

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting held on 13 September 2016 commencing at 7.00 pm

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

County Councillors Cllrs. Brazier, Crabtree, Gough, Parry

District Councillors Barnes, Clack, Edwards-Winsor, Esler, Layland and Williamson

Apologies for absence were received from County Cllrs. Chard and Pearman

Cllrs. Dr. Canet, Dickins and Eyre were also present.

COUNCILLOR ROBERT BROOKBANK

The Board marked the passing of Cllr. Robert Brookbank on Tuesday 2 August 2016, who had been a long standing Member of the Board.

10. Minutes

Resolved: That the minutes of the meeting held on 26 May 2016, be approved and signed by the Chairman as a correct record.

11. Declarations of interest

No additional declarations of interest were made.

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

In response to a question, the Sevenoaks District Manager (KCC) confirmed that proposals in the petition presented to the Board on 26 May 2016 for traffic calming on Hosey Hill, Westerham, were to be taken forward except, as previously advised, for any additional 30mph signing at the bottom of Hosey Hill. The local County Councillor notified the Board that he had recently approved the costings for the works, though he raised concerns at the level of on-costs for implementation.

The local District Councillor confirmed that the Head of Public Transport (KCC) had visited the local residents of Telston Lane and Darnets Field, Otford who had concerns about the turning and waiting of school buses in the area. The Officer had agreed that there was a problem and would raise it with the bus companies.

The local County Councillor advised that he had been unable to hold meetings with Officers to discuss A25 Brasted village gateway signage during the summer. It was agreed that Action 1 would therefore be carried forward to the next meeting.

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Simon Bellwood, a resident of Horizon Close, Brasted addressed the Board requesting that the existing 30mph speed limit for Brasted be extended 800m to the west, toward Westerham. Accidents in the previous 3 years had caused 7 casualties, with one serious. Pedestrian pathways along the road were narrow and drivers exiting Horizon Close had short sightlines as it was on the inside of a curve. Charlie McCready, a resident of Brasted, added that the A25 in Brasted was one of the highest ranking areas in Kent for speeding traffic as measured by Speed Watch Kent. Traffic surveys showed 80% of vehicles exceeding the 30mph speed limit and half of them over 35mph.

Action1: For the Sevenoaks District Manager (KCC) to arrange a meeting between relevant Officers, the Parish Council, the local County Councillor and District Councillor Firth to consider options to address the concerns at speeding within Brasted and access to the A25 from Horizon Close, Brasted.

13. Local Air Quality

The Assistant Environmental Health Manager presented a report which explained that Local Air Quality Management was a statutory function and the Council had declared 9 Air Quality Management Areas (AQMAs) and produced regular Annual Status Reports. Air quality was gradually improving, often from improved vehicle emission standards, but was still exceeding EU and national standards in some locations. AQMAs declared across the District had principally been as a result of local traffic-related poor air quality, but it was not easy to improve air quality across the District because of the motorway network which was controlled by Highways England. The report set out 10 suggested schemes which could be explored to help improve local Air Quality.

Members discussed the possible health effects of walking buses for schools along the A25 and the extent to which traffic would be diverted from the A25 if an east facing slip were constructed for the M26. Officers noted it could be difficult to prevent large goods vehicles from the A25 as it was a major arterial route through the county, or could push the traffic onto more minor routes.

In response to a question, the Sevenoaks District Manager (KCC) advised that there had been some good progress in national discussions with UK satnav companies in helping to direct traffic from small villages. However, many heavy vehicles came from abroad and used older software. It was difficult for KCC to make progress with satnav companies by itself.

The Chairman proposed that Officers report back to the Board at the next meeting, scheduled for 6 December 2016, explaining how 4 of the suggested schemes could be achieved and the costings for them. Officers were to provide information and costings on the remainder of the suggested schemes at the following meeting, scheduled for 8 March 2017.

Resolved: That Officers

- a) report to the next meeting of the Board with details of and costings for achieving the following schemes to improve air quality:

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- i) the purchase of portable air quality monitoring equipment to assist in raising local awareness;
 - ii) the provision of electric vehicle charging points;
 - iii) the review of traffic signals at the junction of the High Street and Dartford Road, Sevenoaks, to “puffin” crossings so dispensing with the pedestrian phase if no pedestrians were present; and
 - iv) continuing to promote and expand the Air Alert scheme working with schools and community groups
- b) report to the following meeting of the Board with details of and costings for achieving the following schemes to improve air quality:
- i) sign and publicity campaigns to include car sharing and turning off engines;
 - ii) dialogue with satnav companies over routes through Sevenoaks Town and other hotspots;
 - iii) declassification of certain roads through Sevenoaks;
 - iv) developing partnership working with neighbouring authorities to seek transboundary improvements to air quality along the A25 corridor;
 - v) working with local transport operators; and
 - vi) working in conjunction with KCC to promote active travel and other air quality initiatives.

14. Local Transport Plan 4 (LTP4)

The Principal Transport Planner (KCC) introduced the report which explained that KCC was under a statutory duty to have a Local Transport Plan (LTP) and the current LTP3 (2011-16) needed to be replaced. The report introduced the draft LTP4 (2016-31) which set out nationally important strategic priorities, countywide priorities and priority transport schemes for each district. The consultation was running from 8 August to 30 October 2016, allowing for adoption in 2017.

The Board noted that they could make submissions to the consultation either individually, as a Member of the Board through the Chairman or the District Councillors could pass comments to the Portfolio Holder for Planning who would be responding formally on behalf of the Council.

The Chairman presented a request from County Councillor Chard and moved that the Chairman write to the KCC Cabinet Member for Environment and Transport requesting whether a wide-ranging assessment of traffic management in Sevenoaks

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Town, including its impact on local air quality, could be considered as part of LTP4. Concern was raised at the cost and time such an assessment would take. The motion was put to the vote and it was lost.

Resolved: That the report be noted.

15. Statutory Consultation - Minor On-Street Parking Proposals Eynsford, Farningham, Otford, Sevenoaks and Swanley

The Parking Engineer presented a report which explained that a 3-week consultation was undertaken during July 2016, following requests for new or amended minor on-street parking proposals for locations in Eynsford, Farningham, Otford, Sevenoaks and Swanley. The report set out the results of that consultation and the Board was asked to consider any objections received and Officer comments and to decide whether the proposals should be proceeded with.

Members discussed the proposals for additional parking restrictions at Bubblestone Road, Otford, including a prohibition on waiting on the north side between 7.30am and 8.30am. The Officer advised that a good deal of response had been received from residents above the parade of shops who voiced concerns at the loss of parking. The local Member raised concerns from local businesses that employees were unable to park in the area and that a survey carried out by the businesses indicated that the majority of those parking in that location were commuters.

Resolved: That

- a) the results of the statutory consultation in respect of the parking proposals and the Officer comments and recommendations given in Appendices 1 to 5 of the report be noted;
- b) since no objections were received in respect of the Eynsford (Birch Close) parking proposals shown in Appendix 1 and described in the table in paragraph 14 of the report, it be noted that these will be implemented as drawn;
- c) the objections received to the Farningham (High Street) parking proposals shown in Appendix 2 and described in the table in paragraph 20 of the report be upheld in part, and the parking proposals be implemented over the extent drawn, but reduced from double yellow lines to a single yellow line, prohibiting parking from Monday to Saturday between 8:30am and 5:30pm;
- d) the introduction of double yellow lines in the section of Farningham (High Street) described in the table in paragraph 20 of the report be reconsidered, should the property continue to be damaged after the single yellow line has been introduced;
- e) the objections received to the Otford (Bubblestone Road) parking proposals shown in Appendix 3 and described in the table in paragraph 26 of the report be set aside, and that these be implemented as drawn;

- f) it be noted that the objections to the Sevenoaks (Hollybush Close) parking proposals were intended for, and will be considered as, part of the off-street parking proposals for Hollybush recreation ground car parks. Since no objections were received in respect of the Sevenoaks (Hollybush Close) parking proposals shown in Appendix 4 and described in the table in paragraph 29 of the report, these be implemented as drawn; and
- g) since no objections were received to the Swanley (Cherry Avenue) parking proposals shown in Appendix 5 and described in the table in paragraph 33 of the report, these be implemented as drawn.

16. Applications for Disabled Persons' Parking Bays

The Parking Engineer presented a report that advised the Board on the locations of the latest applications for Disabled Persons' Parking Bays (DPPBs) that had been evaluated by the District Council in accordance with KCC's assessment criteria. The report set out those applications which did not meet the criteria and would proceed no further and the informal consultation responses and Officer comments on those which did pass the assessment criteria. Members were asked to consider the objections and whether to uphold or overrule them. In cases where the objections were overruled, or cases of no objection, an Interim DPPB would be introduced with a view to undertaking the TRO procedure at a later stage.

In response to a question, Officers confirmed they would discuss alternative measures with the applicant for the DPPB in Hillfield Road, Dunton Green, which had failed the assessment criterion for minimum carriageway width.

Resolved: That

- a) it be noted the following applications for parking bays for disabled persons' vehicles did not meet KCC's assessment criteria and will proceed no further
 - i) Hillfield Road, Dunton Green;
 - ii) Pollyhaugh, Eynsford;
 - iii) Otford Lane, Halstead;
 - iv) Chipstead Lane, Riverhead;
 - v) Cramptons Road, Sevenoaks; and
- b) Officers proceed with interim bays with a view to undertaking the TRO procedure at a later stage for the following applications for parking bays for disabled persons' vehicles which did meet KCC's assessment criteria
 - i) High Street, Brasted;
 - ii) Farmstead Drive, Edenbridge; and
 - iii) Rowan Road, Swanley.

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17. Sevenoaks Highway Works Programme

Members considered a report which gave an update on the identified schemes approved for construction in 2016/17.

Resolved: That the report be noted.

18. Notes of the Cycling Strategy Working Group

Members noted the action notes and recommendations from the Sevenoaks Cycling Strategy Working Group. The Chairman of the Working Group highlighted that the Otford Parish Council had supported a dual use cycling and pedestrian path on Sevenoaks Road, Otford, from Otford to Sainsbury's and possibly then onto Bat & Ball. This was to include speed limit changes to reduce the existing 40mph limit to 30mph and reduce the limit over the M26 from 70mph to 50mph.

The Chairman advised the Board that he had been contacted by County Councillor Chard, who was prepared to support local financial contributions and use his Member's Grant to implement this path and speed limit changes. County Councillor Chard had also asked the KCC Cabinet Member for Environment and Transport to consider as a priority in LTP4 the safe cycling routes outlined in the Cycling Strategy and it was reported that the KCC Cabinet Member was willing to consider this.

Resolved: That

- 1) the potential that increased cycling can make to reducing congestion and obesity, improving public health, road safety, and air quality and accessibility for those without a car be recognised;
- 2) the objectives of the Sevenoaks District Cycling Strategy (approved by the Board in March 2012) and the commitments made by the Council and KCC in the Strategy and the District Transport Strategy (approved in 2010) be affirmed;
- 3) it be noted that none of the 26 urban and leisure routes listed in the Cycling Strategy had yet been implemented or even costed;
- 4) that the commitment in the Cycling Strategy for the Council and KCC to hold a five-year review of progress, due to fall in March 2017, be recognised;
- 5) the Council and KCC be called upon to prioritise in LTP4, implementation of the safe cycling routes outlined in the Strategy, beginning with Routes 1 (Sevenoaks West - East route), 5 and 6 (Otford to Sevenoaks Town); and

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- 6) KCC be called upon to provide a costing of Routes 1 (Sevenoaks West - East route), 5 and 6 (Otford to Sevenoaks Town) at the next meeting of the Board, with a detailed timetable for implementation in 2017 and to identify opportunities for joint funding.

THE MEETING WAS CONCLUDED AT 8.27 PM

CHAIRMAN

