local businesses

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had not been aware they needed to comment again at the formal consultation stage. The Board agreed the proposals should be implemented.

Resolved: That the Officer recommendations as set out in the table to paragraph 7 of the report be agreed subject to the adjustments set out above.

36. On-street parking restriction changes - Traffic Road Order 2013 Amendment 12 (Dunton Green)

The SDC Senior Parking and Traffic Engineer introduced a report which considered objections to changes to parking restrictions in Station Road and Kingswood Avenue, Dunton Green and The Green, Westerham.

The report recommended that the objections for the proposals for station Road, Dunton Green be set aside in order to improve traffic movements through the traffic calming. In Kingswood Avenue Officers recommended that regard be had to the objections with existing yellow lines on the western side only extended 2m, while existing restrictions be eased on the east, to allow additional parking

The Officer advised that while objections had been received concerning The Green, Westerham the recommendation was to set aside the objections. However residents had also sought a more wide-ranging scheme in the area to incorporate matters outside the District Council's remit including a one-way system and the local District Councillor had suggested it be referred to KCC for consideration.

Resolved: That

- a) the objections to the proposed extension to parking restrictions in Station Road, Dunton Green be set aside and the changes implemented;
- b) the objections to the proposed double yellow lines in Kingswood Road, Dunton Green be noted, the proposed restrictions reduced and the existing double yellow lines reduced; and
- c) the objections be upheld and, in line with Cllr Maskell's comments, the issue of changing the traffic arrangements around The Green be referred to Kent County Council as the Highway Authority.

37. Bat and Ball Improvements

The KCC District Manager (Sevenoaks) introduced a report which explained that KCC was holding monies secured for the improvement of cycling facilities at the Bat & Ball Junction and nearby. Three schemes had been consulted on, for Bradbourne Vale Road, Hospital Road and Crampton's Road. The Officer explained that the schemes proposed were small steps towards meeting the Sevenoaks Cycling Strategy. The recommendation was for two project to continue for detailed design and construction but the Bradbourne Vale Road proposal to be withdrawn for further consideration including with the Cycle Forum, which was due to meet at the end of the week.

The Board received representations from the Greatness Residents' Association and the Sevenoaks Cycle Forum.

SDC Members, not on the Board, raised concerns that the proposals did not adequately alleviate traffic and air quality. A Member on the Board noted that the proposal was only piecemeal. The Officer responded that the monies held were not sufficient to resolve difficulties at the junction and these proposals related only to a part of those monies which had been specifically assigned for cycling.

Resolved: That the three schemes be withdrawn.

38. Highway Drainage

The KCC District Manager (Sevenoaks) introduced the report which updated Members on the approach to maintaining and improving the highway drainage system, including a guide on asset management and a list of the largest 2014/15 drainage improvement schemes.

The Officer advised that Parish Councils would be contacted when works were to be carried out in their area. Notices were put out to inform drivers directly. In response to a comment, he clarified that although few of the largest drainage improvement schemes were in the District, Sevenoaks did have the most minor schemes (88 minor schemes).

Resolved: That the report be noted.

39. Sevenoaks Highway Works Programme 2014/15

Members considered a report which gave an update on the highway works schemes that had been identified and programmed for delivery in 2014/15, and the progress on them.

In response to a question, the KCC District Manager (Sevenoaks) confirmed that works in Brattlewood, Sevenoaks were expected to be completed in Summer 2015.

Resolved: That the report be noted.

40. Highway Improvement Scheme Progress Report

Members considered a report which described the progress to date and anticipated progress over the following three months of all programmed highway improvements and those schemes that were expected to be included in the KCC 2014/15 Capital Programme.

A Member enquired as to the effectiveness of the permit scheme for the closure and partial closure of highways. The KCC District Manager (Sevenoaks) explained that permits were advertised but operators would often work to their own schedules.

The KCC local Member advised the Board that 200 signatures had been collected in support of the proposed width limit to vehicles at Birchwood Road, Swanley and the Town Council would be providing a similar response. He considered the safety of residents to be the priority.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 9.28 PM

CHAIRMAN

ACTIONS FROM THE MEETING HELD ON 10 MARCH 2015

	Action date	Description	Status and last updated	Contact Officer
1.	09.12.2014	That the Chairman of the Committee write to the Kent County Council Cabinet Member for Environment and Transport, requesting those changes to the street lighting switch off programme. (Minute 20)	Letter sent on 07.01.2015. Acknowledgement received dated 13.01.2015 pending full response.	David Lagzdins Tel: 01732 227350

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STREET LIGHT SURVEY BY SEVENOAKS YOUTH COUNCIL

Sevenoaks Joint Transportation Board – 11 June 2015

Recommendation to Sevenoaks Joint Transportation Board: that the Board consider and note the street light survey results from the Sevenoaks Youth Council.

Introduction and Background

- 1 At the meeting of the Sevenoaks Youth Council held on 22 April 2015, the perception of street lighting in Sevenoaks by young people was discussed. A street light survey was received by the youth council and noted.
- 2 It was agreed at the meeting that the street light survey would be forwarded to the Sevenoaks District Joint Transportation Board for their attention.

Appendices

Appendix A – Minute extract from Sevenoaks Youth Council

Appendix B – Survey results

Background Papers:

None

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**MINUTES OF SEVENOAKS YOUTH COUNCIL
HELD ON 22 APRIL 2015 AT 6PM
HOUSE in the Basement Youth Cafe**

Present: Alexander Dunn, Kelly Williams, Thomas Smith, James Craggs, Tanjinna Miah [arrived 6:11pm], Oliver Forth, Taraminna Miah [arrived 6:11pm], Philip Magee [arrived 6:20pm].

In Attendance

Cllrs A Eyre, R J Parry [arrived 6:35pm] and S G Raikes [arrived at 6:32pm]
Mr Shane Mochrie-Cox, Kent County Council - Community Youth Tutor
Linda Larter MBE Chief Executive/Town Clerk
Gail Grieves, Manager HOUSE in the Basement Youth Cafe
Michèle MacDonald, Committee Clerk

Apologies

Youth Councillors Olivia Kings, Freya Henderson and Ben Park.

Declaration of Interest

Cllr A Eyre declared a pecuniary interest regarding the hire of the Stag Community Arts Centre's cinema [Minute 35 c refers].

It was agreed Youth Cllr Alexander Dunn would Chair the committee in the absence of the Chairman.

31 MINUTES OF LAST MEETING 11 March 2015

RESOLVED: received and noted as a true record and that the bus company be asked to ensure that the bus provided for Bennett Memorial Diocesan School be consistently either a single or double decker bus so that young people would know space allocated to either catch this bus or make alternative arrangements.

Youth Councillor Tanjinna and Taraminna Miah arrived. Tanjinna took over the duties of Chairman.

32 FINANCE REPORT

RESOLVED that: the balance on account as at 15 April 2015 be £1,574.27

33 HOUSE IN THE BASEMENT [HITB]

RESOLVED that the:

- a. Geographical Data for February and March 2015 be received and noted.
- b. General Statistics including income for February and March 2015 d be received and noted.

NOTED that the Menu with hot food options is welcomed by the Young People.

Youth Councillors Tanjinna and Taraminna Miah arrived @ 18:20.

Youth Councillor Tanjinna Miah continued as Chairman.

34 STREET LIGHTS PETITION

Youth Councillor Olivia Kings's Street Light Survey was received and noted. The Youth Council congratulated Olivia Kings for this excellent report and noted that it would be used and forwarded as follows:

- Youth Councillor Alexander Dunn in his capacity of Kent County Youth Councillor would bring the survey to their attention

- Michele MacDonald to bring to the attention of the Sevenoaks Joint Transportation Board and forward to Kemsing Parish Council (re answers 4, 5 and 8 relating to Kemsing) and the Community Safety Team.

Youth Councillor Philip Magee arrived at 6:20pm

- Linda Larter to bear in mind going forward, that when considering the installation of bus shelters, thought should be given to include solar lighting especially at school bus stops.
- Linda Larter to bring to the attention of the Friends of Bat & Ball Station

Cllr S G Raikes arrived at 6:32pm

35 EVENTS

The forthcoming events were discussed.

RESOLVED:

- a) Soundwaves on Friday 1st May 2015 – Tanjinna Miah to create an Events Page on FaceBook for all Youth Councillors to request their friends and friends of friends to support Kieran Alleyne at Sound waves on 1 May 2015. Michèle MacDonald to email the press release to all schools.

Cllr R J Parry arrived at 6:35pm

- b) Go-Kart – Gail Grieves to meet with Tom and Alexander at the Youth Café to discuss plans
- c) Film and Fiesta Saturday 4th July 2015 It was agreed that Despicable 2 would be shown. Andrew Eyre confirmed the cinema and the Plaza Suite is hired out to the Youth Council and that he would confirm the hire charge and times ready for the next meeting with the times. Linda Larter asked all Youth Councillors to check with parents for permission to attend and assist at this event.

36 DATES OF NEXT MEETINGS

NOTED: the dates for the next meetings are:

3 rd June 2015	HITB Youth Café @ 6pm
15 th July 2015	Town Council Chamber @ 6pm
09 th September 2015	
04 th November 2015	
20 th January 2016	
16 th March 2016	
04 th May 2016	

The meeting closed at 6:56pm

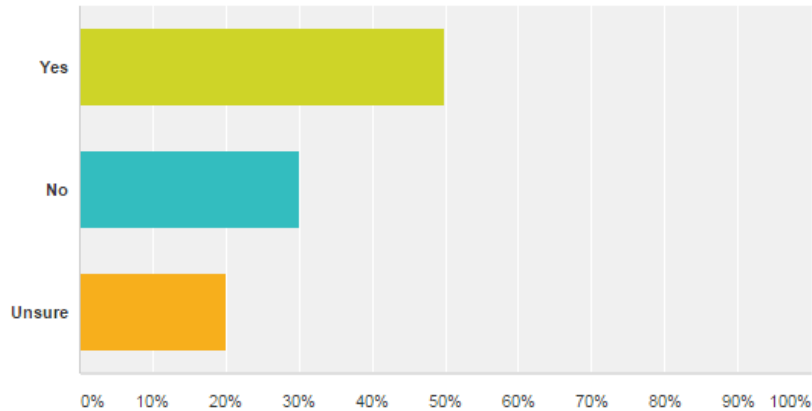
STREET LIGHTING SURVEY – REPORT

BY OLIVIA KINGS

1.

Do you feel that the street lighting within the local community needs improving?

Answered: 10 Skipped: 0



Other answers given included:

"Yes"

"No"

"Yes"

"Yes"

"Yes"

2. Please state why you chose the previous answer...

"I live very close to the Sevenoaks High Street and Train Station, and both have adequate lighting (and are the only places I really frequent), and as such have not taken a large enough sample size to accurately say whether or not the lighting is in need of improving."

"It's fine as it is"

"Some lights appear to be turned off at night"

"It's too dim and the lights don't always work/they flicker"

"Because at night, as you travel down riverhill, it would appear that the lighting has been turned off. This could cause a serious problem as there is a vast number of overhanging trees which could easily cause road blocks. Without the lighting, how are we supposed to see them? Light gives people a warm and safer feeling. Without it, we are much more insecure."

"It is hard to see at night"

"All the streets are lit and I don't feel nervous walking down them on my own"

"There is not a consistency in street lighting, you can go from a short distance of good lighting to poor or no lighting."

"I'm not in Sevenoaks at night enough"

"I feel quite unsafe when I walk home from school when it's dark, and I sometimes worry about what could happen if something bad happens, for example I have fits every now and then, and I sometimes feel worried that things would be a lot worse for me if I have one in a badly lit place and so can't get help as easily."

"Because it is dangerous for young people to be walking home in the dark"

"I live on a main road"

"Sevenoaks Community needs to be accessible to all of its residents! There are areas which are not lit well and make being in those areas hard. Being young, my parents are more reluctant for me to be out a the youth Café is travelling home is not safe."

"I cannot see many people and I bump into things"

"I have stated yes because when I was walking to the shops I crashed into a building and nearly fell over. It is unsafe and I also could be in danger and you can't see other people"

3. Have you any concerns or comments about there being no street lighting in your area? If so, please include what these are in your answer below, and what area this concerns.

"I have heard people complain about the lack of lighting past midnight at the base of Granville Road, but all have conceded that it is the lesser of two evils (financial and light pollution benefits)."

 "No"

 "RIVERHILL"

 "Yes"

 "None"

 "There is street lighting in my area, I just don't feel that there's enough"

 "Little woods is too dark and there is no proper lighting at greatness park."

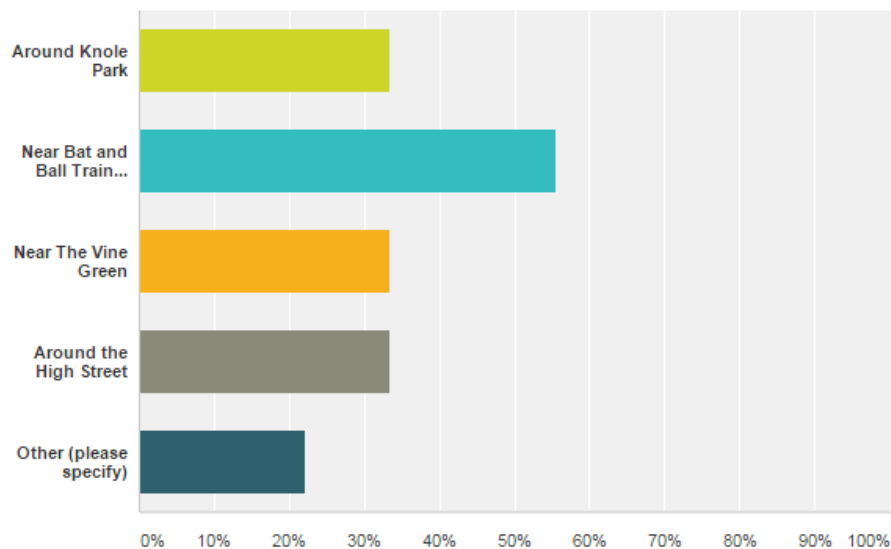
 "No it's always on when it is dark"

 "Not enough street lights that actually work!"

4. In particular, which areas do you feel need to improve their street lighting?

In particular, which areas do you feel need to improve their street lighting?

Answered: 9 Skipped: 1



The other areas specified were:

"None"

 "N/A"

 "Around Knole Park, Near Bat and Ball Station, Greatness Park"

 "Around the High Street"

"Near Bat and Ball Train Station, Around the Stag Theatre, Youth Café, Around
Otford"

"Near Bat and Ball Train Station – leave them on!"

"Kemsing"

5. Why did you choose this area/these areas in particular?

"I didn't"

"These are areas where we live/work and where young people regularly
get off school busses in the dark - their safety should be paramount"

"Because I get the train everyday and it doesn't seem very safe to not
have good lighting at night/in the evening"

"Because that is the only area I have experience of to support"

"They all have bad street lighting and around knole park there are animals
which you can't see"

"There are a lot of restaurants that are open until quite late as well as the
stag which has movies and the theatre that closes after dark"

"These are examples of where the lighting is patchy."

"N/A"

"When I walk back from the highstreet and pass the vine I am mostly in
darkness which is a little threatening. Also I don't use Bat and ball station
because my parents don't think it's as safe as it could be and if the street
lighting is improved, I think it would be a lot safer."

"Because there are many young people who are out when it turns dark
and it is inconvenient to have poor lighting in these areas"

"Because the lighting is poor and restrictive"

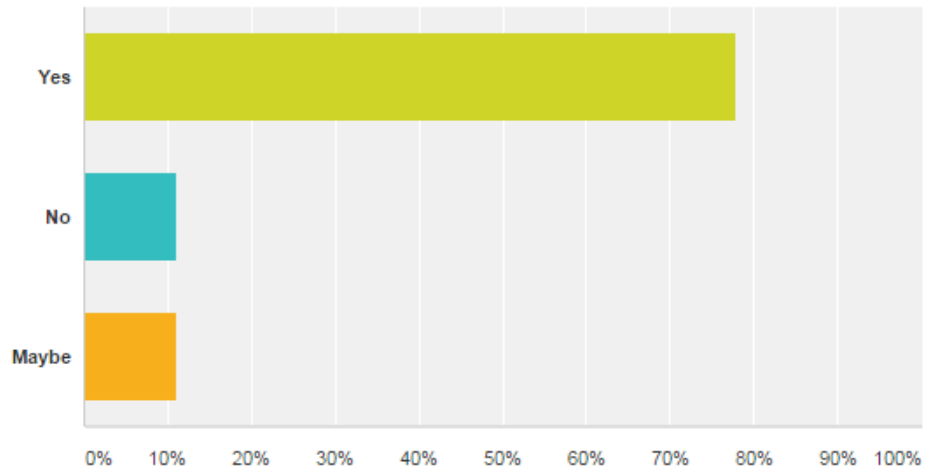
"It is not safe for young people who come home late and can't see a
thing"

"Because I live in Kemsing and it's where I spend most of my time"

6. Do you think that poor street lighting in winter months could pose a threat to safety for all ages?

Do you feel that poor street lighting in winter months could pose a threat to safety of all ages?

Answered: 9 Skipped: 1



Other answers included:

"Yes"

"Leading question... so maybe"

"Yes"

"Maybe"

"Yes"

7. Please state why you chose the previous answer

"Black ice is a threat to all, but a significantly more large one for the elderly."

"It's not"

"See my comment on young people travelling home from school alone and in the dark"

"Because you cannot see where you are going, so this can pose a danger to yourself and to those around you"

"Being on your own, in the dark is scary. Of you can't see 20 metres behind or in front of you, it's terrifying. We have laws for cars that if you can't see 100m then you're allowed to turn your fog lights on to improve visibility. Clearly there is a fundamental rule that support, light = more safety."

"you can't see people in the dark"

"It could make people feel more vulnerable and easy for other people to pick or "jump" them. Especially for the young, elderly, women and children"

"There is an obvious risk, but also the fact that good lighting makes people of all ages feel safe."

"Younger children are more likely to run across roads as it is and if parents can not keep a proper eye on them then it is more likely that they will be able to run across. In addition poor quality of lighting can be more difficult for car visibility as cars won't always have time to turn on their headlights as it is one area- this will give rise to more car accidents"

"There are a lot of elderly people in the area, and if they have falls in the darkness, it might be a lot harder for them to get help. Also I have fits occasionally and I feel that it would be a lot worse for the same reasons."

"Because there is still many people walking around in the winter months and it is ways to trip and fall over things you can't see"

"I live there"

"Being lit brings security, young, or old we need to know we are safe in our local community These areas are a cause for concern."

"It is darker in the winter at quite early. Its not safe in the dark for people to walk about."

"Because if it was dark at night I could either have any of my objects stolen like money or my phone"

8. What area do you feel that safety is threatened by lack of street lighting the most?

"The Vine and Bat and Ball Station"

"No where..."

"Sevenoaks high street"

"Possibly around the vine"

"Around knole park"

"Alleys and back streets"

"The risk of tripping"

"N/A"

"Bat and ball station and the areas around it"

"Bat and Ball Station, Greatness Park and LittleWoods"

"None"

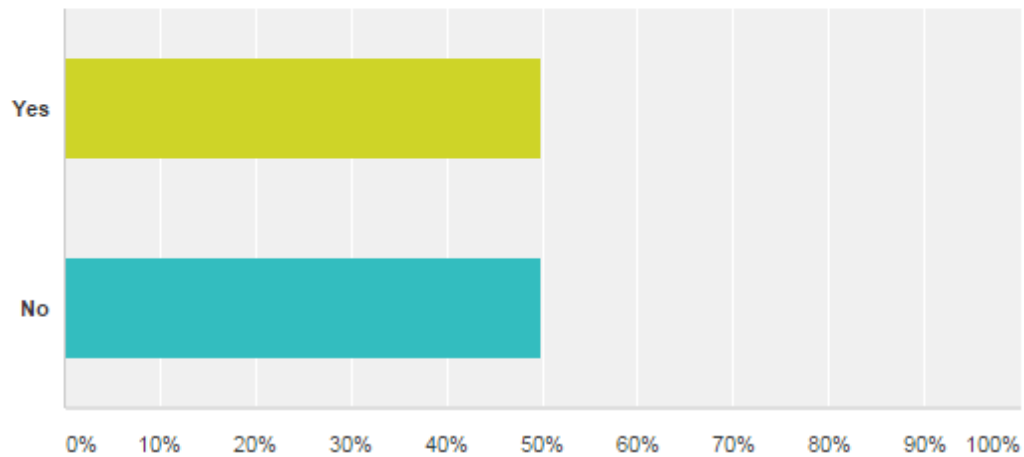
"Train Station"

"Kemsing"

9. Would you allow your name to be included within a petition that would support the improvement of the street lighting?

Would you allow your name to be included within a petition that would support the improvement of the street lighting?

Answered: 10 Skipped: 0



Other answers include:

"Yes"

"Yes"

"No"

"Yes"

"No"

PROGRESS REPORT – ON-STREET PARKING RESTRICTION CHANGES – TRO 2013 AMENDMENTS 2 & 12 (VARIOUS LOCATIONS)

Sevenoaks Joint Transport Board – 11 June 2015

Report of Chief Officer, Environmental and Operational Services

Status: For Information

Key Decision: No

Executive Summary: Progress report on on-street parking restriction changes in various locations contained in TRO 2013 Amendments 2 & 12 already agreed by the Board

Portfolio Holder Cllr. Dickins

Contact Officer(s) Jeremy Clark Ext: 7323

Recommendation to Sevenoaks Joint Transport Board: That the Board notes the report.

Reason for recommendation: This report is intended to provide the Board with progress report and the anticipated timescales for implementing the decision made at a previous meeting.

Introduction and Background

- 1 At its previous meeting on 10 March 2015, the Sevenoaks Joint Transport Board considered representations that had been received during the statutory consultation exercise for the proposed on-street parking restriction changes in various locations that were contained in Amendments 2 & 12 to The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading & Unloading and On-Street Parking Places) (Consolidation) Order 2013 (“TRO 2013”).
- 2 In some cases, the Board decided to set aside the representations and implement the proposals as planned, and in other cases, the Board decided to uphold the representations and amend or withdraw the proposals. Full details of the Board’s decision are documented in the minutes of the meeting.
- 3 At the previous meeting the Board was advised that personnel changes taking place within the parking services team at Sevenoaks District Council would affect the early implementation of the agreed on-street parking restriction changes. The purpose of this report is therefore to provide the Board progress report in respect of the actions taken to date, the anticipated timescales for completing outstanding actions and ultimately implementing the proposed changes.

Agenda Item 5

- 4 Since the meeting, Amendments 2 & 12 to TRO 2013 have been modified to reflect Board's decision, and are with Kent County Council for sealing. The anticipated timescales for completing outstanding actions and ultimately implementing the proposed changes are as follows:

Timescale	Action
June 2015	Seek quotations for signing and lining work and commission contractors
	Amendments 2 & 12 to TRO 2013 sealed by KCC
	Notices of Making published in press and on-site
	Objectors notified
	Dispatch parking permit application forms for new residents parking zones
July 2015	Implementation of parking restriction changes agreed by the Board

Key Implications

Financial

There are no financial implications to this report. The estimated costs of implementing the agreed parking restriction changes were reported to the last meeting of the Board. These costs will be met from the District's on-street parking account.

Legal Implications and Risk Assessment Statement.

The traffic regulation order procedures contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 are being followed for Amendments 2 & 12 to TRO 2013.

There are no additional risks outside of those covered within the standard risk assessment for undertaking parking enforcement on the public highway.

Equality Assessment

The information contained in this report has a remote or low relevance to the substance of the Equalities Act. There is no perceived impact on end users.

Appendices

None

Background Papers:

[Sevenoaks Joint Transportation Board – 10 March 2015](#)

Richard Wilson

Chief Officer, Environmental and Operational Services

To: Sevenoaks District Council Joint Transportation Board

By: Head of Transportation – Tim Read

Date: 11 June 2015

Subject: BIRCHWOOD CORNER, SWANLEY PROPOSED 6' 6" WIDTH RESTRICTION ORDER

Classification: For Members decision

Summary: This report provides Members with information on a proposed Traffic Regulation Order aimed at reducing the number of large vehicles using Birchwood Road, Swanley.

1. Proposals were put forward for the introduction of a 6' 6" environmental width restriction Traffic Regulation Order (appendix A) to include sections of Birchwood Road, Leydenhatch Lane and the entire length of Russet Way, Swanley.
2. This restriction would be enforced by signage only with the appropriate restriction and advance warning signs placed at junctions and strategic locations.
3. The Birchwood Road route is considered to be a short-cut for large vehicles requiring access to and from the A20/A2, this is despite there being more suitable strategic roads in close proximity such as the M25 & A223. The proposals were discussed with the local County Councillor, Mr Robert Brookbank and local residents following a long history of damage to residential properties and the associated road safety concerns.
4. The sections and lengths of road chosen for the width restrictions are considered to be a balanced approach to the situation whilst still permitting genuine rights of access to local businesses and households as well as maintaining access for essential and emergency services.
5. A public consultation ran from 27 February through to 25 March 2015, this was advertised in the Kent Messenger Group publications and local site notices were also erected. In addition to this a letter drop was undertaken to those directly affected by the proposals and copy provided to local parish/town councils and the locally elected representatives.

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6. As a result of the consultation a number of responses were forthcoming to the proposed Order;
 - 38 letters of support
 - 17 letters or emails of objection (copies attached, appendix B)
 - 6 letters with general queries or unclear of objections
7. The main reasons for objection are a misunderstanding that these proposals included physical width restrictions that would force traffic to use less suitable roads in the Hextable area.
8. All objections/queries were individually responded to and information provided that this report is being presented to the Board on 11 June 2015.

Recommendation: Kent County Council request the board consider the objections, notwithstanding these endorse that the Order be made as advertised.

Appendices attached

- A** Copy of Traffic Regulation Order and plan
 - B** Copies of objections
-

Contact Officer:
Steven Noad – Traffic Engineer
03000 418181

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS SWANLEY WHITE OAK WARD)
(6' 6" WIDTH RESTRICTION) ORDER 2015
ROAD TRAFFIC REGULATION ACT 1984**

THE KENT COUNTY COUNCIL, acting as the local traffic authority and in exercise of its powers under Sections 1, 2, 3, 4, 5, 10(2) and 124 and Schedule 9 to the Road Traffic Regulation Act 1984 (hereinafter referred to as the Act of 1984) as amended, and of all other enabling powers and after consultation with the Chief Office of Police in accordance with Part III of Schedule 9 to the said Act of 1984, hereby proposes the following Order:-

1. Save as provided in Article 2 of this Order no person shall, except upon the direction or with permission of a police officer in uniform or a traffic warden, cause any vehicle with a maximum width exceeding 6' 6" to proceed in those lengths of Birchwood Road from the junction with B2173 Maidstone/London Road to its junction with Leydenhatch Lane; or Leydenhatch Lane from its junction with Birchwood Road to its junction with Russett Way; or Russett Way for its entire length.
2. Nothing in Article 1 of this Order shall apply so as to prevent any person from causing a vehicle to proceed in any of the lengths of road referred to in that Article if the vehicle is being used;
 - (a) For the conveyance of persons, goods or merchandise to or from any premises situated on or adjacent to that road;
 - (b) For the purposes of agriculture in connection with land adjacent to that road, or for the conveyance or haulage of timber felled upon that land;
 - (c) In connection with any building operation or demolition in or adjacent to that road, the removal of any obstruction to traffic in that road, the maintenance, improvement or reconstruction of that road, or the laying, erection, alteration, or repair in or adjacent to that road of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1978; or
 - (d) For police, ambulance, fire brigade or civil defence purposes.
3. Nothing in Article 1 of this Order shall apply so as to prevent any person from causing any vehicle to proceed in the lengths of road referred to in that Article if the vehicle is a public service vehicle as defined in the Road Traffic Act 1984.

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 Swanley White Oak Ward) (6' 6" Width Restriction) Order 2015" and shall come into operation on the ???????.

Given under the Seal of the Kent County Council

This ?? day of ????????

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

Authorised Signatory

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS SWANLEY WHITE OAK WARD)
(6' 6" WIDTH RESTRICTION) ORDER 2015
ROAD TRAFFIC REGULATION ACT 1984**

STATEMENT OF REASONS

The Kent County Council as traffic authority intends to make the Order referred to above and as shown on the drawing accompanying this document for the following reasons :-

- For preventing damage to the road or any building on or near the road.
- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

John Burr

Director of KCC Highways, Transportation & Waste

County Hall
Maidstone
KentME14
1XQ

NOTICE

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS SWANLEY WHITE OAK WARD)
(6' 6" WIDTH RESTRICTION) ORDER 2015
ROAD TRAFFIC REGULATION ACT 1984**

THE KENT COUNTY COUNCIL, acting as the local traffic authority and in exercise of its powers under Sections 1, 2, 3, 4, 5, 10(2) and 124 and Schedule 9 to the Road Traffic Regulation Act 1984 (hereinafter referred to as the Act of 1984) as amended, and of all other enabling powers and after consultation with the Chief Office of Police in accordance with Part III of Schedule 9 to the said Act of 1984, proposes to make an Order:-

Implement a width restriction to vehicles exceeding 6' 6" in the following roads, or sections of roads;

- Birchwood Road (B2173 Maidstone Road/London Road to its junction with Leydenhatch Lane),
- Leydenhatch Lane from its junction with Birchwood Road to its junction with Russett Way,
- Russett Way for its entire length.

Full details are contained in the Order which, together with the relevant plan and a statement of reasons for the proposed Order may be examined during normal office hours Mondays to Fridays at Kent County Council, Sessions House, Maidstone, Kent, ME14 1XQ or at Swanley Town Council, Civic Centre, St Marys Road, Swanley, BR8 7BU.

If you wish to offer support for or object to the proposed Order you should send the grounds in writing to Steven Noad, Kent County Council Highways & Transportation, 4 Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk, quoting the title of the Order by noon on 25th March 2015.

John Burr

Director of KCC Highways, Transportation & Waste

County Hall
Maidstone
KentME14
1XQ

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22.3.2015

Dear Sirs

RE: 6' 6" WIDTH RESTRICTIONS IN LEYDENHATCH
LANE, RUSSETT WAY & BIRCHWOOD ROAD

It is recently that we have heard of proposals to install the above restrictions.

Currently, heavy goods traffic use these routes to get to industrial sites in Leydenhatch Lane.

Should this proposal go ahead, then heavy traffic will be obliged to use either College Road, Hextable with difficult roundabout access and already heavily congested and very restricted in parts, or New Barn Rd - also restricted and used by many pedestrians going to Swanley Park.

Serious consideration must be given as to the practical route for heavy goods traffic to access industrial sites.

I strongly object to any proposals that do not take this into account and, in particular,

Agenda Item 6
any ~~proposal~~ that increases the traffic
along the already congested college
road.

Yours faithfully

A solid black rectangular redaction box covering the signature area.

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 09:40
To: Noad, Steven - GT HTW
Subject: FW: The Kent County Council (Various Roads Swanley, White Oak Ward) (6' 6" Width Restriction Order 2015

From: Eric Leaver
Sent: 22 March 2015 13:53
To: Traffic Regulation Orders - GT KH
Subject: The Kent County Council (Various Roads Swanley, White Oak Ward) (6' 6" Width Restriction Order 2015

For the attention of Mr Steven Noad

Dear Mr Noad

I write with regard to the above road width restrictions. Currently heavy goods traffic use the stretch of roadway between Birchwood Road and Russett Way to gain access to various industrial units/sites. Should a restriction be placed in this area then heavy traffic will be forced to use either College Road with difficult roundabout access and already heavily congested and very restricted in parts or New Barn Road once again restricted and used by many pedestrians accessing Swanley Park. Serious consideration must be given as to the practical route for heavy goods traffic to access the industrial sites. I currently strongly object to any proposals that do not take this into account and in particular any proposal that increases the traffic along the already congested College Road.

Yours sincerely,

Eric Leaver.

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Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 09:42
To: Noad, Steven - GT HTW
Subject: FW: Objection to installation of Width restrictions

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

From: Vicki Hayes
Sent: 22 March 2015 20:48
To: Traffic Regulation Orders - GT KH
Subject: Objection to installation of Width restrictions

To whom it may concern,

I write to OBJECT with regards to the proposed installation of width restrictions between Birchwood road and Russett way. This would be totally unpractical as it would mean that heavy goods vehicles would then have to use College road, which is a very narrow road, with very tight turns into the road and the Top Dartford/Main Road junction, or New Barn Road which is also a very narrow road which is used by people going to and from Swanley Park. We have over the last 10 years had wing mirrors knocked off our van from these heavy goods vehicles. I have also previously been forced along with other car drivers, to reverse most of the length of College road because of heavy goods vehicles using College Road.

We feel that the width restrictions would be better being placed at the beginning and end of College road to prevent these heavy goods vehicles from using it.
therefore in summary, we strongly object to the installation of the said width restrictions.

Regards
V Hayes & F Samuel

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 09:42
To: Noad, Steven - GT HTW
Subject: FW: 6'6 width restriction in Leydenhatch Lane, Russett Way and Birchwood Road

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

From: Julia
Sent: 22 March 2015 23:23
To: Traffic Regulation Orders - GT KH
Subject: Re: 6'6 width restriction in Leydenhatch Lane, Russett Way and Birchwood Road

Dear Sirs

I'm emailing you with our objections to the width restriction proposed.

We live in College Road and the traffic that comes down there is in abundance as it is and what's more they come speeding down our road at all hours of the day and night and are a danger. It is sometimes impossible to even get off our drive. We have complained enough times about this and requested speed humps now you propose to put width restrictions at the top of Leydenhatch lane and beyond which will cause even more traffic, especially large vehicles adding to the noise and extra traffic. Especially since they will be coming at all hours of the day and night and not giving any peace to people who are trying to sleep in early hours.

College Road from Malyons Road and Rollo Road leading up to Leydenhatch lane is only just wide enough in some areas for one car in either direction, not even allowing two down together and you are proposing width restriction forcing large vehicles to use this road. Not only is it dangerous and noisy, they could potentially cause damage to parked cars.

Also another thing, with extra traffic and wagons, the lane won't be able to cope, when one large vehicle gets stuck in the lane, the build up is horrendous where cars can't move in either direction. This is bad enough on a Friday with the bin men and their vehicle.

Therefore we, residents on College Road object to the width restrictions.

Regards

Mr & Mrs O'Shea

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Noad, Steven - GT HTW

To: Traffic Regulation Orders - GT KH
Subject: RE: Width restrictions

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

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 09:41
To: Noad, Steven - GT HTW
Subject: FW: Width restrictions

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

From: [REDACTED]
Sent: 22 March 2015 17:23
To: Traffic Regulation Orders - GT KH
Subject: Width restrictions

I would like to express my deep concern regarding the above restrictions. Should this proposal be allowed in this area a substantial amount of commercial traffic mostly HGVs would be forced to use alternative routes to access the industrial and commercial premises particularly in College Road and Leydenhatch Lane. This would be additional to existing HGV traffic and those who ignore the unsuitability signs. College Road for the most part is a narrow lane, without a footpath, where the footpath does exist it is on both sides of the road for its shortest part, and on one side only where the road narrows. The state of the road surface is pitted, potholed and has little or no major remedial work in the past 30 years or so.

During even moderately wet weather large puddles are prevalent and exacerbated by a constant flow of surface water which is sprayed onto pedestrians using the limited footpaths. Parts of College Road are very narrow with traffic using the limited footpath in order to pass, These proposals will I feel certain increase commercial traffic from Light, medium vans to 20 tonne Tippers. This will increase congestion and will increase the accident risk to pedestrians, cyclists and motorists. While it is clear that the area covered is in need of attention the proposals, as they exist, will not solve the problem, merely shift it to another equally congested area.

H.D.Wardell

[REDACTED]

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 12:04
To: Noad, Steven - GT HTW
Subject: FW: Width Restrictions in Leydenhatch Lane, Russett Way and Birchwood Road

From: John C Ward [REDACTED]
Sent: 23 March 2015 09:46
To: Traffic Regulation Orders - GT KH
Subject: Width Restrictions in Leydenhatch Lane, Russett Way and Birchwood Road

I write with regard to the above road width restrictions. Currently heavy goods traffic use the stretch of roadway between Birchwood Road and Russett Way to gain access to various industrial units / sites. Should a restriction be placed in this area then heavy traffic will be forced to use either College Road with difficult roundabout access and already heavily congested and very restricted in parts, or New Barn Road once again restricted and used by many pedestrians accessing Swanley Park.

Serious consideration must be given as to the practical route for heavy goods traffic to access the industrial sites. I currently strongly object to any proposals that do not take this into account and in particular any proposals that increases the traffic along the already congested College Road.

Kind Regards,

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Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 14:17
To: Noad, Steven - GT HTW
Subject: FW: width restriction

From: Alan Toomer [REDACTED]
Sent: 23 March 2015 14:03
To: Traffic Regulation Orders - GT KH
Subject: width restriction

To whom it may concern

We have just been made aware of the possible width restriction in Leydenhatch Lane, Russet Way and Birchwood Road. You will problems with this implementation as any access via Hextable would encounter serious problems as the large vehicles would have to negotiate two mini roundabouts, residential area where cars are parked which only leaves on a lot of occasions one vehicle access. Serious consideration must be given as to the practical route for heavy goods vehicles to access the industrial sites on the narrow lane from College Road. Cars themselves have problem getting passed one another and with large vehicles it would be impossible for cars to park. The road in question was not made for such large vehicles and unless you widen the road someone you will get massive congestion and possible accidents.

Please give this matter serious thought before going ahead with the width restrictions.

Regards

Alan and Peta Toomer

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 23 March 2015 14:17
To: Noad, Steven - GT HTW
Subject: FW: Proposal - 6'6 Width Restriction in Leydenhatch Lane / Russett Way & Birchwood Road

From: landlords - enquiries [REDACTED]
Sent: 23 March 2015 14:05
To: Traffic Regulation Orders - GT KH
Subject: Proposal - 6'6 Width Restriction in Leydenhatch Lane / Russett Way & Birchwood Road

Mrs Dana Bernal

Dear Sirs

I am totally chocked to hear of the above width restrictions . This will force heavy load vehicles onto College Road which is totally unacceptable a crazy idea.

Our road is already over loaded with passing traffic cutting through. College Road is only a narrow road only really for one car to travel along.

We have had numerous scratches to our vehicles from wide vehicles.

You would think speed humps would be more suitable, even my cat has been run over and killed from a speeding car.

Most of the properties in College road are open without fencing and gates this is a health and safety risk to children and animals.

The residents of College Road will suffer at this proposal.

We suggest you speak to the residents before an ideas are finalised.

We look forward to hearing from you.

Regards

Dana Bernal

[REDACTED]

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Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 24 March 2015 12:37
To: Noad, Steven - GT HTW
Subject: FW: KCC road width restriction order 2015

From: Tony Codling [REDACTED]
Sent: 24 March 2015 10:59
To: Traffic Regulation Orders - GT KH
Subject: KCC road width restriction order 2015

24th March 2015

TRO@KENT.GOV.UK

Ref:- The Kent County Council (Various Roads Swanley, White Oak Ward)
(6' 6" Width Restriction Order 2015)

Notice is hereby given that the Kent county Council proposes to make and Order, the effect of which would be to : - Restrict access to motor vehicles exceeding 6' 6" in width on the following sections of road; (a) Birchwood Road - From its junction with B2173 Maidstone Road to its junction with Leydenhatch Lane. (b) Leydenhatch Lane from its junction with Birchwood Road to its junction with Russett way. (c) Russett Way for its entire length.

As a resident of College Road for over 29 years and Hextable for over 49 years my reasons for objection are that it would mean the only access for HGV's would be along College Road (which already has a sign in Main Road Hextable stating College Road is unsuitable for HGV's) and New Barn which along with the upper part of College Road is not much more than a single track country lane and totally unsuitable for articulated or large lorries to use without causing congestion and creating a safety hazard.

Road Safety

The increase of this type and volume of traffic on roads where there is no pavement and the road so narrow that cars have to use private drives as passing places will increase existing traffic conflicts with the risk of crashes and pedestrian injuries.

Yours Sincerely
A.G.Codling

Noad, Steven - GT HTW

From: james aitkenhead [REDACTED]
Sent: 24 March 2015 12:05
To: Traffic Regulation Orders - GT KH
Subject: Traffic calming proposal concern

Follow Up Flag: Follow up
Flag Status: Completed

To whom it may concern

RE - 6'6 Width restrictions under consideration Leydenhatch Lane, Birchwood Road and Russett Way.

I would like to express my serious concern about the proposed traffic calming measures as described above.

There are several commercial premises in Leydenhatch Lane and College road which a lot of heavy goods vehicles, lorries, and dumper trucks are attributed to. I would like to point out that these premises fall on the Swanley side of the area boundary.

By putting in the proposed width restrictions you will be forcing all of the heavy good vehicles to gain access through Hextable down college Road from the junction with Main Road. There are several very important points to consider.

- 1) College Road is very narrow and a residential street with houses on both sides.
- 2) Cars are also parked along the road which will make it very difficult for heavy goods vehicles to pass freely.
- 3) The vehicles will pass by 2 childrens nurseries on College Road which are used every day
- 4) The vehicles will pass by one secondary school on College Road
- 5) The vehicles will pass one Church on College Road
- 6) The Vehicles will pass by Hextable Gardens (used by children)
- 7) The vehicles will pass directly through the main access by foot for Swanley Park for residents of Hextable and children
- 8) There will be an increase in damage to the roads of Hextable
- 9) There will be more industrial waste and shed goods on the roads of Hextable (this is obvious as I have seen many times items and dirt falling from the dumper trucks onto the road.
- 10) There will be additional traffic and pollution in Hextable.

All of the above points considered there is high likely hood that accidents will occur involving children and the roads. Hextable is already used as a thoroughfare. A number of years ago traffic calming was introduced due to a high number of serious car accidents, and a set of traffic lights were installed due to the death of a child on the road next to the post office.

I fail to see how any good will come from forcing the traffic into the village. Currently the traffic passes to the premises through Birchwood Road and through Russett Way. I do understand that Russett way is residential and they have genuine cause for complaint. But the traffic along Birchwood road (40mph as

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opposed to 30mph in Hextable) passes by NO schools, NO Nurseries, very few houses, NO parks, and the premises are situated at that end of the lane.

Can you please reply to this email with an explanation for why Hextable is being targeted for this very poor and dangerous proposal.

Regards

James Aitkenhead

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 24 March 2015 09:06
To: Noad, Steven - GT HTW
Subject: FW: KCC (Various Roads Swanley, White Oak Ward) (6' 6" Width Restriction) Order 2015

From: [REDACTED]
Sent: 24 March 2015 00:00
To: Traffic Regulation Orders - GT KH
Subject: KCC (Various Roads Swanley, White Oak Ward) (6' 6" Width Restriction) Order 2015

The Kent County Council (Various Roads Swanley, White Oak Ward)
(6' 6" Width Restriction) Order 2015

Dear Sir

I write with reference to the above proposed road width restrictions and wish to gain clarification of the proposal and the form such restrictions will take.

From reading details of the proposed Order I can understand where the proposed restrictions will have effect but it is unclear whether those proposed restrictions will be physical barriers preventing traffic greater than 6' 6" in width being able to access the various units in Leydenhatch Lane from the direction of Birchwood Road or not.

If the proposal is to introduce physical barriers which only permit vehicles with a width less than 6' 6" to pass through in the areas indicated on the plan this will mean that the only access for all other traffic to the various units in Leydenhatch Lane and College Road will be either via College Road and through the village of Hextable or via New Barn Lane.

Access via New Barn Lane would be ludicrous (not to mention dangerous and even negligent if permitted) given it's proximity to - and use by people visiting - Swanley Park.

Whilst I understand the desire of the residents of Russett Way not to have heavy goods vehicles passing through such a narrow estate - and would support them in such a request - I cannot see the logic of merely transferring the problem to the village of Hextable by denying such vehicles access to the area from Birchwood Road (which currently operates as a bus route).

As you will undoubtedly be aware, the B258 (Swanley Lane/Main Road/Top Dartford Road) is also a bus route but with traffic calming measures (presumably installed due to the fact that the road is very widely used by children accessing the various educational establishments and the park area at all times of the day) and regularly attracts vehicles over the proposed width limit.

However, College Road (which is a residential road) does not attract - and is quite unsuitable for - such vehicles. There is quite a restrictive turn for larger vehicles on the two roundabouts outside the Church on Main Road, which would be made more difficult and dangerous as - amongst many other activities held there - one of the village's pre-school and after-school facilities operates from the Church.

When a proposal was made a few years ago to have a meat processing plant at one of the units towards the Leydenhatch Lane end of the road it was discovered that large vehicles accessing the

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area from College Road (or indeed from Leydenhatch Lane) would be unable to turn into the unit without causing major disruption. This hasn't changed - the road is still the same.

College Road is barely wide enough to take two cars passing alongside each other at any point past Egerton Avenue and anyone driving along there knows that they may have to pull in to allow oncoming traffic to pass. There are no facilities for pedestrians to cross the road (this is especially noticeable near the area that provides access to the Avenue of Limes and the Oasis Academy in Egerton Avenue) making it currently quite dangerous for children and other people to do so. By adding heavy vehicles to the current traffic flow that problem and danger will only be made worse.

In fact, within your own Statement of Reasons given in the consultation for the proposed Order, it states that Kent County Council intends to make the Order for the reasons of:

(1) *'preventing damage to the road or any building on or near the road; and*

(2) avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising'

Should wider, heavier traffic be denied access to the various units in Leydenhatch Lane from Birchwood Road then surely those reasons would also apply to College Road, where there are a well-used Church, two separate local Nursery School Groups and, currently, a secondary school as well as many residential properties.

If the intention is not to cause damage to the road it must be noted that, due to the fact that it is not a bus route, College Road is never gritted during bad weather, the snow is never cleared and access to those parts of the village that run off College Road is often restricted and dangerous in such circumstances.

There are currently many potholes in College Road which remain unrepaired and to permit heavier goods vehicles to use that road, making the road surface even worse, would surely go against the reasons for implementing the Order in the first place - albeit in a different location.

I should also add that my property backs on to College Road - with my garden being separated from it by a fence - and the constant noise, vibration and emissions from such vehicles travelling along the road will detrimentally affect the quality of life for both me and my family (and other neighbours in a similar situation with young children)

In summary, whilst I support the proposal for a restricted width limit to be introduced within the Russett Way area I strongly object to the proposal being extended to Birchwood Road and Leydenhatch Lane if it means that the displaced traffic then has to use College Road and the village of Hextable as an alternative access route.

I am more than happy to attend any meeting arranged to discuss this matter given sufficient notice to do so.

Yours faithfully

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 24 March 2015 09:06
To: Noad, Steven - GT HTW
Subject: FW: Width Restrictions - Leydenhatch Lane, Russett Way and Birchwood Road

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

From: Graham Sayer [REDACTED]
Sent: 23 March 2015 21:58
To: Traffic Regulation Orders - GT KH
Subject: Width Restrictions - Leydenhatch Lane, Russett Way and Birchwood Road

Sirs,

I have read the KCC recent proposal to apply width restriction plans to the above areas with some considerable interest but cannot understand the logic or the council's summary reasons or rationale and so strongly object.

The current reason HGV's and large commercial vehicles use the Birchwood Road end of Leydenhatch Lane is because it provides not only the shortest distance from a more major road to these Industrial and commercial premises, but also because it provides the widest stretch of the lane thus preventing congestion.

Putting these proposed restrictions in place would inevitably mean that all access to the industrial and commercial premises would be through Swanley Town Centre, Hextable Village and College Road. Diverting HGV's through this congested route would mean a diversion 4 times further than they currently travel and certainly counter any arguments or rationale the council propose regarding road or building damage and pedestrian safety at the Birchwood Road end of Leydenhatch Lane.

I would consider that the current condition of the road at the eastern end of Leydenhatch Lane from the Premises of DK East to the junction of College Road is in no better condition if not worse than the stretch of road that is under the councils proposals. Furthermore the width of College Road from the location just West of The Heritage Centre to the point of the DK East Premises is insufficient in a considerable number of places for two cars to pass without risk of damaging paintwork, and it is a recognised principle and practice that when private cars are coming in opposite directions that they use access to either private drives or commercial units at the 5-6 number passing points in the lane. There is also NO pedestrian footway up this entire stretch of road which also currently causes considerable H&S issues with the speed that motorists travel up the lane.

I recently experienced an incident where an HGV was stuck in Leydenhatch Lane travelling towards College Road to the point where a number of cars travelling West up towards Birchwood Road could not pass. The Driver then realising he could proceed without considerable difficulty then started to reverse back towards Birchwood Road. Up to a dozen vehicles that had built up behind the HGV then had to reverse back as far as Russett Way and the entrance to DK East and the adjacent industrial unit to allow the HGV to get out of his difficulties. This took upwards of 20

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minutes to clear and only highlights the potential problems of HGV's in College Road and the eastern end of Leydenhatch Lane.

To a degree I understand the sense in the provision of restrictions in Russett Way, but there is currently a public bus service that runs along Russett Way and I presume the impact and loss of this service on the community has been assessed and public opinion sought and evaluated

There is the greater facility to widen the road if necessary at the Birchwood Road end of Leydenhatch Lane than virtually the entire length of College Road and the lower end of Leydenhatch Lane and I suggest that this proposal is ill conceived, poorly thought out and merely pushing what is considered to be a problem to an area which has the potential to become a even greater problem and a logistical nightmare

Graham Sayer

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 25 March 2015 09:19
To: Noad, Steven - GT HTW
Subject: FW: The Kent County Council (Various Roads Swanley, White Oak Ward) (6' 6" Width Restriction Order 2015)

From: David Russell [REDACTED]
Sent: 24 March 2015 21:07
To: Traffic Regulation Orders - GT KH
Subject: The Kent County Council (Various Roads Swanley, White Oak Ward) (6' 6" Width Restriction Order 2015)

For the attention of Mr Steven Noad

Dear Mr Noad

I write with regard to the above road width restrictions. Currently heavy goods traffic use the stretch of roadway between Birchwood Road and Russett Way to gain access to various industrial units/sites. Should a restriction be placed in this area then heavy traffic will be forced to use either College Road with difficult roundabout access and already heavily congested and very restricted in parts or New Barn Road once again restricted and used by many pedestrians accessing Swanley Park. Serious consideration must be given as to the practical route for heavy goods traffic to access the industrial sites. I currently strongly object to any proposals that do not take this into account and in particular any proposal that increases the traffic along the already congested College Road.

As it is the restrictions should be in place in College Road opposite Dawson Road in Hextable to stop large vehicles trying to go down Leydenhatch Lane from the Hextable end of the lane. We have already had a lot of instances of lorries having to turn round because they cannot get down the lane: this proposal is only going to compound the situation as more lorries will have to try and gain access from this direction, which will put even more children at risk during school times.

Yours sincerely,

David Russell

[REDACTED]

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Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 25 March 2015 09:19
To: Noad, Steven - GT HTW
Subject: FW: Width restrictions Leydenhatch Lane, Swanley
Attachments: ATT00001.txt

From: Peter Cornwell [REDACTED]
Sent: 24 March 2015 22:04
To: Traffic Regulation Orders - GT KH
Subject: Width restrictions Leydenhatch Lane, Swanley

I write with regards to the above road width restriction proposal.

I am a resident in College Road, more towards the church end in the village. This end of the road gets heavy traffic presently what with vehicles entering and exiting the Claremont estate, and vehicles cutting through to and from Birchwood Road. The church itself attracts a growing level of traffic as it is used as a village playgroup and activity centre. Incidentally, there are plans to develop the church in the near future to increase the size and functionality of the building. This will no doubt attract yet more traffic.

The idea of placing width restrictions at the proposed location will only force heavy vehicles to circumnavigate the top end of College Road to enter at the Hextable end in order to reach their intended industrial sites. I would ask that alternative access be planned for this traffic or indeed that the whole proposal be scrapped.

I currently strongly object to this plan.

Mr P Cornwell
[REDACTED]

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Noad, Steven - GT HTW

From: R LEE [REDACTED]
Sent: 25 March 2015 10:10
To: Traffic Regulation Orders - GT KH
Subject: Responce to Proposed Width Restriction Order 2173

Follow Up Flag: Follow up
Flag Status: Completed

RE: The Kent County Council (Various Roads Swanley, White Oak Ward) 6' 6" Width Restriction Order 2015

I write with regard to the above road width restriction order.

Currently heavy goods traffic use the stretch of Leydenhatch Lane between Birchwood Road and Russett Way to gain access to various industrial units/sites situated along Leydenhatch Lane and College Road. Should a restriction be placed in this area then heavy traffic will be forced to use either College Road (from the Hextable Village end) with very difficult roundabout access and already heavily congested and very restricted in parts, or New Barn Road also very restricted in parts and used by many pedestrians accessing Swanley Park.

Serious consideration must be given as to the practical route for heavy goods traffic to access the industrial sites taking into account the congestion, environmental issues that may ensue (such as increased noise, pollution, problems with the road surfaces and bank erosion) and various safety issues/risks that will result from the proposed changes.

I strongly object to any proposals that do not take these into account and in particular any proposals that increase the traffic currently using the already congested College Road.

Rhona Lee
[REDACTED]

Agenda Item 6

Noad, Steven - GT HTW

From: Traffic Regulation Orders - GT KH
Sent: 25 March 2015 14:55
To: Noad, Steven - GT HTW
Subject: FW: width restrictions

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

From: [REDACTED]
Sent: 25 March 2015 13:46
To: Traffic Regulation Orders - GT KH
Cc: info@hextableparishcouncil.com
Subject: width restrictions

in response to the notification that Kent CC are consulting re width restrictions on LEYDENHATCH LANE etc.

As a resident i wish to lodge my concerns regarding the effect such measures could have on College Road in Hextable. Apart from the difficult roundabout access at the start of College Rd, from it's junction with Rollo Rd and Malyons, College Rd progressing west continues to narrow and in parts is as narrow, if not narrower, than Leydenhatch.

College Road is also very difficult to negotiate due to the amount of resident's cars having to park on road as we have no other option. Traffic flows at times often result in near misses as drivers are unwilling to give way to oncoming traffic and attempt to speed in order to 'fit in' gaps. Our own car has been damaged on several occasions in this way.

For pedestrians, including elderly and children, the entrances to the Avenue of Limes and Swanley Park and the Heritage Gardens, Village Hall, Scouts and Pre- School sites are all at the point where College Road narrows most and it is at this point that all the diverted heavy goods traffic will be expected to travel to access industrial sites some of which are beyond our village boundaries.

I feel very strongly that yet again Hextable and it's residents are being overlooked in local planning discussions and I strongly object to the these proposals unless they extend to INCLUDE College Road so as to restrict ALL heavy goods traffic over a specified level on all these roads

S Porter [REDACTED]

Noad, Steven - GT HTW

From: Gillian MacCarthy [REDACTED]
Sent: 25 March 2015 20:06
To: Traffic Regulation Orders - GT KH
Subject: Fwd: Various roads Swanley White Oak Ward 6'6" Width restriction. Order 2015
Attachments: winmail.dat

Follow Up Flag: Follow up
Flag Status: Completed

- > F.A.O. Steven Noad
- >
- > Dear Sir
- >
- >
- >
- > We write with regard to the above mentioned order and as residents of
- > Dawson Drive, Hextable, would like to place on record our objections
- > to the proposed width restrictions. The two reasons given for the order:
- >
- > 1) Preventing damage to the road or buildings
- >
- > 2) Avoiding damage to persons or other traffic
- >
- > would in our view be exacerbated albeit in a different location if
- > your proposal goes ahead.
- >
- > The road surface from the entrance to the Garden Centre to New Barn
- > Lane is an absolute disgrace most of the time and has just been part
- > repaired yet again (some holes still remain). The road is also in a
- > bad state of repair by the drain/pond near the Avenue of Limes in College Road.
- >
- > The danger to persons or other traffic will increase as half of
- > College Road has no footpath at all and is used by pedestrians. Also a
- > large stretch of the road is not wide enough for two large cars to
- > pass without scratching the paint work let alone the aggregate lorries
- > and the garden centre traffic.
- >
- > As regular users of College Road and Leydenhatch Lane we feel that the
- > increase in traffic in what is in some parts essentially a lane will
- > lead to absolute chaos and other local residents will be of the same opinion.
- > Everybody who has a van or larger vehicle and lives/works in Selah
- > Drive or Leydenhatch Lane will now be forced to either drive into
- > Swanley, down Swanley Lane and up College Road or go via Puddledock
- > which is again a lane and in addition that route will also go close to
- > a junior school. Whilst we appreciate that businesses (Aggregate
- > company, Garden Centre and the storage
- > facility) provide jobs and revenue the effect/repercussions of their
- > traffic should have been analysed before planning permission was granted.

Agenda Item 6

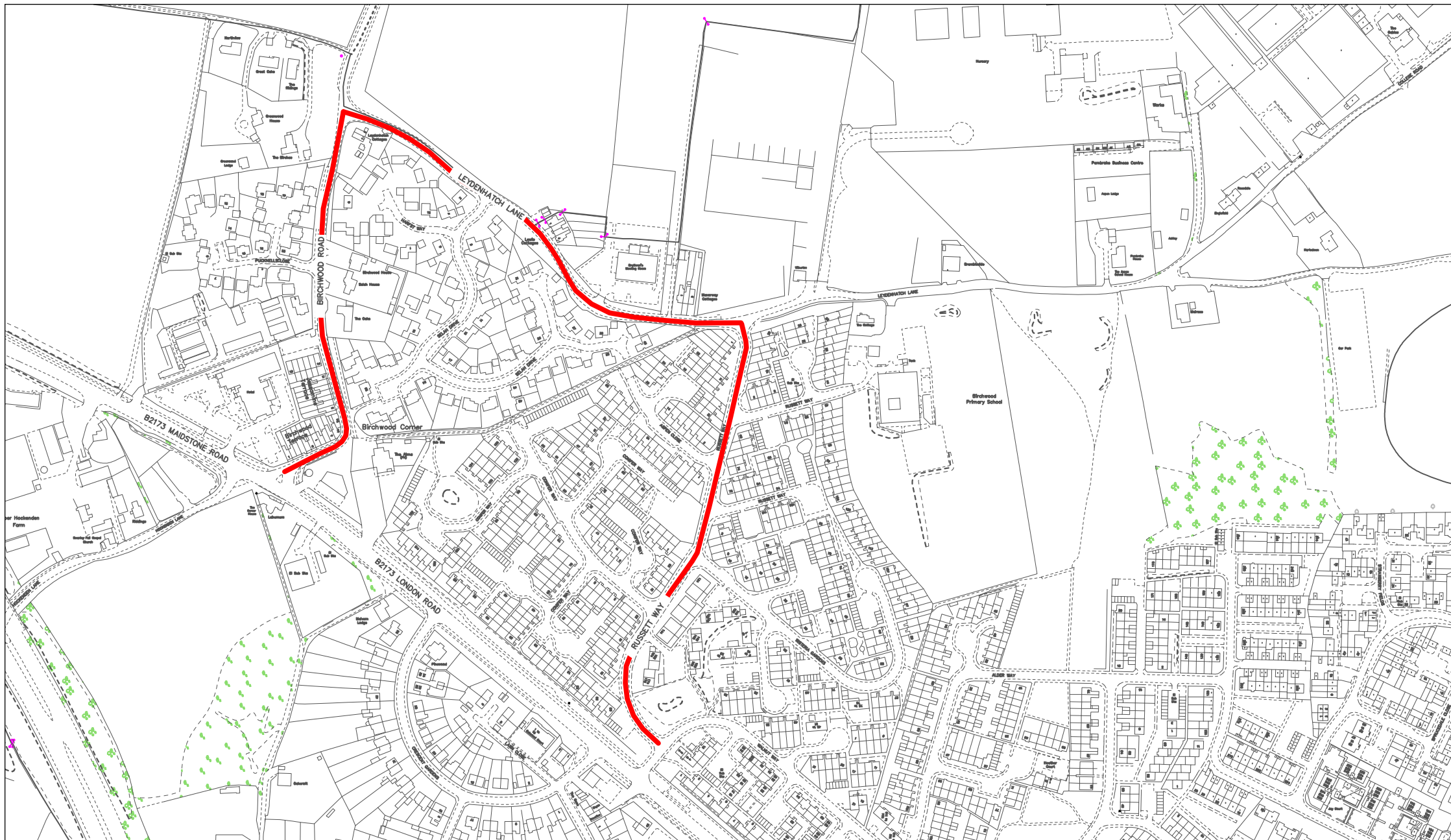
- >
- > Delivery lorries and house moving lorries will also be forced to use a
- > lane to carry out their day to day activities and there is also a
- > school bus and local bus service which will either be stopped or diverted.
- >
- > We assume that emergency vehicles have some way of getting through
- > these width restrictions but once they are in the narrow lane part of
- > College Road the chances of them meeting a large vehicle and facing
- > considerable delays are increased greatly which would certainly be putting lives at risk.
- >
- > The width restrictions are not solving a problem just moving it
- > somewhere else and in our eyes and no doubt many other Hextable
- > residents making it far worse. We find it hard to believe that a visit
- > to the area by the relevant officials has taken place because anyone
- > should see the considerable problems that would arise as a result of
- > these width restrictions

Michael & Gillian MacCarthy

█ Dawson Drive

Hextable

- >
- >
- >
- >
- >
- >
- >
- >
- >
- >
- > Kind regards
- >
- > Gillian MacCarthy
- >



THE KENT COUNTY COUNCIL
(VARIOUS ROADS SWANLEY WHITE OAK WARD) (6' 6" WIDTH RESTRICTION) ORDER 2015

THOSE ROADS HIGHLIGHTED IN RED WILL BE SUBJECT TO A 6' 6" WIDTH RESTRICTION



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To: Sevenoaks District Council Joint Transportation Board
By: Head of Transportation – Tim Read
Date: 11 June 2015
Subject: A225 UPPER HIGH STREET, SEVENOAKS
Classification: For Members information

Summary: This report is provided at the request of Mr Chard following a number of incidents whereby properties have been damaged in the Upper Sevenoaks High Street.

1. Upper Sevenoaks High Street (A225) forms a route from the A21 south of Sevenoaks through the town centre with options for onward connections, predominantly but not exclusively east and west via the A25. With the lack of eastbound access to the M25/26 at Sevenoaks some large vehicles choose to divert through Sevenoaks as the most direct, even if not the most appropriate route.
2. The Upper High Street is a historic narrow street from its junction with Oak Lane through to London Road and the main High Street/London Road. There are limited width footways, particularly on the west and visibility tends to be restricted due to the road layout and historic buildings set close to the road.
3. Saving lives and preventing injuries on Kent's roads is a key priority for Kent County Council. Although we have a comparatively good record of lower crash rates by distance travelled in comparison to the national average the raw number of casualties and their impact remain a huge concern. We continue to invest significant sums towards casualty reduction and road safety measures. To further build on previous efforts a new Road Casualty Reduction Strategy for Kent that was adopted on 2014/15, this will focus on initiatives which will deliver the most for the finances available. It draws on the latest data and research available to us; we will be implementing engineering initiatives to meet the latest safety standards, including addressing wider public health objectives, as well as strengthening and focusing our education messages and training programmes.
4. In addition we developed a Freight Action Plan for Kent that has a number of key objectives in tackling the wider issues created by freight traffic on our roads including;
 - Routing HGV's onto the most appropriate roads for the majority of their journeys

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- Address problems caused by freight traffic on local communities
5. The current confines brought about by the prolonged period of austerity and our casualty reduction priorities unfortunately place damage to third party property of secondary concern. We would also encourage individuals to take their own steps to assist in the identification of those causing damage so that recompense may be sought via their insurers.
 6. However should alternative sources of funding be identified then we will do everything we can to assist with damage prevention. Some simple measures such as additional signage and adjusted road markings may go some way to assist. Bollards have also been requested in the past to prevent large vehicles getting too close to the historic buildings but the limited footway widths and utility services make this option impractical.

Recommendation: Kent County Council request the board consider and note the report.

Further information

Road Casualty Reduction Strategy for Kent 2014–2020

http://www.kent.gov.uk/_data/assets/pdf_file/0012/14520/Road-Casualty-Reduction-Strategy-for-Kent.pdf

Freight Action Plan for Kent 2012–16

http://www.kent.gov.uk/_data/assets/pdf_file/0012/6105/Freight-action-plan.pdf

Contact Officers;
Steven Noad – Traffic Engineer
03000 418181

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 11 June 2015
Subject: Highway Works Programme 2015/16
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2015/16

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Casualty Reduction Measures – see Appendix D

Bridge Works – see Appendix E

Traffic Systems – see Appendix F

Combined Member Fund – see Appendix G

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **03000 418181**

Carol Valentine	Highway Manager (West)
Julian Cook	Sevenoaks District Manager
Sue Kinsella	Street Lighting Manager
Katie Lewis	Drainage Manager
Alan Casson	Resurfacing Manager
Tony Ambrose	Structures Manager
Toby Butler	Traffic Systems

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Appendix A – Footway and Carriageway Improvement Schemes

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A20 London Road	Farningham	A20 Teardrop roundabout and its approach from M25 J3	Completed
A20 London Road	Farningham	From the Teardrop Roundabout downhill to Dartford Road Roundabout	Completed
A225 Eynsford Road	Eynsford/Farningham	From previous surfacing at Mill Lane to Beesfield Lane	To be programmed between September and November
A224 Pohill	Dunton Green	Adj Subway with zig zag path and adj Helipad on Crow Drive	Programmed August 2015
B2211 Sundridge Road	Chevening	South of Turvins Farm and Pond	Programmed August 2015
A233 Westerham Hill	Westerham	Outside Westerham Heights Farm	Programmed August 2015
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Brattlewood	Sevenoaks	From its junction with Garth Road to its junction with Beechmont Road – Completion of postponed replacement of existing asphalt surface and renewal of kerbs where required	Works to be programmed, currently liaising with legal and local resident in regard to allergy issues

Garth Road	Sevenoaks	From its junction with The Rise to its junction with Weald Road - Completion of postponed replacement of existing asphalt surface and renewal of kerbs where required	Works to be programmed, currently liaising with legal and local resident in regard to allergy issues
Childsbridge Lane	Kemsing/Seal	From its junction with Pilgrims Way to the Railway Bridge	Works Completed
Sundridge Road	Chevening	From its junction with Morants Court Road to Morants Court Farm	Works Completed
Donnington Road	Dunton Green	Entire Length (replacement of existing asphalt surface and renewal of kerbs where required)	To be programmed between May and December 2015
Argyle Road	Sevenoaks	From its junction with London Road to the junction with South Park. (Footway protection treatment)	To be programmed between May and December 2015
Surface Treatments – Contact Officer Mrs Wendy Boustead			
Surface Dressing Schemes			
Knatts Valley Road	West Kingsdown	From its junction with Botsom Lane to its junction with Tinker Pot Lane	Complete
St Clere Hill Road	West Kingsdown	Whole length including St Clere Hill	Complete
Hartley Bottom Road	Ash-Cum-Ridley	From its junction with Pease Hill to its junction with Redhill Road	Complete
Valley Road / Fawkham Road	Fawkham/Longfield and New Barn	From its junction with Scudders Hill to its junction with railway bridge	Complete

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Church Road	Ash Cum Ridley/Hartley	From its junction with Ash Road to 30mph speed limit plates	Programmed to start 7 th June 2015
Bullfinch Lane	Riverhead/Chevening	From its junction with London Road to its junction with Chipstead Lane	Complete
Gracious Lane	Sevenoaks/Sevenoaks Weald	From its junction with A225 to its junction with Oak Lane	Complete
Maidstone Road	Seal	From its junction with Watery Lane to the Gateway pad east of Park Lane	Complete
Hosey Common Road	Westerham	End of existing thin surface to its junction with B269 Kent Hatch Road	Complete
Westerham Road	Westerham	From its junction with Hosey Hill to its junction with Beggars Lane	Complete
Filston Lane	Shoreham	From its junction with Pilgrims Way to its junction with Church Street	Complete
Wested Lane	Crockenhill/Swanley	From its junction with Crockenhill Lane to Railway bridge	Programmed to start 8 th June 2015 for one day
Micro Surfacing Schemes			
Saints Hill	Penshurst	From its junction with Saints Hill to the high friction surfacing at Colliersland bridge	Programmed to start 30 th July 2015 for two days
Powder Mill Lane	Leigh	From its junction with Hildenborough Road to de-restriction/30mph speed limit plates	Programmed to start 6 th August 2015 for two days
High Street	Penshurst/Bidborough	From its junction with Penshurst Place to the village school	Programmed to start 3 rd August 2015 for one day

High Street	Leigh	From its junction with Lower Green to its junction with Powder Mill Lane	Programmed to start 7 th August 2015 for two days
Tonbridge Road	Chiddingstone	From the High Friction Surfacing at railway bridge double bends to approx 300m east of Bore Place Road	Programmed to start 5 th August 2015 for two days
Hever Lane	Hever/Edenbridge/Cowden	From its junction with B2026 to its junction with Station Road	Programmed to start 3 rd August 2015 for two days
Park Lane	Seal	From its junction with Blackhall Lane to its junction with Bitchet Green Road	Programmed to start 8 th August 2015 for three days
East Hill	South Darent	From its junction with Holmsdale Road to its junction with Rabbits Road	Programmed to start 10 th August 2015 for one day

Appendix B – Drainage

Drainage Works – Contact Officer Kathryn Lewis			
Road Name	Parish	Description of Works	Current Status
No Drainage works planned over £5000			

Appendix C – Street Lighting

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
Polhill, Dunton Green Sevenoaks	IUAP054 IUAP065 IUAP066 IUAP067 IUAP068 IUAP086	Top of Polhill Adj bus storage o/s The Retreat opp Garage o/s Calcutta Club near Garden Centre	Complete except for cipher Complete except for cipher Complete except for cipher Awaiting completion Complete except for cipher Awaiting completion

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Main Road, Edenbridge	ISEQ801 ISEQ802	Jw Four Elms Road	Complete except for painting and ciphering
Azalea Drive	IAAY801 IAAY802	Adj 31/33	Work expect June/July 2015
London Road, Dunton Green	ILBN111 ILBN112 ILBN114 ILBN119 ILBN120 ILBN121 ILBN122 ILBN123 ILBN124 ILBN125 ILBN126 ILBN127 ILBN131 ILBN132	o/s 24 o/s 40 o/s 41 opp 92A o/s 106 opp 110 opp 128 o/s School o/s School opp Barretts Rd o/s 151 o/s 163 opp Village Hall o/s 190	complete except for cipher work expected June/July work expected June/July work expected June/July work expected June/July work expected June/July work expected June/July work expected June/July work expected June/July complete except for cipher work expected June/July work expected June July work expected June/July work expected June/July
Sycamore Drive	ISFW501	jw Bartholomew Way *stop sign in poor condition"	Work expected June/July 2015
Green Court Road, Crockenhill	IGBM003 IGBM004 IGBM005 IGBM006 IGBM007 IGBM008	o/s 49 o/s 55 o/s 63 o/s 71 o/s 77 end of road	Completed
High Street, Brasted	IHBW001 to IHBW039	Replacing ornate lanterns suffering from water ingress	Worked expect June/July 2015
High Street, Otford	IHCY801 IHCY802	o/s The Bull Pub	Work expected June/July 2015

Appendix D - Casualty Reduction Measures

Identified to address a known history of personal injury crashes

Location	Parish	Description of Works	Lead officer	Current Status
A224 Polhill junction Pilgrims Way	Dunton Green	Sight line improvements on A224 and at junction	Steven Noad	Improvements to sight lines planned by vegetation clearance – Autumn 2015
Sevenoaks High Street junction with A224 London Road	Sevenoaks	Feasibility study	Steven Noad	Study to be commissioned to provide options for junction improvements at this acute junction – Summer 2015

B2042 Coopers Corner, Ide Hill	Chiddingstone	Highway improvements at sweeping bend	Steven Noad	Designs underway for high friction surfacing and improved signs and road markings – late Summer 2015
A25 j/w A21 Westerham Road	Chevening	To be confirmed following options report	M Heath	Site investigation / Options development
A225 Riverhill	Sevenoaks Weald	Vegetation clearance and signage	M Heath	Outline design
A224 Polhill, including Morants Court and Badgers Mount roundabouts	Chevening, Dunton Green and Shoreham	Route study focusing on cyclist safety	Paul Brand	Feasibility study was commissioned in 2014/15. The County Council is awaiting results of traffic surveys and the final report, which will inform works to be taken forward in 2015/16

Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish	Description of Works	Lead officer	Current Status
<i>No Works Planned</i>				

Appendix E – Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
Castle Road	Eynsford	Refurbishment of Shoreham Castle East Bridge	Completed

Appendix F – Traffic Systems

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

Traffic Systems - Contact Officer: Toby Butler		
Location	Description of Works	Current Status
B258 Main Road near College Road	Refurbishment of traffic signal controlled crossing	Summer 2015

Appendix G – Combined Member Grant programme

Update for Sevenoaks District

The following list of schemes includes those which have been approved for funding by both the relevant Member and by Roger Wilkin, Interim Director of Highways Transportation and Waste and is up to date as of 6th May 2015.

The details below are for Highway Schemes **only** and **does not** detail contributions Members have made to other groups such as Parish and District Councils or list traffic speed surveys.

More detail on Combined Member Grant schemes can accessed by each Member via the online database or by contacting their Combined Member Grant Engineer.

Roger Gough – Darent Valley

Scheme	Status
Horton Kirby – Vehicle Activated Sign	Ongoing design
Goldsel Road / Green Court Road – wooden fencing and lining works	Handed over for delivery
Swanley Village Gateways	Works complete
Swanley Village sign – remove for refurbishment	Works complete
Badgers Mount village gateways	Handed over for delivery – awaiting delivery of gates
High Street, Eynsford – installation of layby	Investigative works in progress

Margaret Crabtree – Sevenoaks Central

Scheme	Status
Brittains Lane, Sevenoaks – 1. Interactive sign 2. Lining improvements	Works complete
Bayham Road, Sevenoaks – School Keep Clear markings to the rear of St John’s Primary School	Works complete – small defect awaiting correction
Weald Road – 30mph roundel	Handed over for delivery
Solefields Road – adjustment of pedestrian refuge	Design in progress
Oak Lane, Sevenoaks – signing, lining and possible interactive sign	Design in progress

Nick Chard – Sevenoaks East

Scheme	Status
Shoreham Road, Otford – 1. Installation of a vehicle activated sign 2. Additional signing and lining	Works complete
Childsbridge Lane, Seal – New footway	Design in progress
High Street, Otford – Warning signs	Handed over for delivery

David Brazier – Sevenoaks North East

Scheme	Status
Milestone Academy, New Ash Green – Design of alterations to car park arrangements	Works complete

Clive Pearman – Sevenoaks South

Scheme	Status
Fordcombe Road, Penshurst – signing and lining	Signing complete, lining to be undertaken 06/05/2014
Fordcombe Road, Penshurst – further signing and lining works	Design in progress
Hildenborough Road, Leigh – signing, lining and interactive sign	Design in progress

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Robert Brookbank – Swanley

Scheme	Status
St Marys Road, Swanley – 20mph zone	Statutory Consultation in progress

Richard Parry – Sevenoaks West

Scheme	Status
Main Road, Crockham Hill – Interactive sign	Works complete
High Street Brasted – Installation of new zebra crossing	Public consultation in progress

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Carol Valentine / Julian Cook 03000 418181

SEVENOAKS JOINT TRANSPORTATION BOARD – 11 JUNE 2015

2015/16 Crash Remedial Schemes, Sevenoaks District

Report of the: Traffic Schemes & Member Highway Fund Manager – Andy Corcoran

Status: For information

Head of Service: Head of Transportation – Tim Read

Summary

This report is provided to the board to update members with regard to the 2015/16 Crash Remedial Schemes Programme.

1. Westerham Road j/w A21 Sevenoaks By-Pass, Sevenoaks (Chipstead Corner)

This complex junction has been identified as part of this year's review of Crash Cluster sites. There has been 18 personal injury crashes in the past 3 years, resulting in 26 casualties.

The junction has been looked at a number of times previously, but has remained unchanged in terms of geometry. Minor improvements including interactive speed signage have previously been implemented.

This is a complex and traffic sensitive site, we plan to develop an options report, which will review the site, its crash history and identify potential improvements.

2. Morleys Roundabout, Sevenoaks j/w Riverhill

This crash site is specifically the exit from Morleys Roundabout onto Riverhill. We are planning nearside vegetation clearance to improve forward visibility and improved chevron warning signage.

Sources of Information: Kent County Council Highways, Transportation and Waste

03000 418181

Contact Officer: Michael Heath – Traffic Engineer

03000 418181

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