

06 December 2016 at 7.00 pm

Conference Room, Argyle Road, Sevenoaks

Despatched: 28.11.16



Sevenoaks Joint Transportation Board

Membership:

Chairman, District Cllr. Chard; Vice-Chairman, County Cllr. London

District Councillors

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

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

Brazier, Mrs. Crabtree, Gough, Horwood, Parry and Pearman

The representative from the Kent Association of Local Councils (non voting)

Parish Cllr. Robson (Reserve Cllr. Dilley)

Agenda

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 13 September 2016, as a correct record	(Pages 1 - 8)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 9 - 10)	
4. To receive any petitions	(Pages 11 - 12)	
a) Presentation of a petition by local residents of Scotts Way, Riverhead concerning dangerous parking		
b) Presentation of a petition by local residents concerning parking in Dunbrik A25 layby		

- c) Presentation of a petition by local residents concerning parking in Gordon Road and Argyle Road, Sevenoaks
- | | | | |
|-----|--|-------------------|--|
| 5. | Local Air Quality | (Pages 13 - 18) | Alex Dawson
Tel: 01322 343129
John Strachan
Tel: 01732227310
Simon Taylor
Tel: 01732 227134
KCC - Julian Cook
Tel: 03000 418181 |
| 6. | Sevenoaks Residents' Parking Zone A | (Pages 19 - 42) | John Strachan
Tel: 01732227310 |
| 7. | Applications for Disabled Persons' Parking Bays | (Pages 43 - 54) | Jeremy Clark
Tel: 01732227323 |
| 8. | Statutory Consultation - Minor On-Street Parking Proposals - Crockenhill, Edenbridge, Eynsford, Halstead and Westerham | (Pages 55 - 76) | Jeremy Clark
Tel: 01732227323 |
| 9. | Kippington Area Waiting Restrictions | (Pages 77 - 96) | KCC - Gary Peak
Tel: 03000 418181 |
| 10. | Sevenoaks District Cycle Strategy
Including notes of the meeting of the Cycling Strategy Working Group held on 15 November 2016 and an update from KCC Transport Planner (Cycling) | (Pages 97 - 114) | Cllr Edwards-Winser
Simon Taylor
Tel: 01732 227134
KCC - Katie Cullen
Tel: 03000 418181 |
| 11. | Sevenoaks Highways Works Programme | (Pages 115 - 128) | KCC - Carol Valentine / Julian Cook
03000 418181 |
| 12. | Local Winter Service | (Pages 129 - 130) | KCC - Julian Cook
Tel: 03000 418181 |

EXEMPT INFORMATION

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.

If you wish to obtain further factual information on any of the agenda items listed above, please contact the named officer prior to the day of the meeting.

Should you need this agenda or any of the reports in a different format, or have any other queries concerning this agenda or the meeting please contact Democratic Services on 01732 227000 or democratic.services@sevenoaks.gov.uk.

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.

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:

Sevenoaks Joint Transportation Board - 13 September 2016

- 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

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.

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

- 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

ACTIONS FROM THE MEETING HELD ON 13 SEPTEMBER 2016 AND UPDATES FROM PREVIOUS MEETINGS

	Action date	Description	Status and last updated as at 22.11.16	Contact Officer
1	(03.09.2015) (08.12.2015) (08.03.2016) (26.05.2016) 13.09.2016	A25 Brasted Footway, possible improvements and funding options - Minute 24 "Members were advised that action 4 was down to funding and it was queried whether it would be possible the KCC Local Member to consider meeting with KCC Officers to discuss Village gateway signage. Resolved: That the KCC Local Member for Brasted meet with KCC Officers to discuss Village gateway signage."	Update to be provided by the KCC Local Member at the meeting. However, issue can be discussed at meeting with the Parish proposed for 22 nd December 2016.	Geoff Bineham Tel: 03000 410982
2.	13.09.2016	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.	Officers from KCC have discussed the concerns with the Parish Council and provided data regarding traffic speeds on the A25. A meeting has been provisionally planned for 22 nd December 2016.	Julian Cook Tel: 03000 418181

RE Parking Scotts Way

We, the residents of Scotts Way continue to be concerned about the dangerous parking in this cul-de-sac. There are too many cars parking in the road. Most are non-residents. Their inconsiderate parking (on pavements and bends and across people's drives etc) is causing a real danger to many of our elderly and younger residents (rollators and buggies having to use the road instead of pavements). Also emergency vehicles would be unable to access properties.

So we, the residents, are asking for safe designated parking spaces and the rest of the road marked with double yellow lines.

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LOCAL AIR QUALITY AND ITS LINKS TO ROAD TRAFFIC AND THE POTENTIAL HEALTH IMPLICATIONS - REPORT UPDATE WITH FURTHER INFORMATION AND COSTINGS

Sevenoaks Joint Transportation Board - 6 December 2016

Report of Chief Officer Environmental & Operational Services

Status: For Information

Key Decision: No

Executive Summary: This report provides Members with further details and the costs of four previously identified schemes aimed at improving local air quality.

This report supports the Key Aim of Green and Healthy Environment

Portfolio Holder Cllr. Matthews Dickens

Contact Officers Alex Dawson ext 3129
 John Strachan ext 7310
 Simon Taylor ext 7134
 Julian Cook KCC

Recommendation to Joint Transportation Board:

To note this report

Reason for recommendation: Further information and costings has been provided to enable members to consider four previously identified schemes in more detail.

Introduction and Background

1. A report was presented to the Joint Transport Board on the 13 September 2016 outlining local air quality and its links to road traffic and the potential health implications. The following ten schemes were suggested within the report which could be explored to help improve local air quality.
 - i) The purchase of portable air quality monitoring equipment to assist in raising local awareness;
 - ii) The provision of electric vehicle charging points;

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- 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
 - iv) Continuing to promote and expand the Air Alert scheme working with schools and community groups
 - v) Sign and publicity campaigns to include car sharing and turning off engines
 - vi) Dialogue with satnav companies over routes through Sevenoaks Town and other hotspots;
 - vii) Declassification of certain roads through Sevenoaks;
 - viii) Developing partnership working with neighbouring authorities to seek transboundary improvements to air quality along the A25 corridor;
 - ix) Working with local transport operators; and
 - x) Working in conjunction with KCC to promote active travel and other air quality initiatives.
2. It was proposed that further information and costings for achieving these schemes be provided over the next two JTB meeting. The following four schemes were initially identified to be discussed first.
- 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
- 2.1 The purchase of portable air quality monitoring equipment to assist in raising local awareness
- Portable continuous monitoring equipment would be procured for installation on lampposts and other street furniture. The monitors are battery powered and are easily movable to enable multiple locations to be assessed.
- This would allow for real time monitoring to be carried out in and around particular areas. The real time data would be used to identify patterns of pollution, and to measure the success of associated initiatives to improve air quality.

There is existing specific “air quality monitoring” funding from previous s106 agreement contributions.

The cost of a monitor with a one year service fee ranges from between £5,000 - £8,000 depending on the number of pollutants monitored.

An annual service fee of approximately £500 is then payable.

2.2 The provision of electric vehicle charging points

Policy T3 in the Council’s Allocations and Development Management Plan, which was adopted by the Council in February 2015, encourages any new development to take into account and adapt to climate change and ensure that the development contributes to an improvement in the District’s air quality. To do this, the Council encourages the shift to low emission electrical vehicles by promoting charging points in appropriate locations throughout the District.

The Council through the planning process seeks provision in places where they will be well used and will not interfere with the safe movement of traffic.

The specific planning policy requires the following:

“For major non-residential development proposals the applicant should set out within their Transport Assessment a scheme for the inclusion of electric vehicle charging infrastructure.

In considering whether a publically accessible charging point is appropriate the Council will have regard to:

- a) The accessibility of the location;*
- b) The suitability of the site as a long stay destination during charging;*
- c) The number of existing and proposed publically accessible charging points in the surrounding area;*
- d) The potential impact of providing electric vehicle charging points on development viability.*

Within new residential developments all new houses with a garage or vehicular accesses should include an electrical socket with suitable voltage and wiring for the safe charging of electric vehicles.

Schemes for new apartments and houses with separate parking areas should include a scheme for at least one vehicle charging point.

In non-residential developments where it is not appropriate to provide electric vehicle charging points, new development should be designated to include the electrical infrastructure in order to minimise cost and disturbance of retrofitting at a later date”.

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The council currently asks developers to provide travel plans to include the provision of electrical charging points and are also ensuring through the use of conditions that developers consider how the above policy can be met.

A number of schemes, such as the large residential developments in Rossiter Close and United House are providing electrical charging points which have been made accessible for individual properties. Some charging points have also been provided near visitor parking areas.

Provision is also being made for non-residential proposals visited by the public, for example the Brethren Meeting Hall, where charging points are being provided within the car park.

The Council's development of its Buckhurst car park by Sevenoaks Station in to a multi decked car park includes provision of two "rapid" electric charging points, with the ability to expand this to up to ten points, if there be demand for this in the future.

Officers are currently investigating the installation of two additional Electric Vehicle charging points in public car parks in Sevenoaks town.

The cost of installing each Electrical Vehicle charging point is estimated to be in the region of £10,000.

2.3 The review of automatic traffic signals at the junction of the High Street and Dartford Road, Sevenoaks, to "puffin" crossings so dispensing with the pedestrian phase if not pedestrians were present

The automatic traffic signals (ATS) at this location currently has five phases; four vehicle phases, along with a "mandatory" pedestrian phase, when all traffic lights are red to allow pedestrians to cross.

The ATS could be converted to "detect" a pedestrian presence, so avoiding an "all on red" situation that currently arises, whether pedestrians are present or not.

This upgrade would cost in the region of between £1,000 - £4,000.

2.4 Continuing to promote and expand the Air Alert scheme working with schools and community groups:

Officers are currently meeting with Kings College London, who undertake the air quality analysis and forecasting necessary to run the airAlert scheme. New ways to expand and promote the scheme will be explored. Since the scheme's initial launch, new methods of communication have evolved with the development of a new airAlert app for Android and iOS phones. It is proposed that promotion of the airAlert scheme will focus on two specific aims.

- Continuing to target the free direct messaging service to those vulnerable people with respiratory and heart related problems

- Promote the airAlert app to the general public, not only to provide advice and actions when air quality is poor in order to protect health, but to also raise awareness of general air quality issues and measures that can be taken to reduce air quality.

Officers will focus on promoting the airAlert scheme in schools, care homes, charities and businesses as well as continuing to promote it via NHS partners as before.

The current scheme costs approximately £5,700 pa to run

These costs together with any additional costs associated with new markets will continue to be met from specific airAlert targeted S106 funding and Defra air quality grants.

Key Implications

Financial

Any actions taken as a result to explore and pursue the 'quick win options' can be met from remaining S106 (£96k approx.) and Defra Air Quality Grant (£30k approx.) funding.

Legal Implications and Risk Assessment Statement.

Part IV of the Environment act 1995 requires local authorities in the UK to review air quality in their area and designate Air Quality Management Areas if improvements are necessary. Where an Air Quality Management Area is designated, local authorities are also required to work towards the Strategy's objectives prescribed in regulations for that purpose. An air quality action plan describing the pollution reduction measures must then be put in place. These plans contribute to the achievement of air quality limit values at local level.

Risk assessment - Local Air Quality Management is a statutory service. If submissions are not made to DEFRA at required intervals, the Council may be subject to external scrutiny and possible intervention from DEFRA (with costs recharged to Council).

Equality Assessment

The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Conclusions

This report is for Members' information

Background Papers: Local air quality and its links to road traffic and the potential health implications - Joint - Transport Board

Agenda Item 5

- 13 September 2016

<http://cds.sevenoaks.gov.uk/documents/g2095/Public%20reports%20pack%2013th-Sep-2016%2019.00%20Sevenoaks%20Joint%20Transportation%20Board.pdf?T=10>

Richard Wilson
Chief Officer Environmental and Operational Services

SEVENOAKS ZONE A RESIDENTS' PARKING SCHEME - MEMBER UPDATE

Sevenoaks Joint Transportation Board - 6 December 2016

Report of Chief Officer, Environmental and Operational Services

Status: For Information

Key Decision: No

Executive Summary: The consideration of a report updating Members on the parking situation in Sevenoaks Zone A Residents' Parking Scheme

This report supports the Key Aim of:

- Local Economy (by improving travel arrangements and reducing congestion)
- Safe District (preventing danger and obstruction on the highway)
- Value for Money (providing good value services to residents)

Portfolio Holder Cllr. Dickins

Contact Officer(s) John Strachan ext. 7310

Recommendation to Sevenoaks Joint Transportation Board:

That the Board notes the report from Officers on the Sevenoaks Zone A Residents' Parking Scheme

Introduction and Background

1. Sevenoaks District Council (SDC) administers on street parking schemes as the Agent of Kent County Council, the Highway Authority in the District. The administration of these schemes includes:
 - a. carrying out public consultations in response to requests for parking schemes
 - b. designing parking schemes
 - c. implementing and amending Traffic Regulation Orders
 - d. issuing parking permits
 - e. installing and maintaining signs and lines
 - f. carrying out enforcement patrols

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2. Over the years a number of residents' parking zones have been implemented in the Sevenoaks District, generally in response to requests from residents to provide on-street parking in their neighbourhood.
3. SDC administers 15 parking schemes in Sevenoaks town, close to the town centre and Sevenoaks Station, Zones A, B, C, D, E, F, G H, J, K, L, M, N, R and S.
4. A majority of the zones in Sevenoaks are "dual use", in that they accommodate resident and non-resident parking, along with parking by any vehicle for up to 2 hours free of charge.
5. To help regulate the numbers of permits issued to a particular property, permit charges increase based on the number of permits held and the number of off-street parking spaces a property has. The table below details these charges.

Number of off-street spaces/permits held	1 st permit price	2 nd permit price	3 rd permit price	4 th permit price
0	£35	£70	£125	£250
1	£70	£125	£250	£250
2	£125	£250	£250	£250
3	£250	£250	£250	£250

6. Resident Permit holders can park in marked bays without any time limit, as can their guests, by using a Resident Visitor voucher. Generally, all other vehicles have to vacate a bay after 2 hours, and they cannot return until a further hour has passed.
7. The 2 hour free period provides short-stay parking for residents' guests and for visitors to local organisations and amenities, many of which are located close to the town centre.
8. The schemes are effective in protecting resident parking and supporting the local economy. Spare parking capacity enables SDC to offer non-resident permits to residents who reside just outside of schemes, local workers and commuters.

Issues

9. In 2015 resident permit holders in Gordon Road complained that there was insufficient parking for residents in Gordon and Argyle Roads. Residents also complained that many of the spaces in Gordon Road were taken up by staff working in local businesses, and that there were insufficient enforcement patrols.
10. SDC took various steps in response to the complaints including:
 - a. Reviewing enforcement policies:
 - i. preventing vehicles from moving between bays in a road
 - ii. increasing patrol frequency to generally a daily presence
 - iii. tackling visitor voucher misuse by some residents
11. SDC undertook both internal and independent external surveys of roads in Zone A. Outcomes of the surveys indicated that there were parking spaces available in all of the roads in Zone A throughout the day. The independent survey results are contained in Appendix 1.
12. Following further complaints from a number of residents in Zone A, in February 2016 Officers met with residents. The outcome of the meeting was that the Council would undertake a questionnaire survey of all of the residents of Zone A, to gauge satisfaction with the scheme.
13. Summarising the survey, 680 questionnaires were sent out to residential properties in Zone A, along with a pre-paid return envelope.
14. 195 completed questionnaires were returned. Of those 90 said the scheme was good or very good at protecting resident parking, 86 said it was poor or very poor, 18 made no comment.
15. Some regard should be given to 485 residents who did not complete the questionnaire survey.
16. A copy of the questionnaire survey and findings of the survey are contained in Appendix 2.
17. Analysis of enforcement patrols in roads in Zone A since 1 January 2016 indicated the following:
 - a. Argyle Road, 313 visits, 1,466 vehicles logged, 54 penalties issued.
 - b. Eardley Road, 164 visits, 688 vehicles logged, 50 penalties issued.
 - c. Gordon Road, 227 visits, 1,703 vehicles logged, 58 penalties issued.
 - d. Granville Road, 290 visits, 934 vehicles logged, 56 penalties issued.

Conclusions

18. There is pressure on parking across Sevenoaks town, in the roads around the town centre and the station.
19. A more restrictive regime in some roads in the day would make the schemes less efficient and it would not best serve the needs of the town and the wider community.
20. The schemes operated by SDC in their current form are “fit for purpose” and they have the support of a majority of residents.
21. SDC is currently exploring the development of a multi decked car park in Sevenoaks town. If the development is progressed arguably pressure on on-street parking will reduce.

Key Implications

Financial

There are no financial implications to this report.

Legal Implications and Risk Assessment Statement

There are no legal implications to this report.

Equality Assessment

Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of parking bays for disabled persons' vehicles helps to improve accessibility for disabled people.

Appendices

Appendix 1 - Survey Results

Appendix 2 - Copy of Questionnaire and Findings

Background Papers:

None

Richard Wilson

Chief Officer, Environmental and Operational Services

ARGYLE ROAD

15-Dec-15

Restriction	Capacity	08:00-12:00	12:00-16:00
Bus Stop/Stand	0	0	0
Disabled	0	0	0
Double Yellow	39	0	0
Double Yellow/Drop Kerb	11	0	0
Double Yellow/Ped	4	0	0
Keep Clear	0	0	0
Pedestrian Crossing	0	0	0
Police Vehicles Only	3	0	1
Shared Use	47	41	44
Single Yellow	0	0	0
Single Yellow/Drop Kerb	0	0	0
Single Yellow/White Line/Drop Kerb	0	0	0
Unrestricted	0	0	0
Unrestricted/Drop Kerb	2	0	0
White Line	0	0	0
White Line/Drop Kerb	0	0	0
TOTAL	106	41	45

17-Dec-15

Capacity	08:00-12:00	12:00-16:00
0	0	0
0	0	0
39	0	0
11	0	0
4	0	0
0	0	0
0	0	0
3	0	1
47	39	42
0	0	0
0	0	0
0	0	0
0	0	0
2	0	0
0	0	0
0	0	0
106	39	43

EARDLEY ROAD

15-Dec-15

Restriction	Capacity	08:00-12:00	12:00-16:00
Bus Stop/Stand	0	0	0
Disabled	0	0	0
Double Yellow	17	0	1
Double Yellow/Drop Kerb	14	0	2
Double Yellow/Ped	4	0	0
Keep Clear	2	0	0
Pedestrian Crossing	0	0	0
Police Vehicles Only	0	0	0
Shared Use	67	42	54
Single Yellow	0	0	0
Single Yellow/Drop Kerb	0	0	0
Single Yellow/White Line/Drop Kerb	0	0	0
Unrestricted	1	0	0
Unrestricted/Drop Kerb	12	2	1
White Line	1	1	1
White Line/Drop Kerb	5	0	1
TOTAL	123	45	60

17-Dec-15

Capacity	08:00-12:00	12:00-16:00
0	0	0
0	0	0
17	0	0
14	2	1
4	0	0
2	0	0
0	0	0
0	0	0
67	59	53
0	0	0
0	0	0
0	0	0
1	0	0
12	0	2
1	1	1
5	1	2
123	63	59

GORDON ROAD

15-Dec-15

Restriction	Capacity	08:00-12:00	12:00-16:00
Bus Stop/Stand	0	0	0
Disabled	0	0	0
Double Yellow	9	0	1
Double Yellow/Drop Kerb	4	0	0
Double Yellow/Ped	4	0	0
Keep Clear	0	0	0
Pedestrian Crossing	0	0	0
Police Vehicles Only	0	0	0
Shared Use	60	49	48
Single Yellow	0	0	0
Single Yellow/Drop Kerb	0	0	0
Single Yellow/White Line/Drop Kerb	0	0	0
Unrestricted	0	0	0
Unrestricted/Drop Kerb	12	1	1
White Line	0	0	0
White Line/Drop Kerb	0	0	0
TOTAL	89	50	50

17-Dec-15

Capacity	08:00-12:00	12:00-16:00
0	0	0
0	0	0
9	0	0
4	0	0
4	0	0
0	0	0
0	0	0
0	0	0
0	0	0
60	43	48
0	0	0
0	0	0
0	0	0
0	0	0
12	1	2
0	0	0
0	0	0
89	44	50

GRANVILLE ROAD

15-Dec-15

Restriction	Capacity	08:00-12:00	12:00-16:00
Bus Stop/Stand	0	0	0
Disabled	0	0	0
Double Yellow	61	0	0
Double Yellow/Drop Kerb	27	0	0
Double Yellow/Ped	2	0	0
Keep Clear	0	0	0
Pedestrian Crossing	0	0	0
Police Vehicles Only	0	0	0
Shared Use	110	84	79
Single Yellow	4	0	0
Single Yellow/Drop Kerb	12	0	0
Single Yellow/White Line/Drop Kerb	1	0	0
Unrestricted	3	2	2
Unrestricted/Drop Kerb	22	1	2
White Line	0	0	0
White Line/Drop Kerb	0	0	0
TOTAL	242	87	83

17-Dec-15

Capacity	08:00-12:00	12:00-16:00
0	0	0
0	0	0
61	0	0
27	0	0
2	0	0
0	0	0
0	0	0
0	0	0
110	76	78
4	0	0
12	0	0
1	0	0
3	3	2
22	0	0
0	0	0
0	0	0
242	79	80

SOUTH PARK

15-Dec-15

Restriction	Capacity	08:00-12:00	12:00-16:00
Bus Stop/Stand	4	0	0
Disabled	0	0	0
Double Yellow	36	0	0
Double Yellow/Drop Kerb	20	0	0
Double Yellow/Ped	0	0	0
Keep Clear	4	3	3
Pedestrian Crossing	0	0	0
Police Vehicles Only	0	0	0
Shared Use	28	28	26
Single Yellow	6	0	0
Single Yellow/Drop Kerb	3	0	0
Single Yellow/White Line/Drop Kerb	0	0	0
Unrestricted	0	0	0
Unrestricted/Drop Kerb	2	0	0
White Line	0	0	0
White Line/Drop Kerb	0	0	0
TOTAL	103	31	29

17-Dec-15

Capacity	08:00-12:00	12:00-16:00
4	2	2
0	0	0
36	0	0
20	0	0
0	0	0
4	2	2
0	0	0
0	0	0
28	28	28
6	0	0
3	0	0
0	0	0
0	0	0
2	0	0
0	0	0
0	0	0
103	32	32

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Tel No: 01732 227000
Ask for: Parking Services
Email: parking@sevenoaks.gov.uk
Date: 14th March 2016

Dear Sir/Madam

Sevenoaks Resident Parking Scheme Review - Zone A

Following comments from a number of residents we are writing to residents in the Zone A Resident Parking Scheme to gauge support for a review of the scheme.

I would therefore be grateful if you could complete and return the enclosed questionnaire using the pre-paid envelope provided, to reach us by 4th April 2016.

Your views are important, the information we receive will help us to understand how Zone A is working, and decide whether or not any changes are required to the scheme.

Please note that in the interest of accuracy I am asking for one response only from each household.

Because of the scale of the survey I regret that it may not be possible to respond to residents on an individual basis within this process.

Yours faithfully

John Strachan
Parking Services Manager

Chief Executive: Dr. Pav Ramewal

Council offices
Argyle Road
Sevenoaks
Kent TN13 1HG

t 01732 227000
e information@sevenoaks.gov.uk
DX30006 Sevenoaks
www.sevenoaks.gov.uk



CONTACT DETAILS:			
Name:			
Address:			
Email Address:			
Signature:		Date:	

Please tick relevant box	None	1	2	3	4
1. How many off-street parking spaces (e.g. garage / driveway) do you have?					
2. How many resident parking permits do you have?					

Please tick relevant box	Very Good	Good	Poor	Very Poor
3. How well does the scheme protect resident and visitor parking?				
4. How well does the scheme support the overall vibrancy and vitality of Sevenoaks town?				

Please tick relevant box	Yes	No
5. Do you consider resident permits offer value for money?		

Please tick relevant box	Every Day	Most Days	Rarely	Never
6. If you park on-street using a resident permit, how often are you able to find a space: a. In your road?				
b. In another road in Zone A?				

HOW COULD THE SCHEME BE IMPROVED TO BETTER MEET THE NEEDS OF RESIDENTS?

ANY OTHER COMMENTS?			
EQUALITIES: The Council is required to ensure it treats all people fairly and provides them with equality of opportunity and we ask that you answer the following questions. Under the Equalities Act 2010, a person has a disability if they have a physical or mental impairment which has a long-term and substantial adverse effect on their ability to carry out normal day-to-day activities.	Yes	No	Prefer not to say
<i>Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?</i>			

AGE GROUP - Please tick relevant box:
--

18-24		25-34		35-44		44-54		55-64	
65+		Prefer not to say							

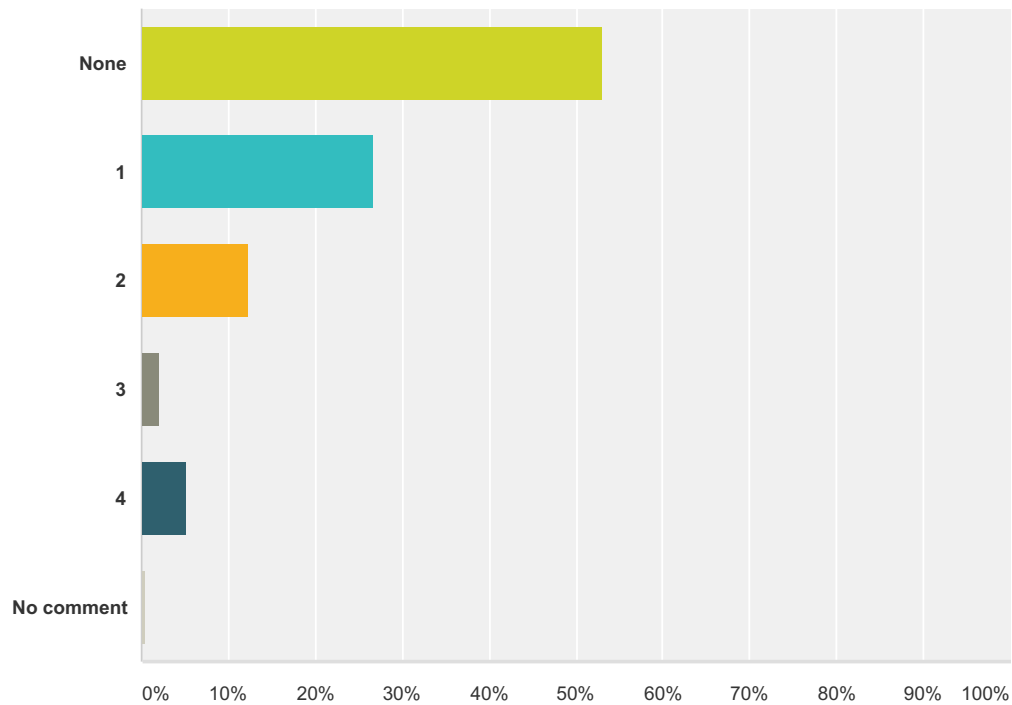
Q1 Please provide your contact details. We will use the data you provide us in accordance with the Data Protection Act. Your personal data will not be used for any other purpose other than for this consultation and will not be passed on to any other person or organisation outside of the Council.

Answered: 195 Skipped: 0

Answer Choices	Responses	
Name:	100.00%	195
Company:	0.00%	0
House/flat number or name	100.00%	195
Road	100.00%	195
City/Town:	99.49%	194
County:	100.00%	195
Post Code:	100.00%	195
(no label)	0.00%	0
Email Address:	83.59%	163
Phone Number:	48.72%	95

Q2 How many off-street parking spaces (e.g. garage/driveway) do you have?

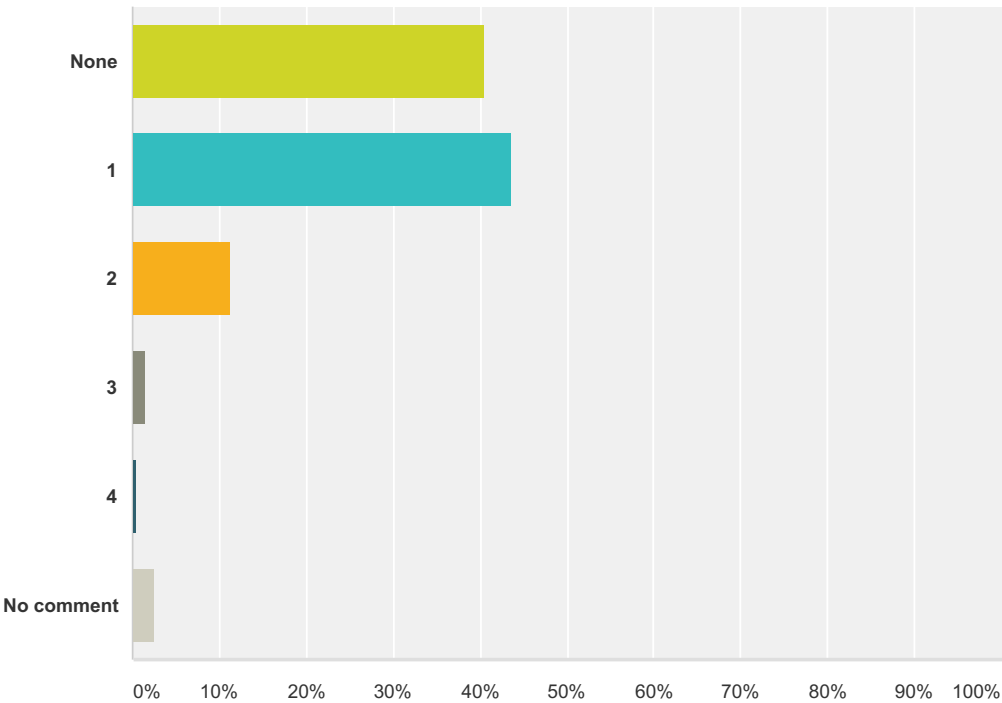
Answered: 194 Skipped: 1



Answer Choices	Responses	
None	53.09%	103
1	26.80%	52
2	12.37%	24
3	2.06%	4
4	5.15%	10
No comment	0.52%	1
Total		194

Q3 How many resident parking permits do you have?

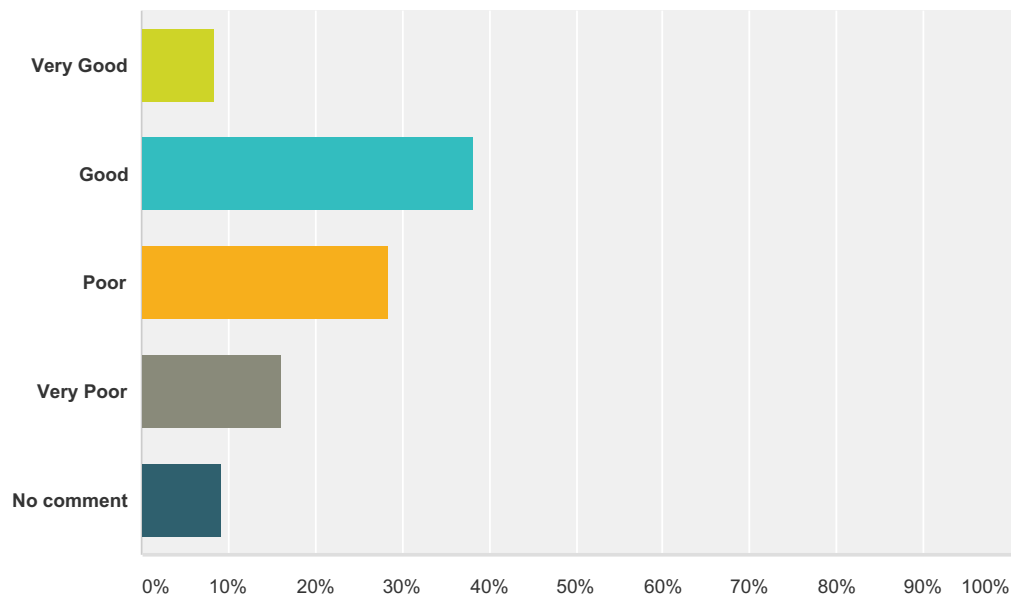
Answered: 195 Skipped: 0



Answer Choices	Responses	
None	40.51%	79
1	43.59%	85
2	11.28%	22
3	1.54%	3
4	0.51%	1
No comment	2.56%	5
Total	195	

Q4 How well does the scheme protect resident and visitor parking?

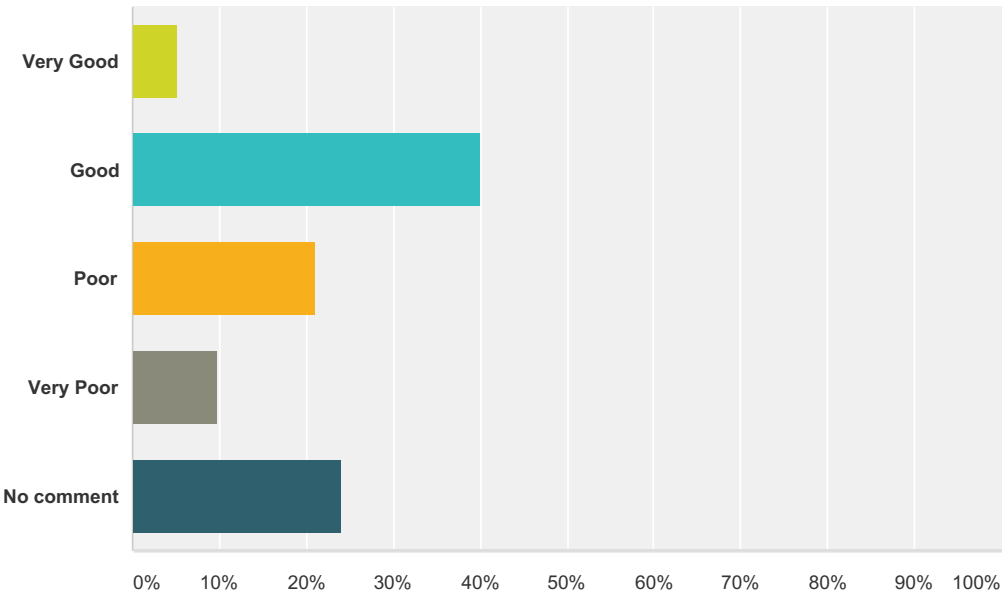
Answered: 194 Skipped: 1



Answer Choices	Responses	
Very Good	8.25%	16
Good	38.14%	74
Poor	28.35%	55
Very Poor	15.98%	31
No comment	9.28%	18
Total		194

Q5 How well does the scheme support the overall vibrancy and vitality of Sevenoaks?

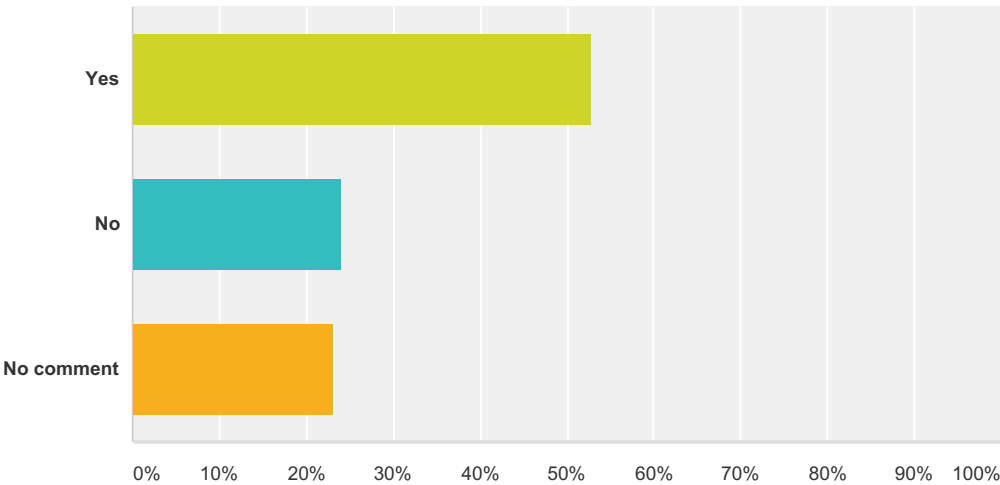
Answered: 195 Skipped: 0



Answer Choices	Responses	
Very Good	5.13%	10
Good	40.00%	78
Poor	21.03%	41
Very Poor	9.74%	19
No comment	24.10%	47
Total		195

Q6 Do you consider resident permits offer value for money?

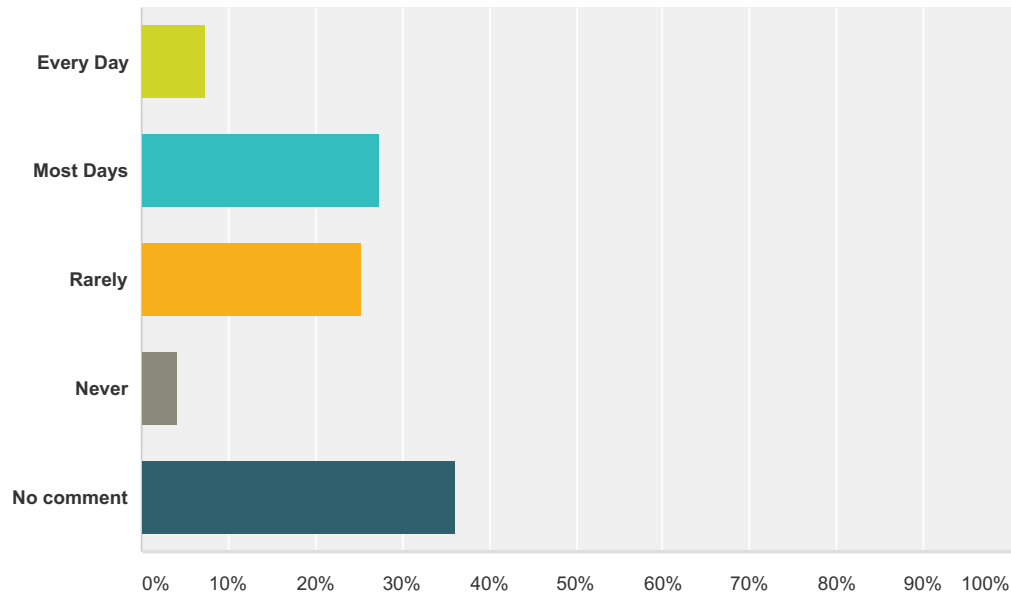
Answered: 195 Skipped: 0



Answer Choices	Responses	
Yes	52.82%	103
No	24.10%	47
No comment	23.08%	45
Total		195

Q7 If you park on-street using a resident permit, how often are you able to find a parking space?In your road?

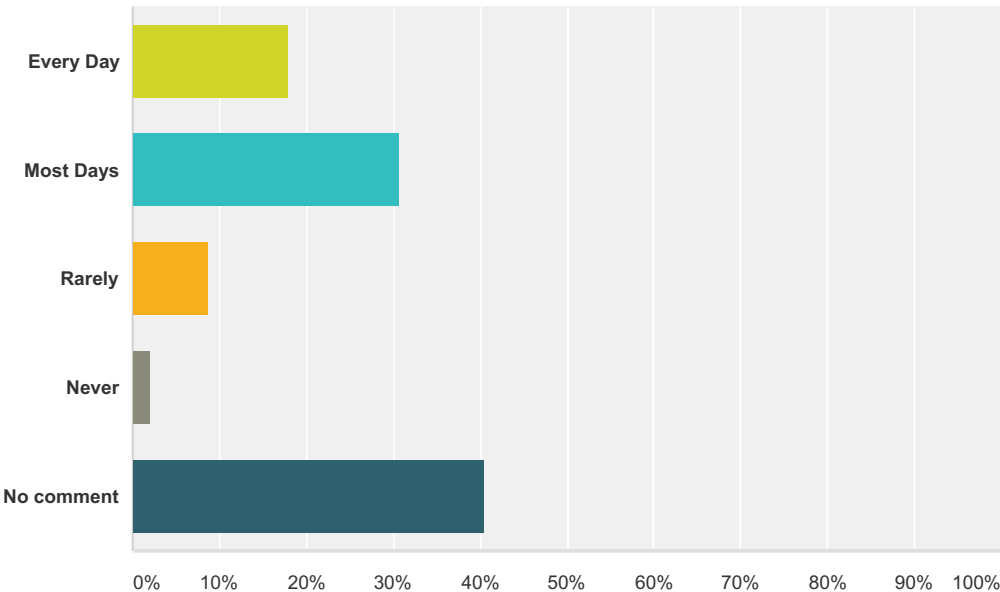
Answered: 194 Skipped: 1



Answer Choices	Responses	
Every Day	7.22%	14
Most Days	27.32%	53
Rarely	25.26%	49
Never	4.12%	8
No comment	36.08%	70
Total		194

Q8 In another road in Zone A?

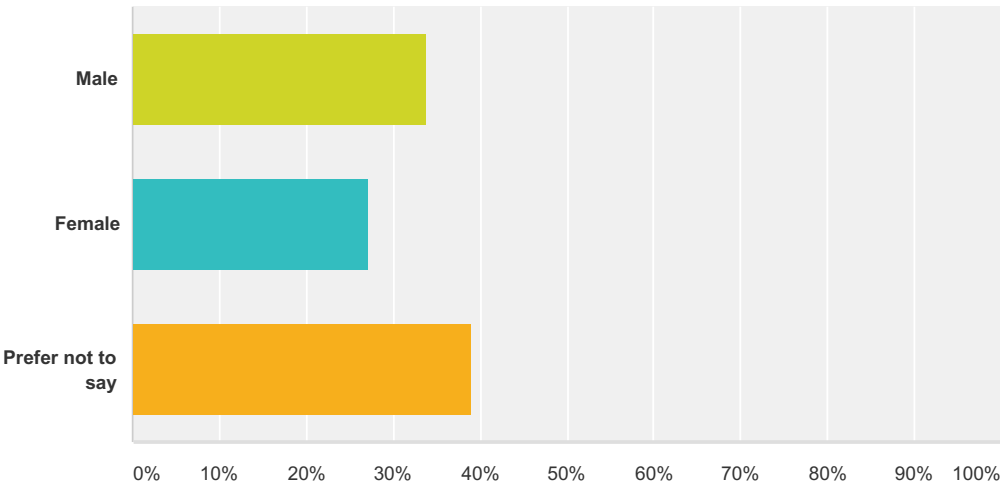
Answered: 195 Skipped: 0



Answer Choices	Responses	
Every Day	17.95%	35
Most Days	30.77%	60
Rarely	8.72%	17
Never	2.05%	4
No comment	40.51%	79
Total		195

Q12 Gender

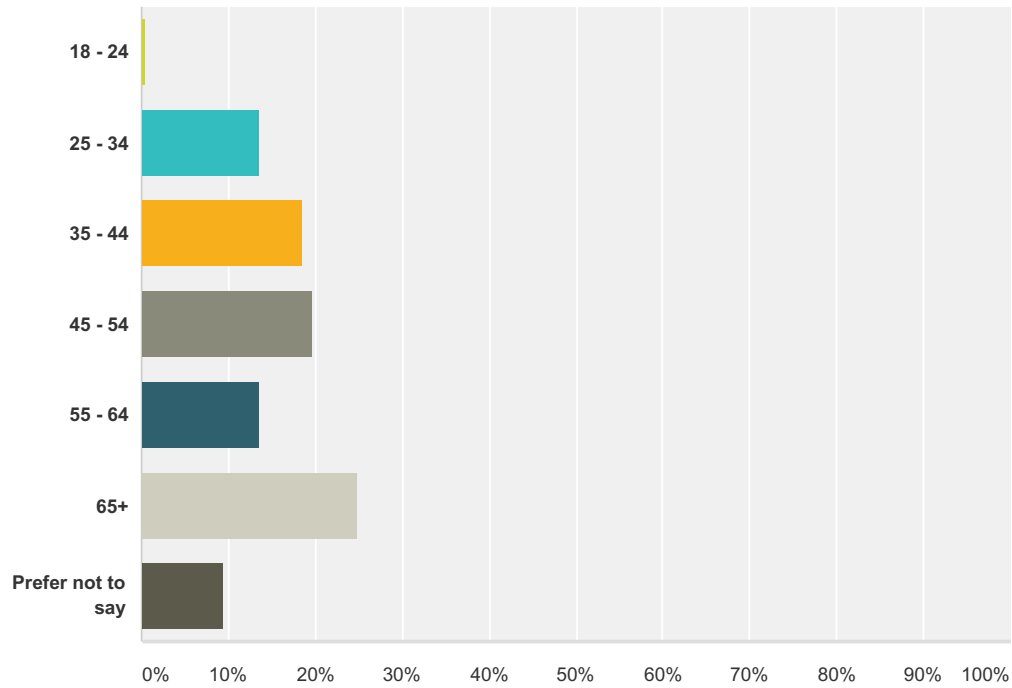
Answered: 192 Skipped: 3



Answer Choices	Responses	
Male	33.85%	65
Female	27.08%	52
Prefer not to say	39.06%	75
Total		192

Q13 Age

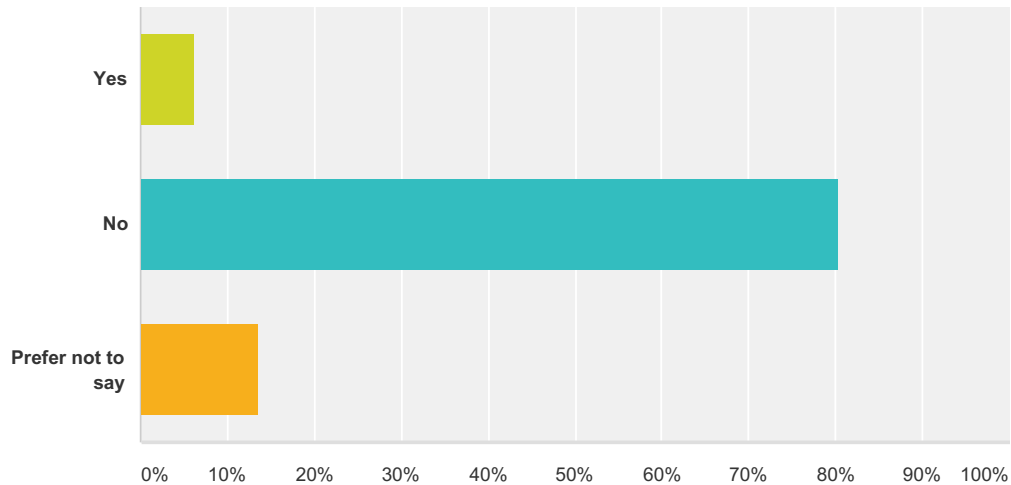
Answered: 193 Skipped: 2



Answer Choices	Responses
18 - 24	0.52% 1
25 - 34	13.47% 26
35 - 44	18.65% 36
45 - 54	19.69% 38
55 - 64	13.47% 26
65+	24.87% 48
Prefer not to say	9.33% 18
Total	193

Q14 Under the Equality Act 2010, a person has a disability if they have a physical or mental impairment which has a long-term and substantial adverse effect on their ability to carry out normal day-to-day activities. Are your day to day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months

Answered: 193 Skipped: 2



Answer Choices	Responses	
Yes	6.22%	12
No	80.31%	155
Prefer not to say	13.47%	26
Total		193

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APPLICATIONS FOR DISABLED PERSONS' PARKING BAYS

Sevenoaks Joint Transportation Board - 6 December 2016

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of any representations received during the informal consultation to proposed parking bays for disabled persons' vehicles at locations across the District

This report supports the Key Aim of

- Caring Communities (by providing parking facilities for disabled people)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Dickins

Contact Officer(s) Jeremy Clark ext. 7323

Recommendation to Sevenoaks Joint Transportation Board:

- a) That the Board notes the applications for parking bays for disabled persons' vehicles that did not meet Kent County Council's assessment criteria, and will proceed no further, which are set out in Appendix 1 of this report; and
 - b) That the Board notes the applications for parking bays for disabled persons' vehicles which met Kent County Council's assessment criteria and have been the subject of an informal consultation with neighbours, and the Board considers any representations received and Officers' comments and recommendations, which are set out in Appendix 2 of this report.
-

Reason for recommendation:

The recommendations are aimed at providing better management of the public highway, in line with current legislation and the Highway Code

Introduction and Background

Introduction

1. Kent County Council has the power to provide on-street parking place on roads within its area for which it is the traffic authority for the purpose of relieving or preventing congestion on the public highway.
2. This power is frequently exercised to establish disabled persons' parking bays (DPPBs) close to the homes of disabled persons who would otherwise have difficulty parking near to their homes.
3. An application process exists, through which a person can request that a DPPB is established close to their home.
4. The District Council administers local requests for DPPBs on behalf of the County Council, and manages and funds their provision.
5. Kent County Council has produced an application form and guidance notes for requests for DPPBs, which is available for applicants to download from the District Council's website.
6. The County Council has also produced assessment criteria for the District Council to use when considering applications. An overview of the main personal and locational factors that are currently taken into consideration when assessing applications were reported to the meeting of the Sevenoaks Joint Transportation Board on 3rd September 2015.
7. If the application satisfies the assessment criteria, neighbours who may be affected by the provision of a DPPB are then informally consulted.
8. If any representations are received at this stage, the proposals will be reported to the Joint Transportation Board, for a decision on whether to overrule or uphold the representations.
9. If the representations are upheld, the application will proceed no further.
10. If there have been no informal representations or the Board decides to overrule any representations that may have been received, the DPPB can be installed.
11. However, historically an interim DPPB is usually introduced in the first instance in residential areas on an "informal" basis, and without a traffic regulation order (TRO). This means that the DPPB can be marked on the road shortly after the application has been approved, but has no legal status and cannot be enforced.
12. Once introduced, a DPPB can be used by any vehicle displaying a current disabled persons' blue badge, and is not for the sole use of any person or vehicle.

13. Where there is a known pressure on parking, or the DPPB is abused by non-blue badge holders after its introduction, a TRO would be made, thereby making it enforceable.

Background

14. The purpose of this report is to advise the Sevenoaks Joint Transportation Board on the locations of the latest applications for disabled persons' parking bays (DPPBs) received from individuals that have been evaluated in accordance with the highway authority, Kent County Council's assessment criteria.
15. Appendix 1 of this report indicates which of these did not meet KCC's assessment criteria, and will proceed no further.
16. Appendix 2 of this report contains details of applications for DPPBs which met KCC's assessment criteria and have already been the subject of an informal consultation with neighbours.
17. Summarised details of any representations received during the informal consultation, together with Officer comments/recommendations are also given in Appendix 2, to assist the Board in deciding whether to overrule or uphold the representations.
18. In the cases where the representations are overruled, or none were received during the informal consultation, an interim DPPB will be introduced, with a view to undertaking the TRO-making procedure at a later stage.

Options

The options are to overrule or uphold some or all of the representations, where received during the informal consultation with neighbours, for the latest applications for disabled persons' parking bays detailed in Appendix 2.

Key Implications

Financial

The costs incurred in administering local requests for disabled persons' parking bays on behalf of Kent County Council and in managing their provision and ongoing maintenance are met by the District Council from its on-street parking account operated under the Agency Agreement with the County Council.

Legal Implications and Risk Assessment Statement

There is no legal requirement to undertake an informal consultation, and there are no legal implications to installing an interim disabled persons' parking bay on the public highway.

However, a traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 and a sign installed before the parking bay can be enforced,

Agenda Item 7

and to do this, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any formal objections received during this statutory consultation will be reported to a future meeting of the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO.

Equality Assessment

Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of parking bays for disabled persons' vehicles helps to improve accessibility for disabled people.

Safeguarding Children and Vulnerable Adults

The report deals with applications for on-street parking facilities for disabled persons' vehicles, in line with Kent County Council's policy and assessment criteria for disabled persons' parking bays.

Appendices:

Appendix 1 - For Information - Applications for disabled persons' parking bays which did not meet Kent County Council's assessment criteria

Appendix 2 - For Decision - Applications for parking bays for disabled persons' vehicles which met Kent County Council's assessment criteria, including the results of the informal consultation with neighbours and Officer comments/ recommendations

Background Papers:

The Equalities Act 2010

<http://www.legislation.gov.uk/ukpga/2010/15>

The Traffic Signs Regulations and General Directions 2016

<http://www.legislation.gov.uk/uksi/2016/362>

The Highways Act 1980, as amended

<http://www.legislation.gov.uk/ukpga/1980/66>

The Road Traffic Act 1988, as amended

<http://www.legislation.gov.uk/ukpga/1988/52>

The Road Traffic Regulation Act 1984, as amended

<http://www.legislation.gov.uk/ukpga/1984/27>

The Traffic Management Act 2004, as amended

<http://www.legislation.gov.uk/ukpga/2004/18>

The Highway Code

<https://www.gov.uk/browse/driving/highway-code>

Richard Wilson

Chief Officer, Environmental and Operational Services

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APPENDIX 1 - FOR INFORMATION
Applications for disabled persons' parking bays which did not meet
Kent County Council's assessment criteria

Requested Location for Disabled Persons' Parking Bay	Reason Declined
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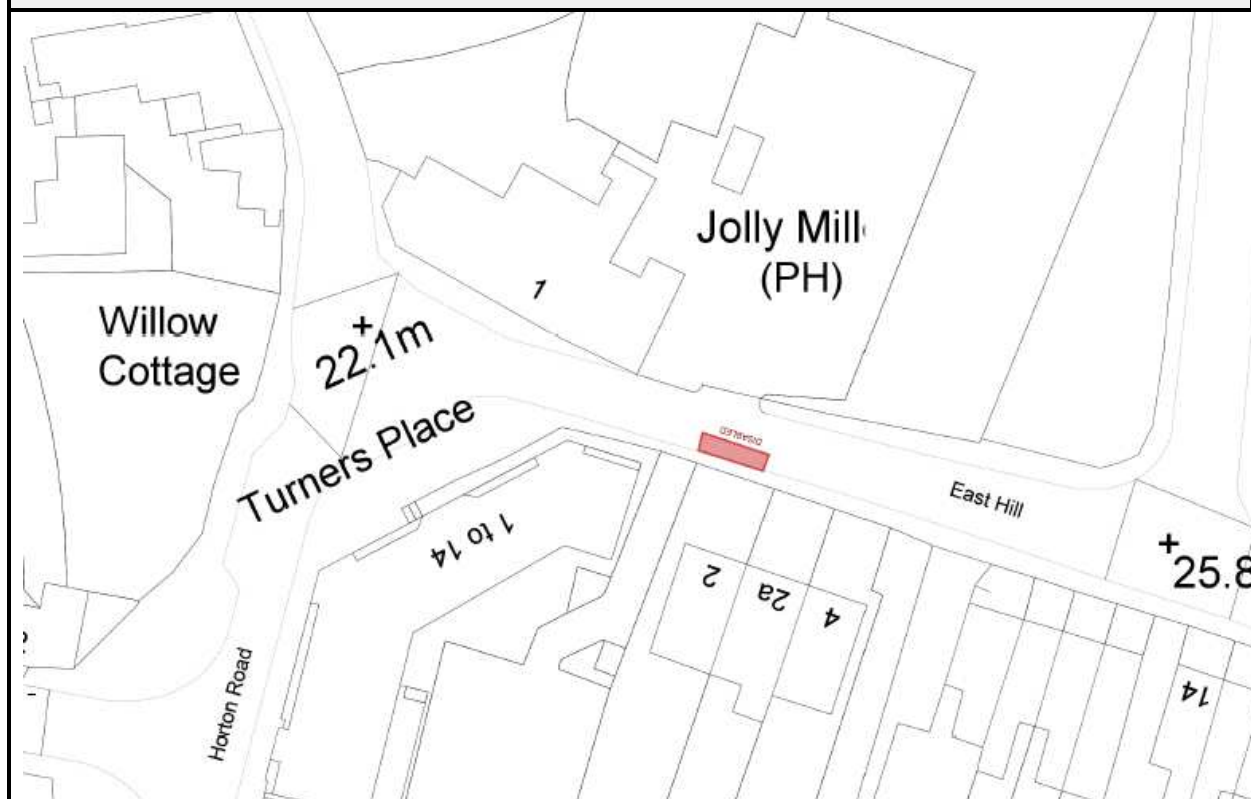
PENSHURST	
High Street outside Forge Close	KCC's assessment criterion relating to receipt of appropriate benefits (e.g. higher rate of Disability Living Allowance, higher rate of Attendance Allowance or enhanced mobility component of Personal Independence Payment) not met by the applicant.

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APPENDIX 2 - FOR DECISION

Applications for disabled persons' parking bays that met Kent County Council's assessment criteria, including a summary of any representations received during the informal consultation, and Officer comments/recommendations

SOUTH DARENTH: East Hill



INFORMAL CONSULTATION RESPONSES

None

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS

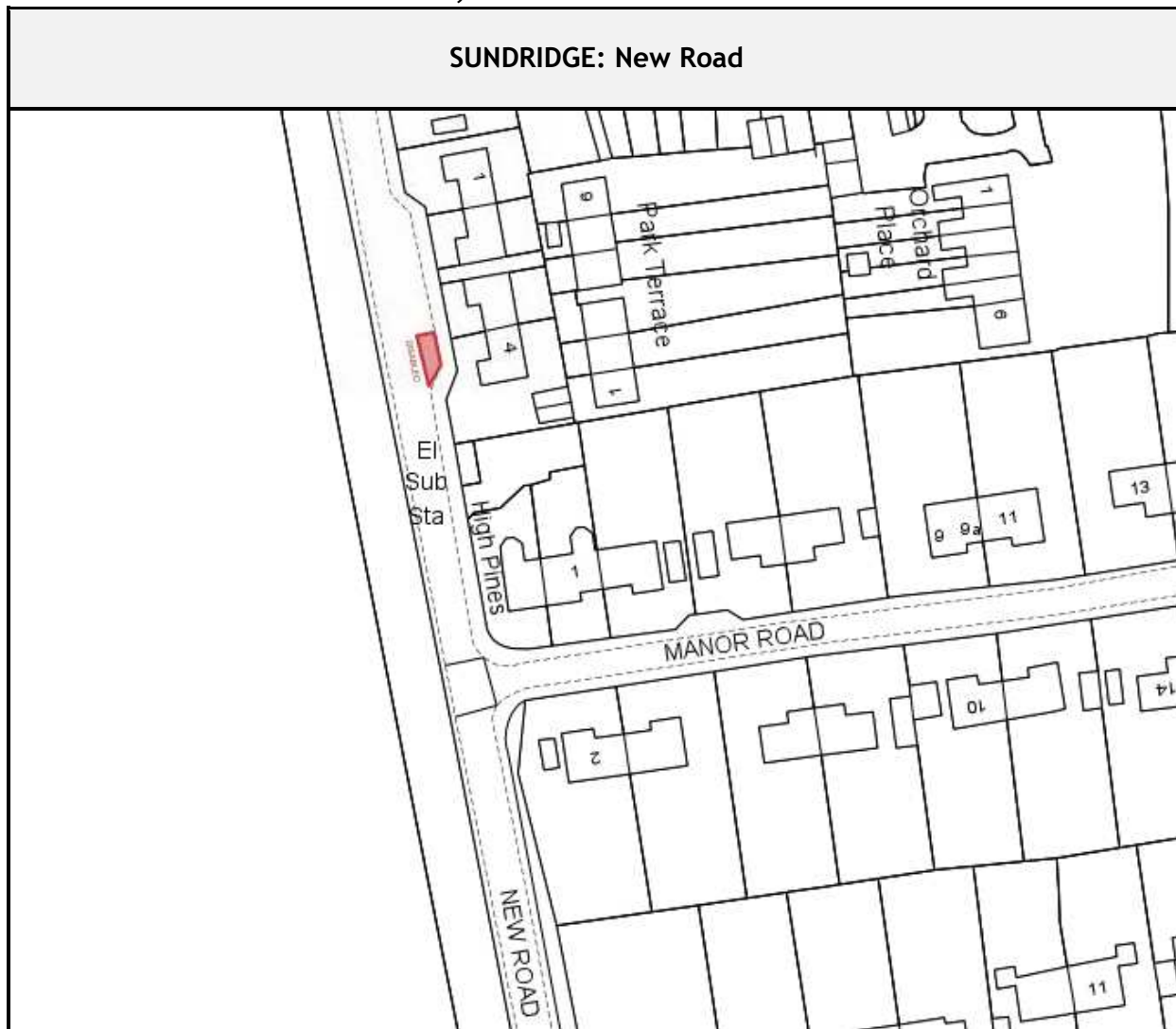
No responses were received to the informal consultation.

RECOMMENDATION

In the absence of any responses to the informal consultation, it is recommended that the Board approves the application, and an interim blue badge (disabled persons') parking bay be marked.

APPENDIX 2 - FOR DECISION

Applications for disabled persons' parking bays that met Kent County Council's assessment criteria, including a summary of any representations received during the informal consultation, and Officer comments/recommendations



INFORMAL CONSULTATION RESPONSES	
1	<p>We are emailing you regarding the letter we received about the above application and we would like to have the following concerns considered before a decision is made. We are residents of Park Terrace which backs onto the bungalows in New Road and have no allocated parking. We have lived here now for over 15 years and in that time the parking has become progressively worse. Everyone in Park Terrace has a car (6 properties in total) 4 of those are a 2 car family and all rely on parking in New Road, and have all lived here for many years (other than one family in Park Terrace we have all lived/rented here for longer than the tenants in the bungalows). Our concern is that by making an area in the lay-by a blue badge parking bay it will make parking even more of a nightmare for us all. It's not just residents of Park Terrace who park in this short stretch of New Road, also several residents that live on Main Road. In the past they have been given tickets for pavement parking which has led to them parking in New Road. And then to factor in when workmen/trade, friends or family may be visiting just adds to it. If one of those happens to be a blue badge holder I assume they also have a right to park there if this does go ahead? We are respectful of our neighbours and all try to park respectfully but by allowing a blue badge bay it will mean that if all other places</p>

APPENDIX 2 - FOR DECISION

Applications for disabled persons' parking bays that met Kent County Council's assessment criteria, including a summary of any representations received during the informal consultation, and Officer comments/recommendations

	are taken and the resident in question is out we will have an empty space that cannot be used. These are public roads, it's a public lay-by and we pay our road taxes. It may seem like a small thing but it causes an incredible amount of stress to come home in the evening and be unable to park near your home. So for that reason alone I would like serious consideration to be given to our concerns and we would prefer for the lay-by to remain a public parking space.
--	---

OFFICERS' COMMENTS/RECOMMENDATION
--

COMMENTS

Applications for blue badge (disabled persons') parking bays are often made because a disabled resident experiences problems parking near their home, which due to limited mobility can reduce accessibility and social inclusion. In the response received during the informal consultation, it is confirmed that parking space is at a premium at certain times in the section concerned, but much of New Road has no parking controls, so alternative parking is available for other residents to use, albeit a short distance away. This application for a blue badge parking bay meets KCC's personal and locational assessment criteria, so unless there are compelling reasons to do so, it would be difficult for the Board not to approve it, as this could be contrary to the Equalities Act.

RECOMMENDATION

It is recommended that the Board approves the application, and an interim blue badge (disabled persons') parking bay be marked.

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STATUTORY CONSULTATION - MINOR ON-STREET PARKING PROPOSALS

CROCKENHILL, EDENBRIDGE, EYNSFORD, HALSTEAD AND WESTERHAM

Sevenoaks Joint Transportation Board - 6 December 2016

Report of Chief Officer, Environmental and Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of the results of the statutory consultation regarding minor on-street parking proposals for locations in Crockenhill, Edenbridge, Eynsford, Halstead and Westerham, within The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places)(Amendment 18) Order 2016

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. M Dickins

Contact Officer Jeremy Clark

Recommendation to Sevenoaks Joint Transportation Board:

- (a) That the results of the statutory consultation in respect of the parking proposals and the Officer comments/recommendations given in Appendices 1 to 5 be noted;
 - (b) That the parking proposal for Crockenhill (Green Court Road) described in the table in paragraph 12 of the report and shown in Appendix 1 be implemented as drawn;
 - (c) That the objections to the parking proposal for Edenbridge (Ashbys Close) described in the table in paragraph 16 of the report and shown in Appendix 2 be upheld and the proposal be abandoned;
 - (d) That the objections to the parking proposal for Eynsford (High Street (A225)) described in the table in paragraph 19 of the report and shown in Appendix 3 be set aside and the proposal be implemented as drawn;
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- (e) That the Board notes that the parking proposal for Halstead (London Road & Old London Road) described in the table in paragraph 23 of the report and shown in Appendix 4 will be implemented as drawn (as no responses were received to this proposal during the statutory consultation);
 - (f) That the objection to the parking proposal for Westerham (Hosey Hill) described in the table in paragraph 27 of the report and shown in Appendix 5 be set aside and the proposal be implemented as drawn; and
 - (g) That the objectors be notified of the Board's decision.
-

Reason for recommendation: The parking proposals are aimed at providing better management of the Public Highway, in line with the Highway Code and current legislation.

Background

- 1 Following requests for the provision of new and/or changes to existing on-street parking restrictions at locations in the Parishes/Towns of Crockenhill, Edenbridge, Eynsford, Halstead and Westerham, parking proposals were developed by the District Council in liaison with the highway authority, Kent County Council.
- 2 The statutory consultation for these parking proposals was undertaken over a 3-week period during October/November 2016.
- 3 The purpose of this report is for the Sevenoaks Joint Transportation Board to consider objections, where received, and Officers' comments and recommendations, and to decide whether or not to proceed with some or all of these proposals.

Introduction

- 4 On 13th October 2016, the statutory consultation commenced in respect of The Kent County Council (Various Roads in the District of Sevenoaks) (Prohibition and Restriction of Waiting and Loading and Unloading and On-Street Parking Places)(Amendment 18) Order 2016, hereafter known as "TRO 2013 Amendment 18".
- 5 TRO 2013 Amendment 18 contained a number of minor on-street parking proposals at locations in the Parishes/Towns of Crockenhill, Edenbridge, Eynsford, Halstead and Westerham that had been developed by the District Council in liaison with the highway authority, Kent County Council following requests received from the community.
- 6 Details of the parking proposals for each of the locations concerned and their objectives are described later in this report, and are shown on the plans in Appendices 1 - 5.

- 7 For the statutory consultation, public notices describing the on-street parking proposals and inviting representations were published in the local press and were erected in each of the locations concerned.
- 8 In the interests of added publicity, information on the proposals for Crockenhill, Eynsford and Westerham was also sent to local addresses, which included a link to the parking consultation page the District Council's website, providing an online method of responding to the consultation.
- 9 The 3-week statutory consultation period ended on 4th November 2016, and the responses, where received, in respect of the parking proposals are detailed in Appendices 1 - 5, together with Officers comments/recommendations.
- 10 The purpose of this report is for the Sevenoaks Joint Transportation Board to consider the results of the statutory consultation, together with Officers comments given in Appendices 1 - 5 of this report, and decide whether to:
 - (a) Uphold the objections, where received, and abandon or modify some or all of the proposals; or
 - (b) Set aside the objections, where received, and implement some or all of the proposals

(It should be noted that it is only possible to amend proposals by reduction only. Any extension to the proposed restrictions or change of type of restriction would form a new proposal and require re-advertisement.)
- 11 No decision is required from the Board in respect of the parking proposals for Halstead (London Road and Old London Road), where no objections were received, but these locations have been included for information.

In the Parish of Crockenhill

- 12 The parking proposal for Crockenhill included in the statutory consultation for TRO 2013 Amendment 18 is shown on the plan in Appendix 1, and consists of the following:

Road		Proposed changes
Green Court Road	West side, from its junction with Stones Cross Road, north eastwards following the kerb line for 182m	Introduce new length of "no waiting at any time" (double yellow line) restriction

- 13 This parking proposal was a community request that is being supported by County Councillor R Gough via Kent County Council's Combined Member Grant.
- 14 The section of Green Court Road concerned is a busy classified road. Much of the kerbside road space has no parking controls. The nearby school and

playground attract parking on both sides of the road, especially during the morning and afternoon school runs. This section of road has a bend, undulations in the road and road junctions, which combined with parked vehicles, compromises the safety and efficient movement of traffic.

- 15 During the statutory consultation 6 responses were received, all of which were in support of the proposal. A summary of the responses is contained within Appendix 1 of this report, together with Officers' comments/recommendations.

In the Town of Edenbridge

- 16 The parking proposal for Edenbridge included in the statutory consultation for TRO 2013 Amendment 18 is shown on the plan in Appendix 2, and consisted of the following:

Road		Proposed changes
Ashbys Close	South side, between points 22.5m and 31.5m east of the eastern kerb line of Mill Hill,	Revoke length of existing "no waiting at any time" (double yellow line) restriction

- 17 The carers of an elderly resident of Mill Hill, whose detached garage is accessed via Ashbys Close, requested the removal of the section of double yellow line restrictions across the dropped kerb that serves the garage. This would enable them to park on the vehicle crossover if the driveway in front of the garage is occupied by another vehicle.
- 18 During the statutory consultation 3 responses were received, 1 of which was from Edenbridge Town Council in support of the proposal, and the other 2 were from residents, objecting to the proposal. A summary of the responses is contained within Appendix 2 of this report, together with Officers' comments/recommendations.

In the Parish of Eynsford

- 19 The parking proposal for Eynsford included in the statutory consultation for TRO 2013 Amendment 18 is shown on the plan in Appendix 3, and consisted of the following:

Road		Proposed changes
High Street (A225)	Southeast side, between points 7m and 15m north east of a point in line with the north eastern edge of carriageway of Priory Lane	Introduce new length of "no waiting at any time" (double yellow line) restriction

High Street (A225)	Northwest side, from a point 18m south west of the south western kerb line of Mill Lane south westwards for 95.5m	Introduce new length of “no waiting at any time” (double yellow line) restriction
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- 20 This parking proposal was a community request that is being supported by County Councillor R Gough via Kent County Council’s Combined Member Grant.
- 21 The proposal is required to improve the safety and efficient movement of traffic on the A225, High Street, which is often compromised during the school runs by inconsiderately parked vehicles belonging to parents of children attending the Antony Roper school nearby.
- 22 During the statutory consultation 14 responses were received, 12 of which were in support of the proposal, and the other 2 were objections to the proposal. A summary of the responses is contained within Appendix 3 of this report, together with Officers’ comments/recommendations.

In the Parish of Halstead

- 23 The parking proposal for Halstead included in the statutory consultation for TRO 2013 Amendment 18 is shown on the plan in Appendix 4, and consisted of the following:

Road		Proposed changes
London Road & Old London Road	Northeast side, from a point 20m east of the eastern kerb line of Wheatsheaf Hill, south eastwards, following the edge of carriageway, to a point 240m northwest of the northwestern kerb line of Badgers Rise.	This is a housekeeping exercise, to ensure that the existing “no waiting Monday to Friday, 11am - Noon” (single yellow line) restriction described in the traffic regulation order corresponds to the current extent of single yellow line marked on the road.

- 24 This parking proposal has arisen due to a discrepancy between the description of the single yellow restriction concerned in the traffic regulation order and the extent of the single yellow line marked on the road.
- 25 The proposal is therefore purely a housekeeping exercise to ensure that the physical representation of the single yellow line is consistent with the description.
- 26 No responses were received in respect of this proposal during the statutory consultation, and hence it can be implemented as drawn without the need

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for a decision from the Board, and has therefore been included for information.

In the Town of Westerham

- 27 The parking proposal for Westerham included in the statutory consultation for TRO 2013 Amendment 18 is shown on the plan in Appendix 5, and consisted of the following:

Road		Proposed changes
Hosey Hill (B2026)	East side, from the northern boundary of the property known as “Lavenders”, northwards, following the edge of carriageway, for 34m	Introduce new length of “no waiting at any time” (double yellow line) restriction

- 28 This parking proposal was a community request that is being supported by County Councillor R Parry via Kent County Council’s Combined Member Grant.
- 29 The proposal is required to improve the safety of traffic using Hosey Hill, which is often compromised by vehicles parked on the bend at this location, thereby reducing the available road width and forward visibility between opposing traffic flows. This has led to sudden braking and incidents, including a recent fatality involving a cyclist.
- 30 During the statutory consultation 6 responses were received, 5 of which were in support of the proposal, and the other 1 was an objection to the proposal. A summary of the responses is contained within Appendix 5 of this report, together with Officers’ comments/recommendations.

Other Options Considered and/or Rejected

- 31 Officers have considered the feasibility and desirability of reducing the extent of or abandoning the proposals to which representations were received, and have made recommendations in the Appendices where this is considered appropriate.

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on the Board’s decision, but if all the proposals are taken forward, the estimated total cost would be in the region of £10,000.

The cost of the proposals for Crockenhill, Eynsford and Westerham, which is estimated at £8,000, is being funded by Kent County Council from the Combined Member Grant

The District Council can meet the cost of the proposals for Edenbridge and Halstead, which is estimated at £2,000, from its parking account.

Legal Implications

A traffic regulation order (TRO) must be made under the Road Traffic Regulation Act 1984 (RTRA 1984) to cover the proposed on- and off-street parking changes.

Section 1 of the RTRA 1984 states that a TRO may only be made for the following purposes:

- avoiding danger to persons or traffic (including for anti-terrorist purposes);
- preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
- facilitating the passage of traffic;
- preventing use by unsuitable traffic;
- preserving the character of a road especially suitable for walking or horse riding;
- preserving or improving amenities of the area through which the road runs; and
- for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).

To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be excepted.

Before making a TRO, a formal (statutory) consultation procedure must be followed in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any formal objections received during this statutory consultation would be reported to the Sevenoaks Joint Transportation Board for a decision to be made on whether to make the TRO as proposed, to vary it (by reduction) or to abandon it.

Equality

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

Risk Assessment Statement

There are no additional risks identified that are outside those already covered within the standard Risk Assessment for carrying out parking enforcement on the Public Highway.

Appendices:

Appendix 1 - Crockenhill parking proposal - plan, statutory consultation responses and Officers' comments/recommendations

Appendix 2 - Edenbridge parking proposal - plan, statutory consultation responses and Officers' comments/recommendations

Appendix 3 - Eynsford parking proposal - plan, statutory consultation responses and Officers' comments/recommendations

Appendix 4 - Halstead parking proposal - plan, statutory consultation responses and Officers' comments/recommendations

Appendix 5 - Westerham parking proposal - plan, statutory consultation responses and Officers' comments/recommendations

Sources of Information:

The Traffic Signs Regulations and General Directions 2016
<http://www.legislation.gov.uk/uksi/2016/362>

The Road Traffic Regulation Act 1984, as amended.
www.legislation.gov.uk/ukpga/1984/27

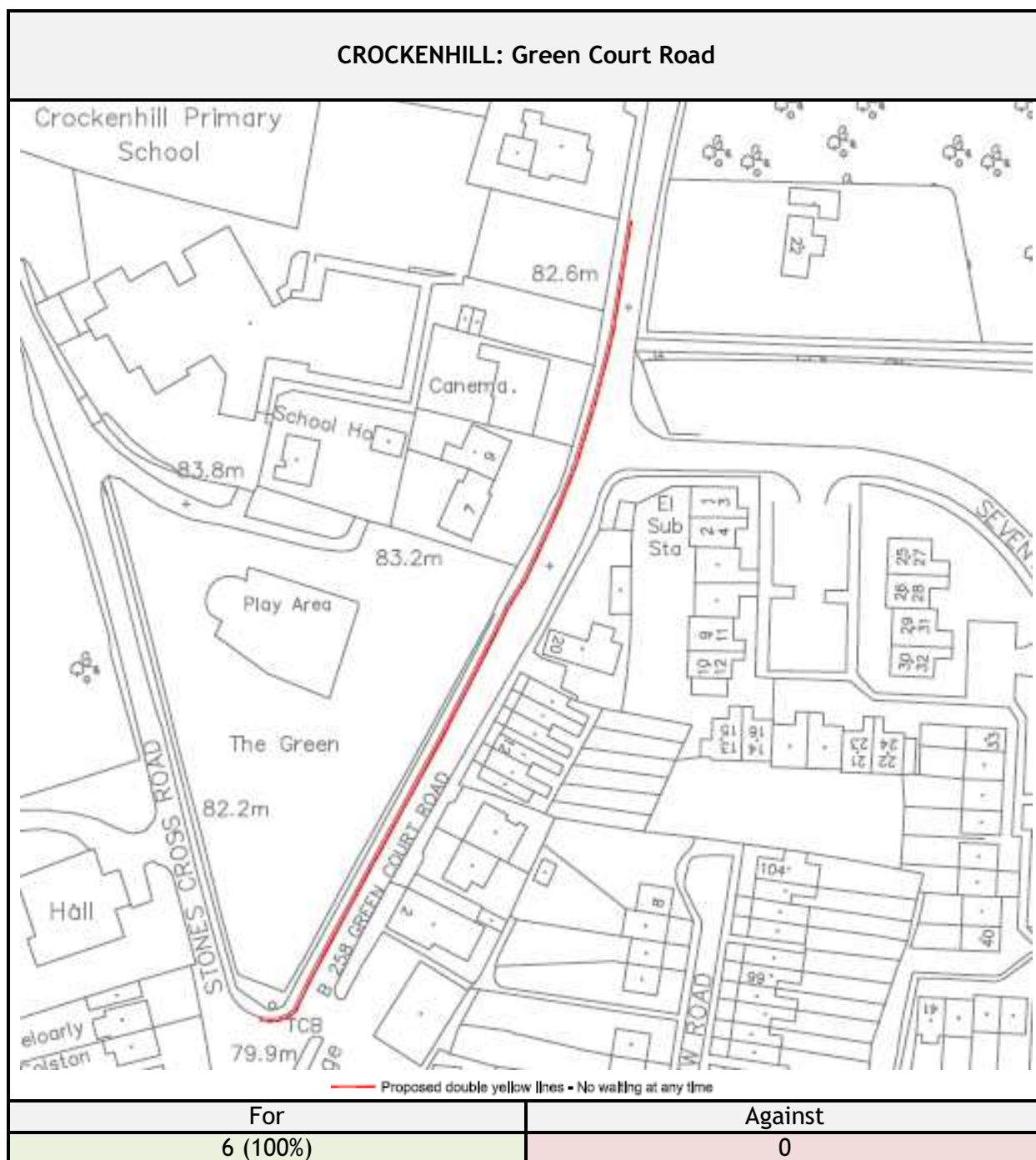
The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
www.legislation.gov.uk/cy/uksi/1996/2489/made

The Highway Code.
www.gov.uk/browse/driving/highway-code

Richard Wilson
Chief Officer, Environmental and Operational Services

APPENDIX 1 - CROCKENHILL PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations



STATUTORY CONSULTATION RESPONSES	
1	Very dangerous parking on a blind bend, parking restrictions will prevent an imminent collision
2	Parking at the beginning and end of school obscures the view down Green Court Road for residents to access their properties and dangerously narrows the road increasing likelihood of collision.
3	Parking situation has become ridiculous in the last year. Cars are parked by

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APPENDIX 1 - CROCKENHILL PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

	parents dropping their children off at School and the whole situation is an accident waiting to happen! It is very dangerous. The other morning I counted 12 cars parked on the (recreation side) of the road. The School and PCSO are doing their best, but the situation is now getting ridiculous.
4	I live opposite the and when parents park on both sides of the road cars are having to break suddenly which has nearly resulted in many accidents. It will not be long for a child being hit.
5	My wife and I have experienced the problems caused by the dangerous parking in Green Court Road. The vehicles cause both a physical and visual obstruction on this bend. We are both completely in favour of the proposals and hope that they are implemented and of course enforced as soon as possible.
6	Regarding the idea of putting yellow lines in Crockenhill alongside the Village Green, which is a good idea and definitely needed, I have worked out that 182 metres takes you to slightly beyond the junction with the road called 'Seven Acres'. The road is still very narrow at this point, and when the mums/dads park along here to drop off or collect their children from primary school coincides with the 477 bus coming through, it makes for a potentially, very hazardous situation. My suggestion would be to extend the yellow lines even further. The road has a gradual curve to it which adds to the danger as drivers are unable to see the parked cars at the moment if approaching (at speed) from Swanley. The road widens to a small lay-by outside No 17 Green Court Road, and I would strongly suggest that the parking restrictions be extended to that point, or even as far as the bus stop at the junction of Goldsel Road. Encouraging the parents to walk their children to and from school would help!

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The parking proposal is required to improve the safety and efficient movement of traffic using this busy classified road (B258), especially during the morning and afternoon school runs, when the road often becomes congested near the school. This is to be achieved through the introduction of double yellow lines on the east side from its junction with Stones Cross Road to just north of its junction with Seven Acres.

All respondents to the statutory consultation were supportive of this parking proposal. It is not possible to increase the extent of the proposal, as requested by one respondent, without a further statutory consultation. However, Officers would monitor and review the effectiveness of the restrictions, if implemented.

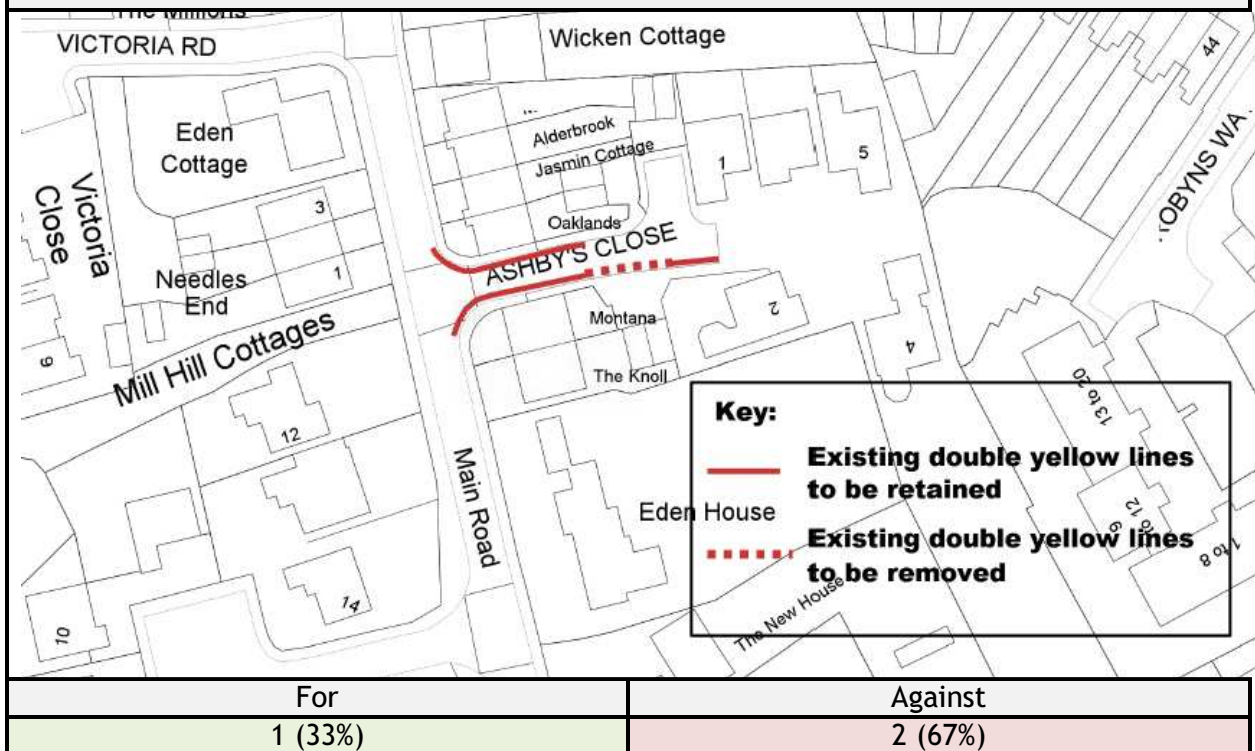
RECOMMENDATION:

In the absence of any objections, it is recommended that the parking proposal for Green Court Road be implemented as drawn.

APPENDIX 2 - EDENBRIDGE PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

EDENBRIDGE: Ashbys Close



STATUTORY CONSULTATION RESPONSES

1	Edenbridge Town Council - The members of Edenbridge Town Council have considered the consultation and support the removal of the double yellow lines from Ashby's Close. In addition, they also want the other double yellow lines on the south side of the road to be removed, although they don't want that to delay this current action.
2	The yellow lines were installed to ensure unrestricted access for emergency, service vehicles and residents. Rubbish in that area, plus trade vehicle parked is not helping with the often badly parked cars opposite. Removal of these lines will encourage parking on both sides stopping access in or out. Current arrangements have been working well. Therefore we object to the removal of the existing parking restrictions at the point indicated.
3	The parking restrictions in the Close are to enable full access for service vehicles and emergency vehicles to the houses at the end of the Close. Removing the length proposed will permit vehicles to be parked opposite each other in the Close thereby 'closing' large vehicle access. The access entry to the said houses is only 4.13m wide therefore anything parked in the line in front of the entry point blocks free access particularly for larger vehicles. In the winter Council vehicles will not reverse into the Close unless there is free access. The proposal will restrict the current access further. The Close is inhabited by elderly people at present for which ambulances are a regular occurrence. The current arrangements work well

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APPENDIX 2 - EDENBRIDGE PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

	for access, though we can appreciate that the drive across which it is proposed to remove the restriction does not provide parking for the present occupier's large white trade vehicle and a car - unfortunately that is the product of the situation that was the case when that occupier took up residence last year. I am a Chartered Surveyor and understand road traffic requirements.
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OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The parking proposal involves the removal of a short section of existing double yellow line restrictions, and is required primarily to improve the availability of parking spaces for carers of an elderly resident of Mill Hill, whose detached garage is accessed via Ashbys Close. The presence of the double yellow lines across the dropped kerb that serves the garage means that if the driveway is occupied, no other vehicles can park there, as the restriction applies to vehicles parked on the vehicle crossover, as well as those parked on the carriageway.

Edenbridge Town Council supports this proposal, but as suggested by the objectors, the double yellow line restrictions were originally introduced in 2015 as part of a package of restrictions aimed at reducing the likelihood of traffic using Ashbys Close being obstructed by parked vehicles. It is also acknowledged that, if a vehicle was to be parked wholly on the carriageway in front of the dropped kerb (as opposed to on the vehicle crossover) when another vehicle is parked opposite, then the road may become obstructed.

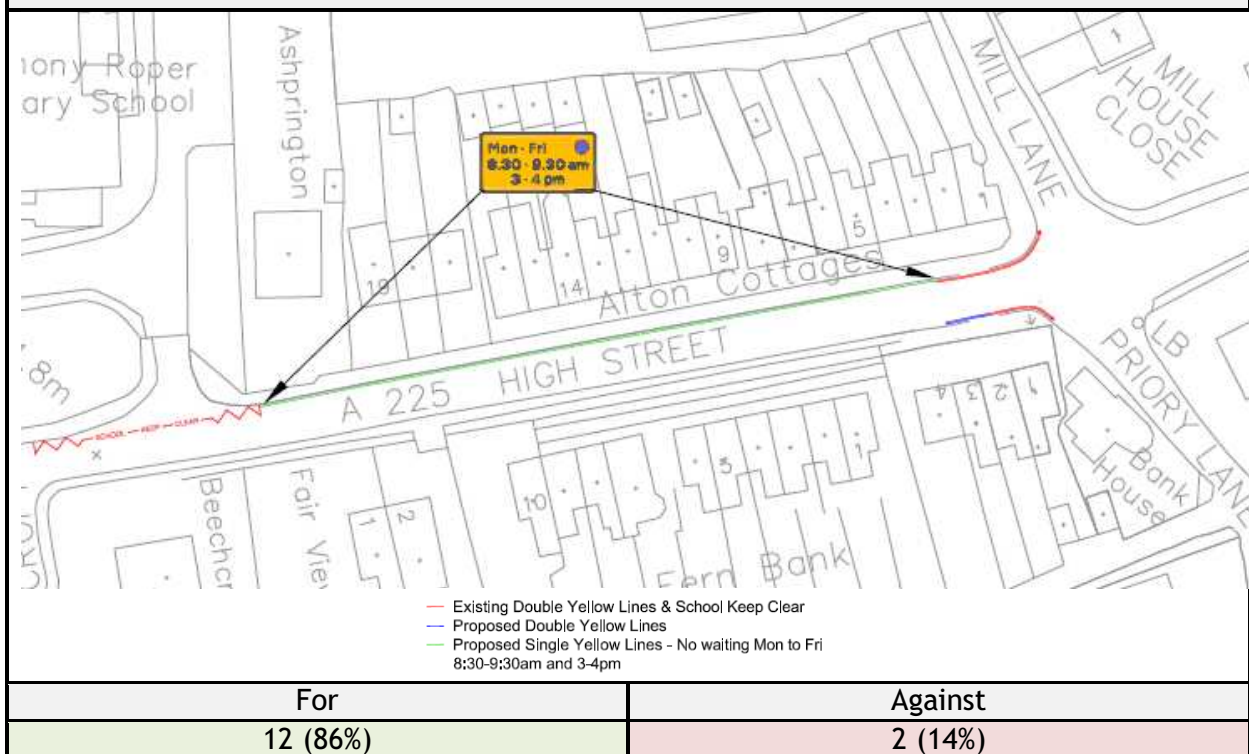
RECOMMENDATION:

Since alternative on-street parking is available locally to the carers of the elderly resident, it is recommended that the objections be upheld, and the parking proposal for Ashbys Close be abandoned.

APPENDIX 3 - EYNSFORD PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

EYNSFORD: High Street (A225)



STATUTORY CONSULTATION RESPONSES

1	Eynsford Parish Council - The council supports this proposal and believes it will help to reduce congestion and improve pedestrian safety.
2	Councillor M Horwood - Thank you very much for your e-mail about the traffic order, which I am fully supportive of.
3	I am writing to express my support for the additional timed parking restrictions that are being proposed outside Alton Cottages in Eynsford. This would relieve traffic congestion during the times of school drop-off and collection and would make the roads safer for all concerned, including residents.
4	I would like to register my full support for the proposed parking restrictions on High Street, Eynsford. Inconsiderate parking on this stretch of road during the busy school periods creates a significant obstruction to traffic flow and increases the risk of accidents. It also causes problems for elderly or infirm pedestrians. Please ensure this proposal is implemented as soon as possible.
5	I would like to register my total support for the proposed parking restrictions in High Street, Eynsford outside Alton Cottages by Antony Roper School. The idea of a temporary parking will stop congestion on the main road at school drop/pick up times, stop selfish cars drivers blocking pavements so that prams could not even pass and allow emergency vehicles to get thru without delay. It will also encourage

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APPENDIX 3 - EYNSFORD PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

	people to walk their children to school instead of driving them a short distance, and to use the free parking offered in Old Mill Close, or the Castle Hotel in the High Street. It is an excellent idea provided it is policed, as if it just introduced and not checked, people will still continue to park without consideration.
6	I would like to say this will be a fantastic idea. At present the parking along this road is dangerous especially during school drop off and pick up. Also if large lorries come thru it's difficult for them to get by.
7	Living on the main road opposite the school, we are constantly blighted by inconsiderate parents who think it is there given right to park up on the pavement or opposite another car thus narrowing the road to one lane, which causes mayhem and constant traffic jams and road rage!!!
8	The parking and driving on the pavement there is very dangerous to pedestrians. There is a well known bottle neck here caused by the double parking at school times. There's a similar problem further into the village on the south side of the school and that should be considered too.
9	This road gets heavily congested with cars parking on both sides. Cars parked on the pavement outside Alton Cottages make it unsafe and difficult for pedestrians to pass, particularly those walking to school.
10	Very pleased to see something being done to address the appalling parking issues on this very busy main road. Twice a day five days a week this stretch of road is an accident waiting to happen. My concern is whether these parking restrictions will be 'policed' because I can guarantee they will be ignored if not.
11	To allow access for emergency vehicles & reduce traffic noise, disruption & damage
12	I am disabled and live in Fernbank. I have difficulty walking, problems with proprioception and joints that dislocate easily. I am regularly forced to walk in the road even by own neighbours who park their cars on this stretch of pavement and block the footway entirely, so I support this proposal as hopefully it means there will not be so many cars blocking and also damaging the pavement. I do also worry during school times as the road is often completely blocked with vehicles and people get very irate as they cannot get through. I can hear them swearing and arguing from inside my home. The only thing I would ask is that some parking enforcement is carried out as we never seen anyone here and this would help with the problem. Thank you for putting these proposals together.
13	The school traffic needs to be catered for by reopening and adapting the school car park. Other measure like buses and a wider start time could be considered. I don't think the restrictions will be policed so the lines are a waste of money. They urbanise the village and make it harder for people to get their children to school. At best the problem will move elsewhere.
14	As a mother travelling from outside the catchment I feel there should be necessary steps to ensure that we have an opportunity to park. If these restrictions are put in

APPENDIX 3 - EYNSFORD PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

	place, I seriously question what other options there would be. You cannot take away such a fundamental space and not provide an alternative.
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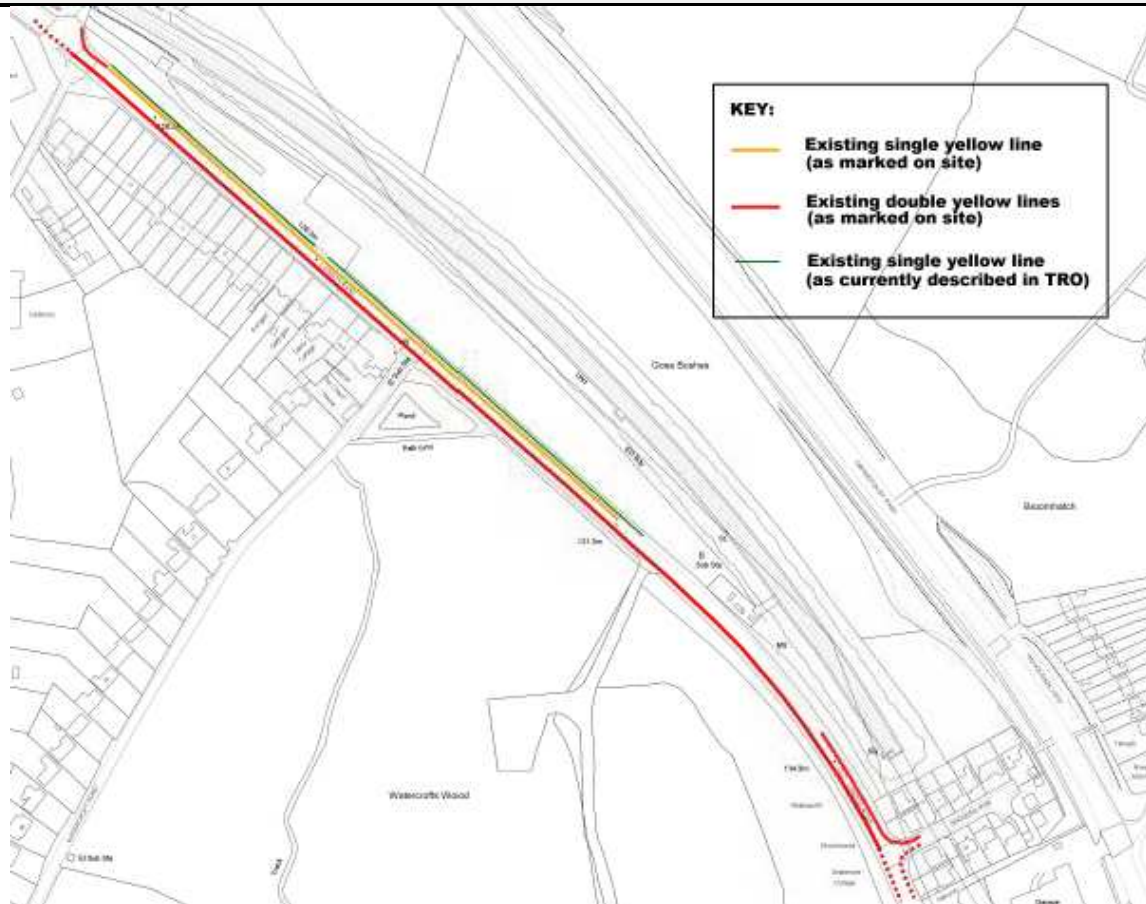
OFFICERS' COMMENTS/RECOMMENDATION
<p>COMMENTS:</p> <p>The parking proposal is required to improve the safety and efficient movement of traffic using this busy principal road, especially during the morning and afternoon school runs when the road often becomes congested. This is to be achieved through a short extension of the double yellow line junction protection on the north east side of the High Street (A225) to the southwest of the Priory Lane junction, and by prohibiting parking on the northwest side outside Alton Cottages for 1 hour periods during the school runs.</p> <p>The decision to reopen and adapt the school car park rests with the Anthony Roper school and is outside of the Board's control. The proposed restrictions would receive regular enforcement from SDC's parking wardens.</p> <p>Alternative parking is available for parents within a short distance of the school.</p> <p>RECOMMENDATION:</p> <p>Since the majority of respondents to the statutory consultation were supportive of the parking proposal for High Street (A225), it is recommended that the objections received be set aside, and the proposal be implemented as drawn.</p>

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APPENDIX 4 - HALSTEAD PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

HALSTEAD: London Road and Old London Road



For	Against
0	0

STATUTORY CONSULTATION RESPONSES

No responses were received to this parking proposal during the statutory consultation.

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS:

The parking proposal is purely a housekeeping exercise, to ensure that the description of the single yellow line restriction on the northeast side of London Road and Old London Road in the traffic regulation order corresponds to the extent of single yellow line marked on the road, which is currently not the case.

RECOMMENDATION:

Since no objections were received to the parking proposal for London Road and Old London Road during the statutory consultation, a decision is not required from the Board, and the proposal be implemented as drawn.

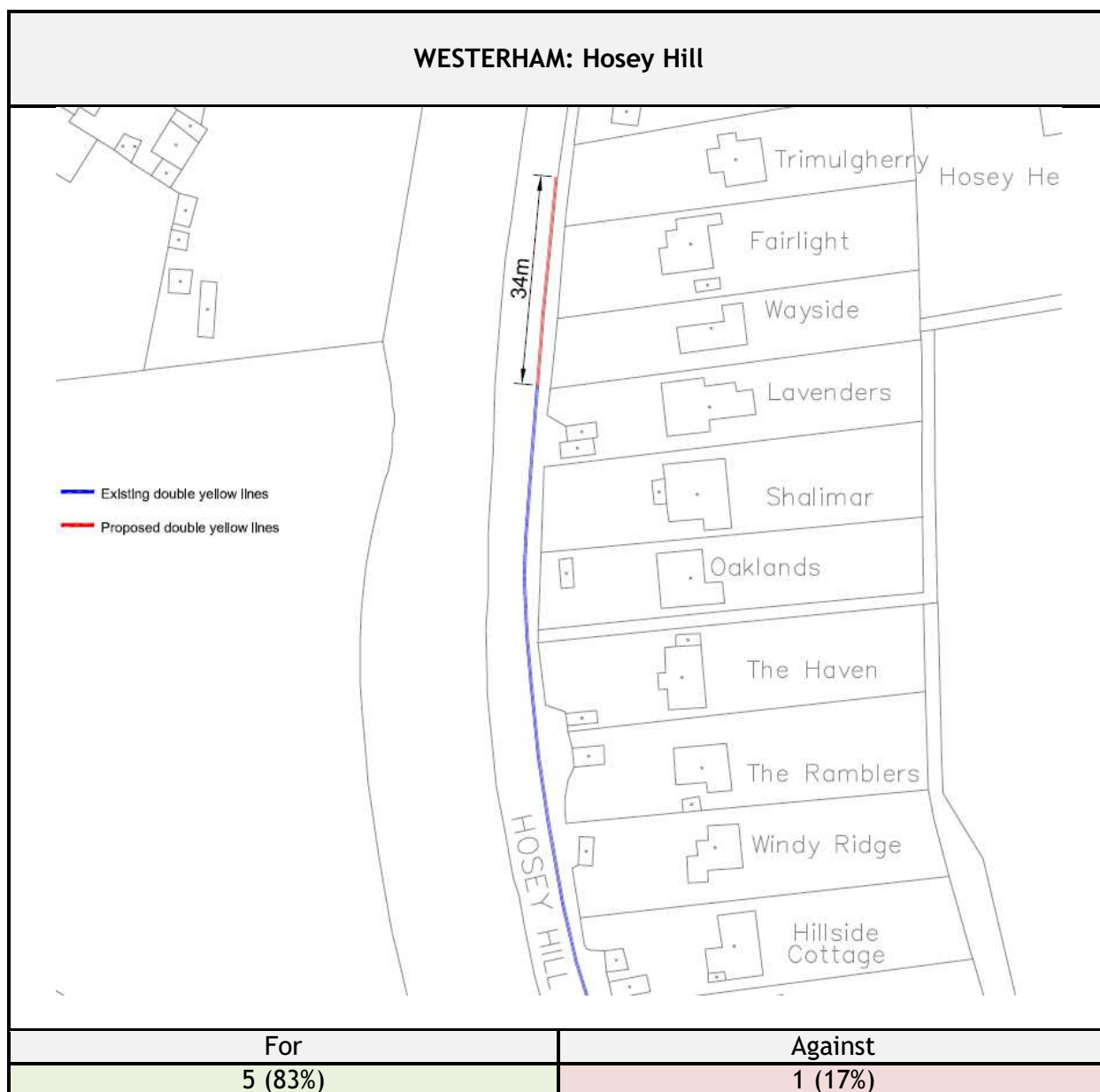
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APPENDIX 4 - HALSTEAD PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

APPENDIX 5 - WESTERHAM PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations



STATUTORY CONSULTATION RESPONSES	
1	Westerham Town Council - Westerham Town Council wishes to support the Hosey Hill Parking Proposal.
2	Councillor D Esler -Delighted with the proposition and look forward to its implementation.
3	This change has the potential to make the road safer and therefore reduce accidents and deaths. However unless other measures are taken alongside this, it will definitely increase traffic speeds (the fact that there are parked cars at this point currently reduces traffic speeds) and therefore make the road more dangerous.

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APPENDIX 5 - WESTERHAM PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

	It will make the road safer due to better sightlines round the bend. However, it might lead to more speeding, so more 30mph signs also needed.
4	<p>We support your proposal for double yellow lines. However, we would request that the lines also be included in front of our property please. We have highlighted in green the boundaries of our property, Hosey Shaw, and would ask for double yellow lines to be painted where indicated in a dark red line on your plan. The reasons for this are:</p> <ol style="list-style-type: none">1. The neighbours who will have double yellow lines in front of their properties will in future park in front of our garage and drive as their own parking becomes restricted. They will also park further down the road to the right of our drive restricted our view down the hill.2. The Church at the bottom of Hosey Hill towards the A25 has recently had a lovely new building added but this has resulted in church members parking across our drive on Sundays as they have insufficient parking space at the church and people refuse to park in the car park on the A25.3. The road to the right of our drive has no double yellow lines and as a result is often full of high sided service vehicles. When this happens we are unable to see any traffic coming up the road and have to edge out into the road and hope for the best. If the yellow lines were included as shown in front of Blue Hayes (now known as Oak Tree Cottage) this would help a little.
5	<p>Many thanks for advising us of your proposal to extend the double yellow line parking restrictions in Hosey Hill. Whilst I fully support the intention of this proposal I believe it goes too far for what it aims to achieve. I suggest an alternative measure which I believe will result in the same improvement to public safety and traffic flow and at the same time will not impact so severely on the day to day activities of local residents.</p> <p>Let's be clear about the reasons for this parking initiative. It resulted from the unfortunate death of a cyclist earlier this year. In fact there have been many slight and serious accidents, almost solely involving cyclists, over recent years. The vast majority of these accidents have been the result of the lack of maintenance by the Highway Authority to the condition of the road. This results in cyclists being thrown from their bikes as they hit a pot hole or more frequently glancing other cyclists or cars as they swerve to suddenly avoid potholes. However, the accident that resulted in the death of the cyclist was caused regrettably in part due the rider's lack of attention to a stopped white van, which had stopped to allow vehicles coming up the hill to pass parked vehicles. I agree something should be done to avoid this happening again. The proposed extension would restrict all on site parking at all times in front of our house and the neighbouring property. In recent years Westerham has become a real centre for cyclists - which is great. As a result Hosey Hill is a popular route to and from the Town Centre to the wider countryside to the south. The vast majority of the cycling activity is at weekends, bank holidays and certainly during daylight hours. The whole reason justifying this proposal emanates from a need to respond to this increased cycling activity. Therefore I propose that instead of an extension to the existing double yellow lines, that the extension should be of single yellow lines preventing on street parking between the hours of 0800 and 1800, applicable every day including weekends and bank holidays. This would still meet the objective of removing parked vehicles from this section of Hosey Hill at the times when the vast</p>

APPENDIX 5 - WESTERHAM PARKING PROPOSAL

Statutory Consultation Responses and Officers' Comments/Recommendations

	<p>majority of cycling activity occurs. It also means that those residents who do not have any off street parking facility - e.g. Wayside and Grey Squirrels, have an opportunity to park their vehicles in the evening somewhere near their houses.</p> <p>Please take the above into account when making your final decision.</p>
6	<p>The proposals are too draconian for what they seek to achieve. I would support the introduction of single yellow line parking restrictions limited to between the hours of 0800 - 1800 all days of the week and at bank holidays.</p>

OFFICERS' COMMENTS/RECOMMENDATION	
<p>COMMENTS:</p> <p>The parking proposal involves an extension of existing double yellow line restrictions, and is required primarily to improve the safety of traffic using this section of Hosey Hill. At present, vehicles are parked on the bend at this location, thereby reducing the available road width and forward visibility between opposing traffic flows. This has led to sudden braking and incidents, including a recent fatality involving a cyclist.</p> <p>The majority of the properties on Hosey Hill have off-street parking available, and on-street parking will still be available just to the north of the proposed restrictions for those which do not.</p> <p>Limited waiting, such as the single yellow line suggested as an alternative proposal by some respondents, is appropriate in some circumstances, but would be inappropriate here, as it would not reduce the risk on the bend outside of the times of operation of the suggested restriction.</p> <p>RECOMMENDATION:</p> <p>Since the majority of respondents were supportive of the parking proposal for Hosey Hill, it is recommended that the objection be set aside, and the proposal be implemented, as drawn.</p>	

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Kippington Area Waiting Restrictions

To: **Sevenoaks Joint Transportation Board, 6 December 2016**

Main Portfolio Area: **KCC – Growth Environment and Transport**

By: **Director of Highways, Transportation and Waste**

Classification: **Unrestricted**

Ward: **Sevenoaks Kippington** Division: **Sevenoaks Central**

Summary: The report summarises the responses to the waiting restrictions advertised in the Kippington area.

For Recommendation

1.0.1 Introduction and Background

- 1.1 All day parking on roads in the Kippington area has been causing issues of restricting access, obstruction and visibility. At a site meeting involving Kent County Council and Sevenoaks DC officers along with Town Councillor Richard Parry, a number of different areas were identified where double yellow lines would be beneficial to prevent parking at all times. These were mainly at junctions and on bends where parking causes the most significant safety concerns. In other areas where the parking issues were less severe and some on-street parking would be acceptable, single yellow lines were proposed. These would generally restrict parking in the morning on one side of the road and in the afternoon on the other side. This would allow places for parking by residents or their visitors for part of the day but would prevent the increasing problems caused by the all-day parking.
- 1.2 The streets identified for waiting restrictions are Oak Lane, Grassy Lane, Wellmeade Drive, Burntwood Road, Ashgrove Road and Turners Gardens. The proposed waiting restrictions are shown in the plans in Appendix 1
- 1.3 The waiting restrictions have been advertised and this report summarises the responses and requests that the Board makes a recommendation as to how to proceed in light of the comments received.

2.1.1 Discussion

- 2.1 174 responses were received to the advertised restrictions and the majority (165) of these were supportive of part or all of the proposed restrictions however there were 15 objections to the proposals. A breakdown of the responses is detailed in Appendix 2 and a summary is given below.
- 2.2 **Whole scheme** - There were seven objections to the scheme as a whole from residents, all from Hopgarden Lane, who were concerned about the knock-on effect on Hopgarden Lane which is not included in the proposals. They were concerned that implementing waiting restrictions in the area would displace parking into Hopgarden Lane which is narrow with a single narrow footway. Drivers currently parking in Hopgarden Lane usually park partly on the footway to allow traffic past but this means that pedestrians have to walk in the road around the vehicles. Additional parking will increase the risk to pedestrians. It was also noted that children from the Sevenoaks School walk along Hopgarden Lane. Three of the objectors did state that they would have supported the

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proposals had restrictions been included in Hopgarden Lane and one objector did support the waiting restrictions to protect the junctions.

- 2.3 **Oak Lane** – The restrictions were widely supported and there was only one objection specifically citing issues with the Oak Lane proposals other than those in paragraph 2.2 above. Again the concern was related to the displacement of parking into Hopgarden Lane. The parking in Oak Lane has been of particular concern to many of the respondents due to the issues turning in and out of the junctions with Grassy Lane and Kippington Road along with forward visibility for traffic travelling along Oak Lane.
- 2.4 **Grassy Lane** – Four objections were received to these proposals, other than those in paragraph 2.2 above, of which two referred to the parking displacement into Hopgarden Way. Two objectors were concerned about removing the parking as it calms the traffic speeds and one also cited the lack of long stay parking for people working in the town and the need for on-street parking. One objector was also concerned that the single yellow line restrictions would encourage parking where it currently doesn't happen pushing traffic closer to pedestrians on the east side.
- 2.5 **Wellmeade Drive** – No objections were received to the proposals in Wellmeade Drive other than those in paragraph 2.2 above.
- 2.6 **Turners Gardens** – No objections were received to the proposals in Turners Gardens other than those in paragraph 2.2 above. A couple of respondents did have an issue with the double yellow line waiting restrictions in the turning head as they or their visitors park there however this is an area that should be kept clear of parked vehicles so that traffic can turn safely.
- 2.7 **Ashgrove Road** – No objections were received to the proposed waiting restrictions in Ashgrove Road at the junction with Burntwood Road other than those in paragraph 2.2 above.
- 2.8 **Burntwood Road** – The waiting restrictions in Burntwood Road were the most controversial. In addition to the objections noted in paragraph 2.2 above there were seven further objections. These objections were from residents of Hopgarden Lane, or streets off it, who were concerned about the displaced parking affecting Hopgarden Lane for the reasons stated above. In addition, they considered that, as Burntwood Road is wide (typically around 7.5 to 8m wide) with footways on both sides and properties having a good level of off-street parking, it is suitable to allow on street parking. There were 18 letters of support and no objections from residents of Burntwood Road/Burntwood Grove for the proposals which indicates a high level of support.
- 2.9 All but two of the objections to part or all of the proposals have come from residents of Hopgarden Lane and Little Julians Hill (off Hopgarden Lane) who are concerned about displaced parking affecting their streets. Richard Parry has advised that when waiting restrictions have been considered in Hopgarden Lane in the past, they have not been supported by residents which is why they had not been included this time. While it is not possible to add additional waiting restrictions in Hopgarden Lane without re-advertising the Order, County Members Margaret Crabtree and Richard Parry have agreed to fund additional waiting restrictions in Hopgarden Lane which will address the objections received from residents of this road. It is therefore recommended that these waiting restrictions be made as advertised.
- 3.0 **Financial**
- 3.1 The waiting restrictions are being funded by County Member Margaret Crabtree from her Combined Member Grant.

4.0 For Recommendation

- 4.1 The Board is asked to recommend that the Traffic Regulation Order is made and implemented as advertised.

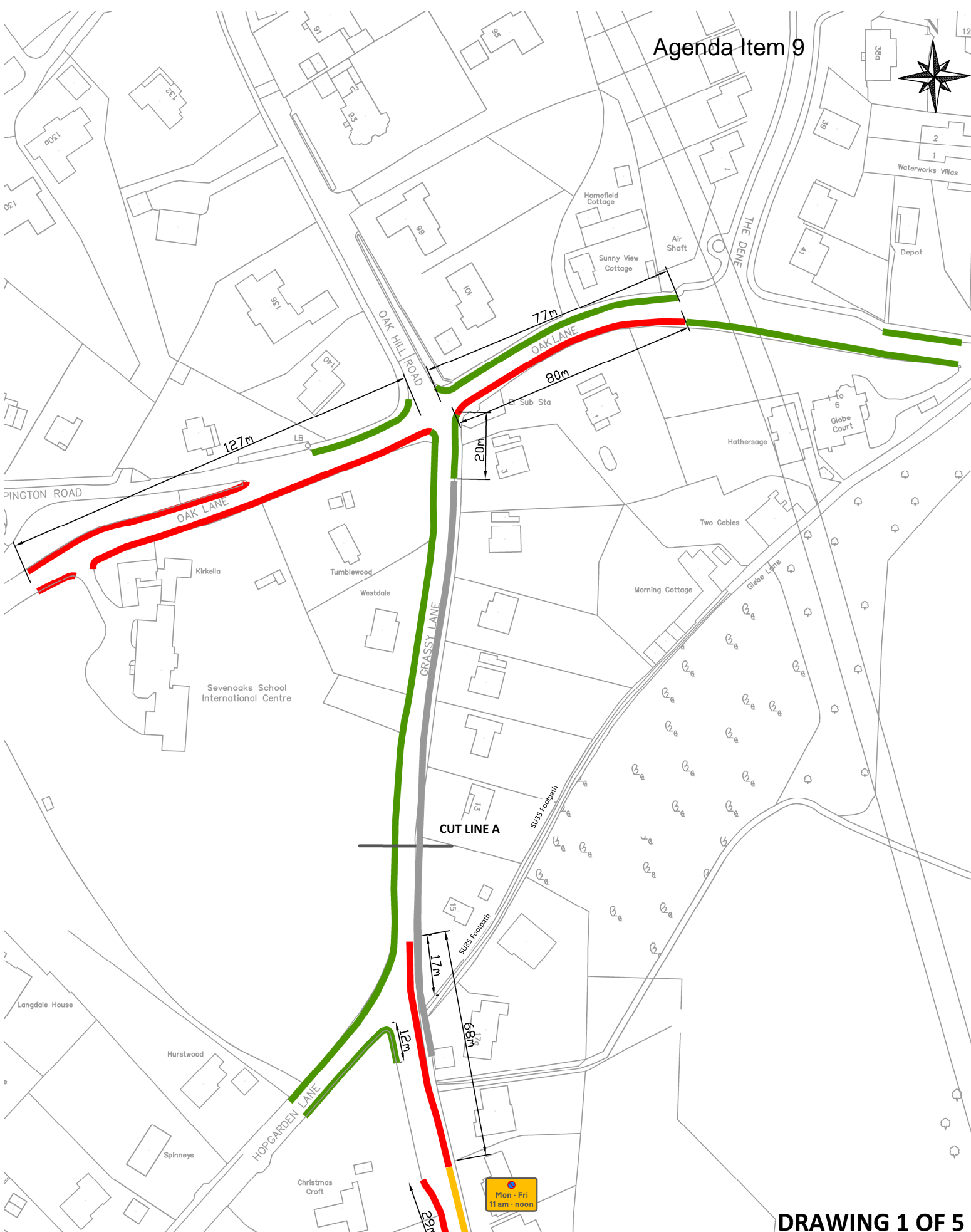
Future Meeting if applicable: N/A	Date: 14/11/2015
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Contact Officer:	<i>Gary Peak, Senior Project Manager 03000 418181</i>
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Appendix List

<i>Appendix 1</i>	<i>Waiting restriction proposal plans</i>
<i>Appendix 2</i>	<i>Responses</i>

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DRAWING 1 OF 5

Locations: OAK LANE/GRASSY LANE/BURNTWOOD ROAD/WELLMEADE DRIVE/ASHGROVE ROAD & TURNERS GARDENS

NO WAITING RESTRICTIONS - NEW AND REVISED

EXISTING DOUBLE YELLOW LINES SHOWN IN **GREEN**

EXISTING SINGLE YELLOW LINES SHOWN IN **GREY**

PROPOSED NEW SECTIONS OF DOUBLE YELLOW LINES SHOWN IN **RED**

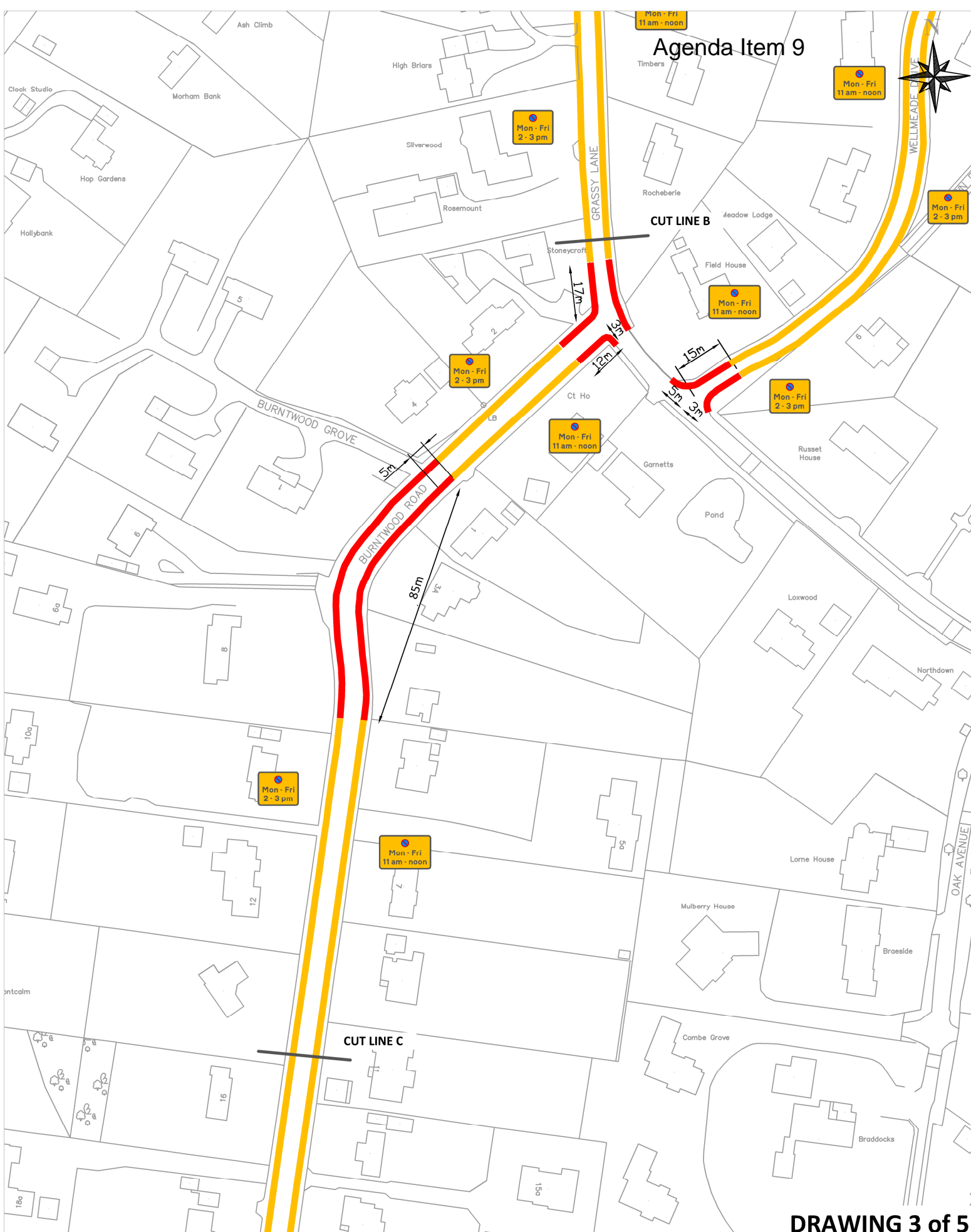
PROPOSED NEW SECTIONS OF SINGLE YELLOW LINES (Mon-Fri 11am to Noon & 2 to 4pm) SHOWN IN **YELLOW**

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- PROPOSED NEW SECTIONS OF SINGLE YELLOW LINES (Mon-Fri 11am to Noon & 2 to 3pm) SHOWN IN **YELLOW**

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Locations: OAK LANE/GRASSY LANE/BURNTWOOD ROAD/WELLMEADE DRIVE/ASHGROVE ROAD & TURNERS GARDENS

NO WAITING RESTRICTIONS - NEW AND REVISED

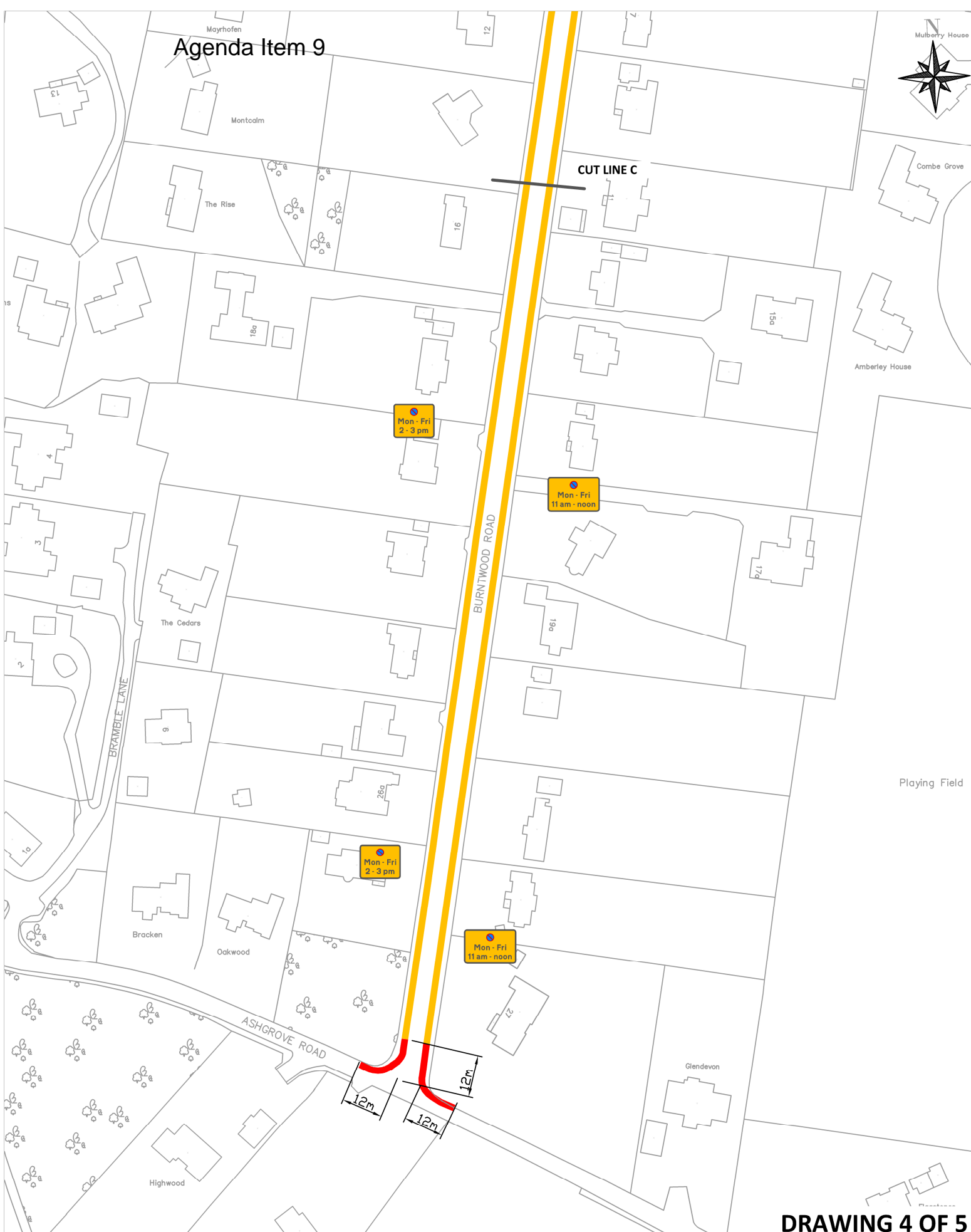
- PROPOSED NEW SECTIONS OF DOUBLE YELLOW LINES SHOWN IN **RED**
- PROPOSED NEW SECTIONS OF SINGLE YELLOW LINES (Mon-Fri 11am to Noon & 2 to 3pm) SHOWN IN **YELLOW**

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DRAWING 4 OF 5

Locations: OAK LANE/GRASSY LANE/BURNTWOOD ROAD/WELLMEADE DRIVE/ASHGROVE ROAD & TURNERS GARDENS

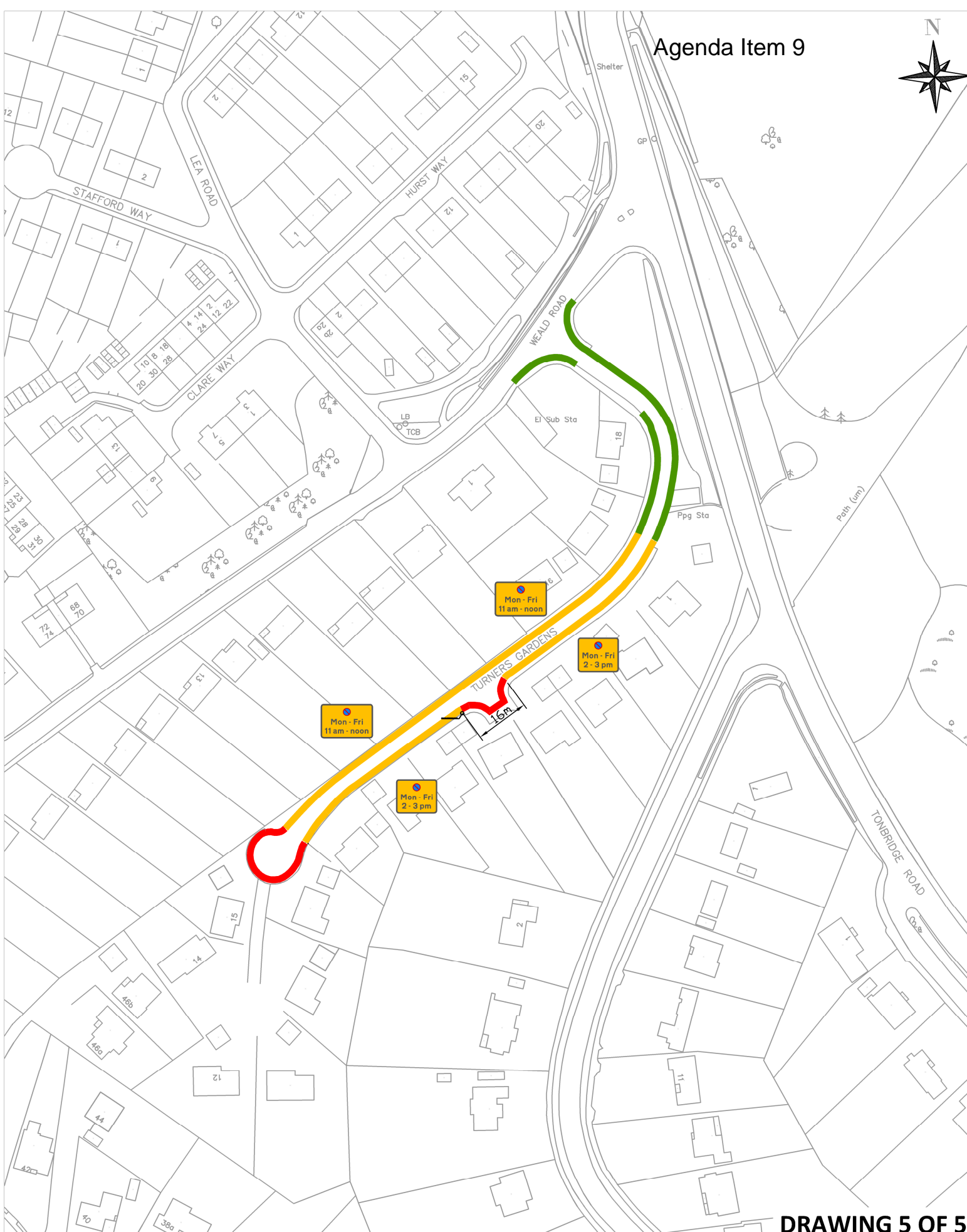
NO WAITING RESTRICTIONS - NEW AND REVISED

- PROPOSED NEW SECTIONS OF DOUBLE YELLOW LINES SHOWN IN **RED**
- PROPOSED NEW SECTIONS OF SINGLE YELLOW LINES (Mon-Fri 11am to Noon & 2 to 3pm) SHOWN IN **YELLOW**

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DRAWING 5 OF 5

Locations: OAK LANE/GRASSY LANE/BURNTWOOD ROAD/WELLMEADE DRIVE/ASHGROVE ROAD & TURNERS GARDENS

NO WAITING RESTRICTIONS - NEW AND REVISED

- EXISTING DOUBLE YELLOW LINES SHOWN IN **GREEN**
- EXISTING SINGLE YELLOW LINES SHOWN IN **GREY**
- PROPOSED NEW SECTIONS OF DOUBLE YELLOW LINES SHOWN IN **RED**
- PROPOSED NEW SECTIONS OF SINGLE YELLOW LINES (Mon-Fri 11am to Noon & 2-3pm) SHOWN IN **YELLOW**

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Appendix 2 - Kippington Area, Sevenoaks On-Street Parking TRO Responses - Summary

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
1	Burntwood Grove		Y	Grassy Lane, Burntwood Road, Oak Lane and Wellmeade Drive	Supports proposals
2	Burntwood Grove		Y	Burntwood Road, Grassy Lane and Oak Lane	Supports proposals
3	Burntwood Grove		Y		Supports proposals
4	Burntwood Grove		Y		Supports proposals
5	Burntwood Road		Y		Supports proposals
6	Burntwood Road		Y		Supports proposals
7	Burntwood Road		Y	Grassy Lane and Burntwood Road	Supports proposals
8	Burntwood Road		Y	Grassy Lane and Burntwood Road	Supports proposals
9	Burntwood Road		Y		Supports proposals
10	Burntwood Road		Y	Grassy Lane, Oak Lane and Burntwood Road	Supports proposals
11	Burntwood Road		Y		Supports proposals
12	Burntwood Road		Y	Grassy Lane and Burntwood Road	Supports proposals
13	Burntwood Road		Y	Grassy Lane and Burntwood Road	Supports proposals
14	Burntwood Road		Y	Grassy Lane and Burntwood Road	Supports proposals
15	Burntwood Road		Y		Supports proposals
16	Burntwood Road		Y	Grassy Lane and Burntwood Road	Supports proposals
17	Burntwood Road		Y		Supports proposals
18	Burntwood Road		Y		Supports proposals
19	Clenches Farm Road		Y	Oak Lane	Supports proposals
20	Clenches Farm Road		Y	Grassy Lane/ Oak Lane Junction	Supports the restrictions at the junction
21	Clenches Farm Road		Y		Supports proposals and requests parking restrictions be extended further up Oak Lane where his garage exits.
22	Clenches Farm Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals
23	Clenches Farm Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
24	Clenches Farm Road		Y	Oak Lane	Supports proposals
25	Clenches Farm Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals
26	Clenches Farm Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals
27	Clenches Farm Road		Y	Oak Lane	Supports proposals but expressed concern about parking moving to other locations such as causing safety problems Grange Road/Clenches Farm Road/Oak Lane.
28	Farnaby Drive		Y	Grassy Lane/ Oak Lane Junction	Supports restrictions at the junction
29	Farnaby Drive		Y		Supports proposals
30	Farnaby Drive		Y	Oak Lane near the junction with Kippington Road	Supports proposals
31	Farnaby Drive		Y	Oak Lane near the junction with Kippington Road	Supports proposals
32	Garvock Drive		Y	Grassy Lane/ Oak Lane Junction	Supports restrictions at the junction
33	Garvock Drive		Y	Oak Lane	Supports proposals
34	Garvock Drive		Y	Oak Lane near the junction with Kippington Road	Supports proposals
35	Garvock Drive		Y	Oak Lane near the junction with Kippington Road	Supports proposals
36	Garvock Drive		Y	Oak Lane	Supports proposals
37	Garvock Drive		Y	Oak Lane near the junction with Kippington Road	Supports proposals
38	Grassy Lane	Y		Grassy Lane	Objection on safety grounds to the SYL on the west side as it will promote parking there where it currently doesn't happen pushing traffic closer to pedestrians on the narrow eastern footway - should be DYL. Removing commuter parking on the eastern side means traffic calming is needed and requests a 20mph speed limit.
39	Grassy Lane		Y		Supports proposals
40	Grassy Lane		Y		Supports proposals

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
41	Grassy Lane		Y	Grassy Lane	Supports proposals
42	Grassy Lane		Y	Grassy Lane	Supports proposals
43	Grassy Lane		Y		Supports proposals
44	Grassy Lane		Y	Grassy Lane, Wellmeade Drive and Oak Lane	Supports proposals
45	Grassy Lane		Y	Grassy Lane	Supports proposals
46	Grassy Lane		Y		Supports proposals
47	Grassy Lane		Y		Supports proposals
48	Grassy Lane		Y	Oak Lane and Grassy Lane	Supports proposals
49	Grassy Lane		Y		Supports proposals
50	Grassy Lane		Y		Supports proposals
51	Grassy Lane		Y		Supports proposals
52	Grassy Lane		Y	Grassy Lane	Supports proposals
53	Grassy Lane		Y		Supports proposals
54	Grassy Lane		Y	Grassy Lane	Supports proposals
55	Grassy Lane		Y	Grassy Lane	Supports proposals
56	Grassy Lane		Y	Grassy Lane	Supports proposals
57	Grassy Lane		Y		Supports proposals
58	Hopgarden Lane	Y			Supports the Grassy lane restrictions but Objects to the proposal due to belief that parking will be displaced into Hopgarden Lane blocking the footway and causing a hazard for pedestrians.
59	Hopgarden Lane		Y	Grassy Lane/ Oak Lane Junction	Supports the Grassy lane restrictions but expressed concern that parking will be displaced into Hopgarden Lane which should also have restrictions.
60	Hopgarden Lane	Y	Y		Supports the Grassy Lane/Oak Lane restriction but objects to the Burntwood Road restriction as it is wide enough to accommodate parking safely. Also requests restrictions in Hopgarden Lane as it is not suitable for parking as parked cars block the footway.
61	Hopgarden Lane		Y	Oak Lane	Supports proposals in Oak Lane but concerned about pushing parking into Hopgarden Way and suggests additional restrictions in Hopgarden Lane and Grassy Lane to address this.

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
62	Hopgarden Lane	Y	Y	Grassy Lane, Oak Lane and Hopgarden Lane	Supports restrictions in Grassy lane subject to additional double yellow lines being provided opposite Sevenoaks School in Grassy Lane and single yellow lines are provided in Hopgarden Lane to address displaced commuter parking.
63	Hopgarden Lane	Y	Y		Supports the Grassy Lane/Oak Lane junction restrictions but stated that the restrictions should be extended to include the section south of Hopgarden Way for visibility reasons when exiting the junction. Requests restrictions in Hopgarden Way to deal with displaced parking and objects to the proposals for Burntwood Road, other than at the junction with Grassy Lane, as it is more suitable for parking than Hopgarden Way.
64	Hopgarden Lane	Y	Y		Supports the Grassy Lane and Oak Lane restrictions. Requests restrictions in Hopgarden Way to deal with displaced parking and/or remove the proposals for Burntwood Road as it is more suitable for parking than Hopgarden Way.
65	Hopgarden Lane	Y			Objects to the proposals as it will displace parking into the narrow Hopgarden Way from wider roads such as Grassy Lane and Burntwood Road
66	Hopgarden Lane	Y	Y		Supports the Grassy Lane/Oak Road proposals but objects to the Burntwood Road restrictions as it is more suitable for parking as it is wide with two pavements and introducing restrictions will displace more parking into Hopgarden Lane.
67	Hopgarden Lane	Y			Objects to the proposals due to the adverse effect on Hopgarden Lane and considers that Burntwood Road is more suitable for parking as it is a wide road with 2 footways.
68	Hopgarden Lane	Y	Y		Supports the proposals for Oak Lane and Grassy Lane but objects to the restrictions in Burntwood Road as it is more suitable for parking than Hopgarden Way which has not been included.
69	Hopgarden Lane	Y	Y		Supports the proposals for the Oak Lane/Grassy Lane junction but objects to the restrictions in Burntwood Road and Grassy Lane if there are no restrictions in Hopgarden Lane.

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
70	Hopgarden Lane		Y	Oak Lane	Supports the proposals for Oak Lane but requests that restrictions be extended over the full length of Hopgarden Way.
71	Hopgarden Lane	Y			Supports the Grassy lane restrictions but Objects to the proposal due to belief that parking will be displaced into Hopgarden Lane If adding Hopgarden Lane cannot be done then remove Burntwood Road as it is more suitable for parking.
72	Hopgarden Lane			Hopgarden Way	Expressed concern about parking being displaced into Hopgarden Way and requested restrictions to deal with this.
73	Hopgarden Lane	Y			Objects to proposals as parking will be displaced into Hopgarden Way which is nearer to town, is narrow and had Sevenoaks School playing field and boarding house off it and nothing is being done to address this. Burntwood Road is much wider and more suitable for parking but has restrictions proposed.
74	Kippington		Y	Grassy Lane/Oak Lane Junction	Supports restrictions at the junction.
75	Kippington Close		Y		Supports proposals
76	Kippington Road		Y	Grassy Lane/Oak Lane Junction	Supports proposals
77	Kippington Road		Y		Supports proposals
78	Kippington Road		Y	Oak Lane	Supports proposals
79	Kippington Road		Y	Oak Lane	Supports proposals
80	Kippington Road		Y		Supports proposals
81	Kippington Road		Y	Oak Lane	Supports proposals
82	Kippington Road		Y	Oak Lane	Supports proposals
83	Kippington Road		Y	Oak Lane/Grassy Lane/Kippington Road/Oakhill Road Junctions	Supports proposals
84	Kippington Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals
85	Kippington Road		Y	Oak Lane	Supports proposals
86	Kippington Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals
87	Kippington Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
88	Kippington Road		Y		Supports proposals
89	Kippington Road		Y	Oak Lane	Supports proposals
90	Kippington Road		Y		Supports proposals
91	Kippington Road		Y	Grassy Lane and especially the Oak Lane/Kippington Road junction	Supports proposals
92	Kippington Road		Y	Oak Lane	Supports proposals
93	Kippington Road		Y	Oak Lane near the junction with Kippington Road	Supports proposals
94	Kippington Road		Y	Oak Lane	Supports proposals
95	Kippington Road		Y		Supports proposals
96	Kippington Road		Y	Oak Lane	Supports proposals
97	Little Julians Hill	Y		Burntwood Road, Grassy Lane and Oak Lane	Objects to the proposals for Burntwood Road, Oak Lane and Grassy Lane due to the adverse effect on Hopgarden Lane and requests Hopgarden Lane be included to address the inevitable displacement.
98	Oak Avenue		Y	Grassy Lane and surrounding roads	Supports proposals
99	Oak Avenue		Y	Grassy Lane	Supports proposals but suggests that more commuter parking is needed and suggests either a Park & Ride or additional car park
100	Oak Lane		Y	Grassy Lane/Oak Lane Junction	Supports proposals
101	Oak Lane		Y		Supports proposals
102	Oak Lane		Y	Oak Lane	Supports proposals
103	Oak Lane		Y		Supports proposals
104	Oak Lane		Y	Oak Lane	Supports proposals
105	Oak Lane		Y	Oak Lane/Grassy Lane/Kippington Road/Oakhill Road Junctions	Supports proposals
106	Oak Lane		Y	Oak Lane	Supports the restrictions in Oak Lane but requests that it be extended further to the west as parked cars are a hazard for pedestrians walking along the road.
107	Oak Lane		Y	Oak Lane	Supports the proposals in Oak Lane but considers that the restrictions should extend further west as more cars will be displaced along Oak Lane.
108	Oak Lane		Y	Oak Lane	Supports proposals

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
109	Oakhill Road		Y		Supports proposals
110	Oakhill Road		Y	Grassy Lane/ Oak Lane Junction	Supports restrictions at the junction.
111	Oakhill Road		Y		Supports proposals
112	Oakhill Road		Y	Grassy Lane/ Oak Lane Junction	Supports restrictions at the junction.
113	Oakhill Road		Y	Oak Lane	Supports proposals
114	Oakhill Road		Y	Oak Lane	Supports proposals
115	Oakhill Road		Y	Oak Lane	Supports proposals
116	Oakhill Road		Y	Oak Lane	Supports proposals
117	Oakhill Road		Y	Oak Lane	Supports proposals
118	Oakhill Road		Y		Supports proposals
119	Oakhill Road		Y	Oak Lane	Supports proposals
120	Oakhill Road		Y	Oak Lane	Supports proposals
121	Oakhill Road		Y	Oak Lane	Supports proposals
122	Oakhill Road		Y	Oak Lane/Grassy Lane/Kippington Road/Oakhill Road Junctions	Supports proposals
123	Oakhill Road		Y	Oak Lane	Supports proposals
124	Oakhill Road		Y	Oak Lane	Supports proposals
125	Oakhill Road		Y		Supports proposals
126	Oakhill Road		Y	Oak Lane	Supports proposals
127	Oakhill Road		Y	Oak Lane	Supports proposals
128	Oakhill Road		Y		Supports proposals
129	Oakhill road		Y	Oak Lane	Supports proposals
130	Oakhill Road		Y	Oak Lane	Supports proposals
131	Oakhill Road		Y	Oak Lane	Supports proposals
132	Sevenoaks School		Y	Oak Lane	Supports proposals
133	The Middlings		Y	Oak Lane	Supports proposals
134	Turners Gardens		Y	Turners Gardens	Supports proposals
135	Turners Gardens		Y	Turners Gardens	Supports proposals
136	Turners Gardens		Y	Turners Gardens	Supports proposals
137	Turners Gardens		Y	Turners Gardens	Supports proposals
138	Turners Gardens		Y	Turners Gardens	Supports proposals

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
139	Turners Gardens		Y	Turners Gardens	Reservations about 1. parking left near Weald Road junction. 2. risk of people moving cars across the road at lunchtime on SYL. 3. lives off turning circle and visitors or contractors park in circle and will be displaced. 4. lack of enforcement will make it pointless.
140	Turners Gardens		Y	Turners Gardens	Reservation about DYLS in the turning circle. Requests that this be changed to SYL to allow residents and visitors to park.
141	Turners Gardens		Y	Turners Gardens	Supports the proposals
142	Turners Gardens		Y	Turners Gardens	Supports the proposals
143	Turners Gardens		Y	Turners Gardens	Supports the proposals
144	Wellmeade Drive		Y	Grassy Lane and Wellmeade Drive	Supports proposals
145	Wellmeade Drive		Y		Supports proposals but requests additional restrictions on the west side of Grassy Lane between Scots Pines and Hopgarden Way.
146	Wellmeade Drive		Y		Supports proposals especially Wellmeade Drive
147	Wellmeade Drive		Y		Supports proposals
148	Wellmeade Drive		Y	Wellmeade Drive	Supports proposals
149	Wellmeade Drive		Y	Grassy Lane and Wellmeade Drive	Supports proposals
150	Wellmeade Drive		Y		Supports proposals
151	Wellmeade Drive		Y		Supports proposals
152	Wellmeade Drive		Y	Wellmeade Drive	Supports proposals
153	Yeomans Meadows		Y	Oak Lane	Supports proposals
154	No Address Supplied		Y		Supports proposals
155	No Address Supplied				Expressed concern over the lack and cost of long stay parking for people working in Sevenoaks. Removing on-street parking will cause problems for workers.
156	No Address Supplied	Y	Y		Supports restrictions at the junctions for safety reasons but objects to other restrictions particularly in Grassy Lane and Burntwood Road where there is space to park and the parking calms the traffic speeds. Also cites the lack of long stay parking for people working in the town and the need for on-street parking.

Ref	Respondent's Street	Object	Support	Specific location referred to in response	Objection/Comment
157	No Address Supplied		Y	Oak Lane	Supports restrictions in Oak Lane
158	No Address Supplied		Y	Oak Lane	Supports proposals
159	No Address Supplied		Y	Oak Lane	Supports proposals
160	No Address Supplied		Y		Supports proposals
161	No Address Supplied		Y	Oak Lane	Supports proposals
162	No Address Supplied		Y	Oak Lane	Supports proposals
163	No Address Supplied		Y	Oak Lane near the junction with Kippington Road	Supports proposals
164	No Address Supplied		Y	Oak Lane	Supports proposals
165	No Address Supplied		Y	Oak Lane	Supports proposals
166	No Address Supplied		Y	Oak Lane and Grassy Lane	Supports proposals
167	No Address Supplied		Y		Supports proposals
168	No Address Supplied		Y		Supports proposals
169	No Address Supplied		Y	Grassy Lane and Burntwood Road	Supports proposals
170	No Address Supplied		Y	Oak Lane	Supports proposals
171	No Address Supplied		Y	Oak Lane	Supports proposals
172	No Address Supplied		Y	Oak Lane	Supports proposals
173	No Address Supplied		Y		Supports proposals
174	No Address Supplied		Y	Grassy Lane	Supports proposals

Note: for responses which referred to a street and "surrounding roads" or similar without specific roads it has been taken to include all the proposals

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SEVENOAKS CYCLING STRATEGY WORKING GROUP

Tuesday 15 November 2016 at 10:00am

Present:

Cllr. Edwards-Winser
Cllr. Eyre
John Morrison (JM)
Reg Oakley (RO)
Simon Taylor (ST)
Katie Cullen (KC)
Adrian Berendt (AB)

Chairman (SDC)
Sevenoaks Town Council
Sevenoaks Cycle Forum
Sevenoaks Cycle Forum
SDC Planning Officer (Policy)
KCC Cycling Transport Planner
Tunbridge Wells Bicycle User Group
(TWBUG)

		Action by
32.	Apologies for absence None received.	
33.	Notes from previous meeting Notes of the Sevenoaks Cycling Strategy Working Group on 16 August 2016 were received.	
34.	Matters arising/update (including actions from previous meetings) KCC and Cllr. Eyre have made progress on “Bikeability Training Level 3” in organising a venue. Due to a lack of funding in the present cycle, it is anticipated that the scheme could be brought forward early next year. The discussions about partnership working between OPC and STC to facilitate the delivery of cycling infrastructure is still ongoing. JM queried the use of residual S106 funds at Bat & Ball. KC would look into the amount left, noting that a Deed of Variation would be required in the money was to be spent elsewhere (as specified in the original agreement).	
35.	Kent Spa & Castle Ride Circular Route with Adrian Berendt (TWBUG) The Group welcomed AB to discuss a proposal for a new leisure route which would cross 3 local authority areas; Tonbridge and Malling, Tunbridge Wells and Sevenoaks. The circular route is being considered in partnership with KCC. The route will require a number of improvements to roads (in part) as well as additional signage (Appendix A & B). AB and	

	<p>KC confirmed that discussions were taking place across the 3 local authority areas, as well as key landowners and stakeholders to gauge support.</p> <p>The Penshurst to Poundsbridge Lane section of the route will need to be planned, as there are a number of potential options, including a walking/cycling bridge over the River Medway, road crossing improvements and widening footpaths/bridleways to accommodate cycling use.</p> <p>The Group thanked AB for providing an overview of the scheme and discussions on how this could progress would continue following further discussions with the other local authority areas involved.</p>	
36.	<p>Cycling Strategy Route 1: East/West Cycle Route (Update)</p> <p>KC reiterated that the cost of a feasibility study for the route would cost £15,000 (2015). A revised quote for 2016 will be provided.</p> <p>It must be noted that this is the cost of feasibility for the route, not the designing of the route.</p>	
37.	<p>Cycling Strategy Route 5: Off-road Route between Oakdene Road and Otford Road via Wildfowl Reserve (Update)</p> <p>No further update was provided on this route at the meeting.</p>	
38.	<p>Cycling Strategy Route 6: Otford to Bat & Ball Cycle Route (Update)</p> <p>Revised costing for a feasibility study of the route is currently being prepared and should be provided at the JTB.</p>	
39.	<p>Sevenoaks District Cycling Strategy Review 2017 - Initial Discussions</p> <p>Initial discussions took place for the review of the Cycling Strategy including:</p> <ul style="list-style-type: none"> • How the progress of the Strategy will be measured; • The role of technology in cycling has evolved (i.e. e-bikes); and • How the Cycling Strategy will be updated. <p>A paper will be prepared for the JTB in March 2017 which will set out the progress to date, the process of review and outcomes. KC stated that she will include a note for the December JTB on the kinds of working that would be required for the eventual review (Appendix C).</p>	

40.	<p>AOB</p> <p>Brief discussion on the Propensity to Cycle Tool - a model that shows the potential benefits of cycling from investing at certain. The project is funded by the Department for Transport and has included more detailed modelling for Tunbridge Wells, to help TWBC with its cycling infrastructure delivery. The Tool is available at http://www.pct.bike/.</p> <p>KCC Crash data for 2016 is currently being finalised.</p>	
41.	<p>Date of next meeting</p> <p>With the next JTB meeting on the 8th March 2017, the next meeting of the Working Group will be held provisionally on Tuesday 14th February 2017 at 10am. JM and RO advised that new representatives from the Sevenoaks Cycle Forum may attend future meetings. ST will liaise with new representatives from the Forum, and confirm the date and time of the next meeting.</p> <p>Topics for the meeting will include:</p> <ul style="list-style-type: none"> • Update on Routes 1 (East/West Route) • Update on Route 5 (Off road route between Oakdene Road and Otford Road via Wildfowl Reserve) and 6 (Otford to Bat & Ball) • Discussion paper on the 5 year review of the Cycling Strategy 	

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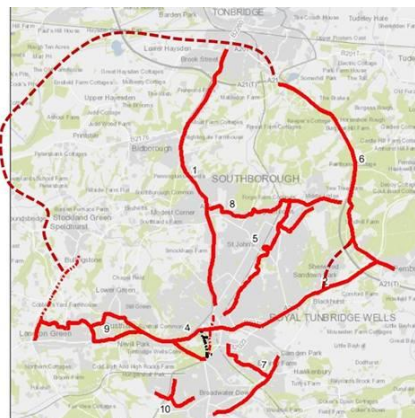
Kent Spa and Castles: cycling the High Weald and the Medway

Draft proposal

Introduction

This proposal is for a 20 mile circular cycling leisure route connecting Tonbridge, Penshurst and Tunbridge Wells, bringing substantial tourism and leisure benefits to West Kent. The route is already outlined in the TWBC cycling strategy, but without further detail.

Diagram 1: route outlines from TWBC cycling strategy



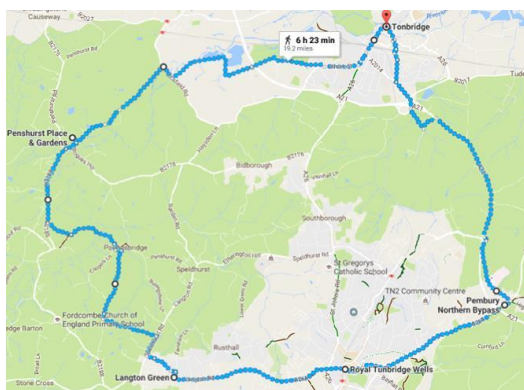
Some parts of the route already exist, others will be built as part of the TWBC cycling strategy and the remainder requires additional work to complete the route or to bring it up to an acceptable standard.

The proposal can be implemented in phases. In the longer term, the aim is for the entire route to be safe and attractive for all ages from 8 – 80 – including those in wheelchairs – and usable throughout the year. In the interim, Phase 1 is low cost and consists of:

- 1) Additional signing for the route along existing (and being built) roads and paths; and
- 2) Surface upgrades between Penshurst and Poundsbridge Hill.

In this phase, the route might not be usable in places after heavy rain or in mid-winter.

Diagram 2: approximate route outline:



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Overall route description (anti-clockwise from Tunbridge Wells, Fiveways¹)

1. Tunbridge Wells Fiveways to Longfield Road junction (2 alternatives)
 - a. 21st Century Way through Hilbert & Grosvenor Rec and North Farm
 - b. Pembury Road and Tonbridge Road
2. Longfield Road junction to Vauxhall Lane along (new) NMU
3. Vauxhall Lane to Tonbridge Railway station
4. Tonbridge railway station to Penshurst via Haysden, the existing 'Tudor Trail'
5. Penshurst to Poundsbridge
 - a. Existing bridleway (unpaved trail marked on Google maps) via Nashes Farm
 - b. As (a) but using footpath to B2188, omitting Nashes Farm
 - c. As (b) but using footpath to B2176
6. Poundsbridge to Langton Green
7. Langton Green to Tunbridge Wells Fiveways

Description and issues with each section

Section 1: Tunbridge Wells Fiveways to Longfield Roundabout

Alternative a) via 21st Century Way

From Fiveways to where Goods Station Road branches off from Victoria Road is heavily trafficked in parts. In phase 1, less confident cyclists could walk to the junction of Goods Station Road and Victoria Road. A later phase could take into account proposals to pedestrianise the part of Grosvenor Road in front of Tesco.

In Hilbert and Grosvenor Rec, a section of the route has recently been laid with loose gravel, making it unsuitable for cycling. It is understood that this is a temporary measure and is being rectified, but no sign of when this is happening.

The rest of the 21st Century Way through to North Farm is currently under review and the new design appears to be largely acceptable.

Alternative b) via Pembury Road

Section has known safety and usability issues. Proposals to address them are included in the TWBC Cycling Strategy. As yet there are no detailed designs, but KCC is conducting a study of the Pembury Road, which will take into account the needs of cyclists and pedestrians.

The pedestrianised section of Calverley Road should be signed "slow cycling". The rest of the route up to Pembury Road is usable but heavily trafficked. An advisory cycle lane exists on Calverley Park Gardens, but is not ideal². Whilst the Pembury Road cycle path has significant shortcomings, it is largely off-road and is currently 'the best we have' in the area.

From the junction of Pembury Road with Halls Hole Lane, there are two alternatives. In Phase 1, cyclists will continue along Pembury Road to the junction at Woodsgate Corner and turn left along Tonbridge Road. Woodsgate Corner is not convenient for cyclists and requires cyclists to dismount to cross the junction. Along Tonbridge Road, there is a cycle path as far as the Hospital with a

¹ Alternative is to start and finish at Tunbridge Wells train station

² The route from TW town centre to Pembury Road is currently mapped along Sandrock. This is being amended by Kent County Council and Sustrans.

proposed design and funding for a route to the Longfield Road roundabout, although a safe access from there to the NMU is not yet agreed.

The Woodsgate Corner junction is included in the review of the Pembury Road.

In phase 2, cyclists will be able to avoid Woodsgate corner by using the new foot and cycle bridge over the A21 from Blackhurst lane to Tonbridge Road – a more attractive route for cyclists.

Section 2: Longfield Roundabout to Vauxhall Lane

Currently being designed and built as part of the new A21. There are connection issues at both ends and concerns about the usability of the route in places, but it is hoped that the route will be safe, if not ideal, in all places. A design proposal has been made from KCC and funding is being sought from Highways England – decision expected in January 2017.

Section 3: Vauxhall Lane to Tonbridge Railway Station

Being considered as part of Tonbridge & Malling's proposals for cycling in Tonbridge. A design has been proposed by T&MBC and KCC. Part of the funding is believed to be available from the Tonbridge High Street project and the rest is being sought from Highways England – decision expected in January 2017.

Section 4: Tonbridge Railway Station to Penshurst

Route already exists and is heavily used by cyclists, walkers and horse-riders, particularly in summer. The count of all users recorded near Tonbridge was 60,000 in 2012 (last year of available data). Two simple changes would make the route more attractive and usable all year, particularly for cyclists:

- 1) Repair the puddles and kerbs between Ensfield bridge and the Straight Mile
- 2) Remove or widen the metal gates that currently restrict access. The metal gates were originally put in to restrict motorcycle access and were a condition of the original upgrade, but do provide a barrier to cyclists. A review should be conducted of the continuing need for the barriers, balanced against the need for access for other users, particularly those in disabled vehicles.

In the longer term, a number of upgrades would allow its use by all, including those in wheelchairs:

- 3) Upgrade the surface in various places to tarmac instead of rolled gravel;
- 4) Straighten the tight bends / steep gradients at the Ensfield bridge / end of the Straight Mile
- 5) Find an alternative to the steep crossing over the flood barrier near the A21. The cycleway could either be rerouted via the concrete road around Hayesden Water or the gradient can be reduced by using considerable amounts of material. Either solution would require significant effort and resource.

[add photos]

Section 5: Penshurst to Poundsbridge

Three main alternative routes exist. In each case, Penshurst Estate needs to be consulted, as the owner of land between Penshurst and Poundsbridge:

- a. Existing 'unpaved trail' to the B2188 between Smarts Hill and Saints Hill.

The route is already marked for cycling, but an upgrade would be required along the lane near Nashes Farm to make it usable. Further surface upgrade would be needed in the fields between

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Nashes Farm and Poundsbridge to make the route usable all year. A safety concern is the need to use the busy / fast B2188;

- b. Divert to use the footpath at end of Nashes Farm lane along the Medway and then the lane to the B2188 at the bottom of Smarts Hill

Better than (a) as it reduces the amount of cycling on the B2188, it may be preferred by the Lord de L'Isle (owner of Nashes farm) and would avoid need to upgrade Nashes farm Lane. Would require footpath to be upgraded to make it usable.

Both (a) and (b) need traffic calming on the B2188, particularly where it crosses the River Eden at Long Bridge³ unless an alternative bridge is built for walkers and cyclists. A possible variant is to use the footpath that runs to the B2188 by the River Eden, instead of the lane to Smart's Hill, but this would require additional footpath upgrade.

- c. As (b) but diverts to the B2176, using the footbridge across Medway and the footpaths below Swaylands

More direct and avoids the need to use the B2188, but B2176 is also busy. Upgrading of footpaths needed; footbridge over Medway is not cyclable.

Issues:

Upgrading PROWs to bridleway status need to be approached with care, as it can be difficult and take time, particularly the need to gain the consent of the land owner.

Signing an official route would require the route to meet certain standards and to pass a safety audit.

Add photos.

Section 6: Poundsbridge to Langton Green

The route would use Coopers Lane, Poundsbridge Hill, Leggs Lane, and Speldhurst Road. The route is mostly lightly trafficked, but Speldhurst Road is busy and high speed, particularly where it becomes national speed limit. Would require clear signing and traffic calming, ideally 20mph in Langton Green and an extension of the 30 mph limit to Leggs Lane. There is support from Speldhurst Parish Council to reduce both of these speed limits.

Add photos.

Section 7: Langton Green to Tunbridge Wells

Included in the Tunbridge Wells cycling strategy. In phase 1, signing through backstreets to Rusthall High Street is acceptable. Consideration to be given to route across Rusthall Common towards Tunbridge Wells. The section along from Rusthall common to Tunbridge Wells needs further consideration

Other issues

Route falls into three boroughs – Sevenoaks, Tonbridge & Malling and Tunbridge Wells – and cooperation between the three is needed

³ Understood that a plan to do so is in progress

Cooperation from Lord de L'Isle, owner of land around Penshurst required. Surfaces of existing bridleways could be upgraded with permission. Upgrading footpaths along edges of fields would be more complex but has occurred elsewhere, such as the Saltern's way near Chichester.

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Proposal summary

Initial phase

Agree route, signage, permission from Penshurst estate, hardcore, repairs and minor upgrades, including changes to gates on Tudor Trail; marketing including new NMU and Blackhurst Lane section to show complete safe route for most people, cost plan, timing.

Longer term

Upgrade Tonbridge to Penshurst: better surface, solving steep gradient issue at flood barrier, remodelling of Straight Mile at Ensfield Bridge end, consider link from Haysden into Tonbridge via Lower Haysden Lane to link into A26 cycle route from Tunbridge Wells to Tonbridge.

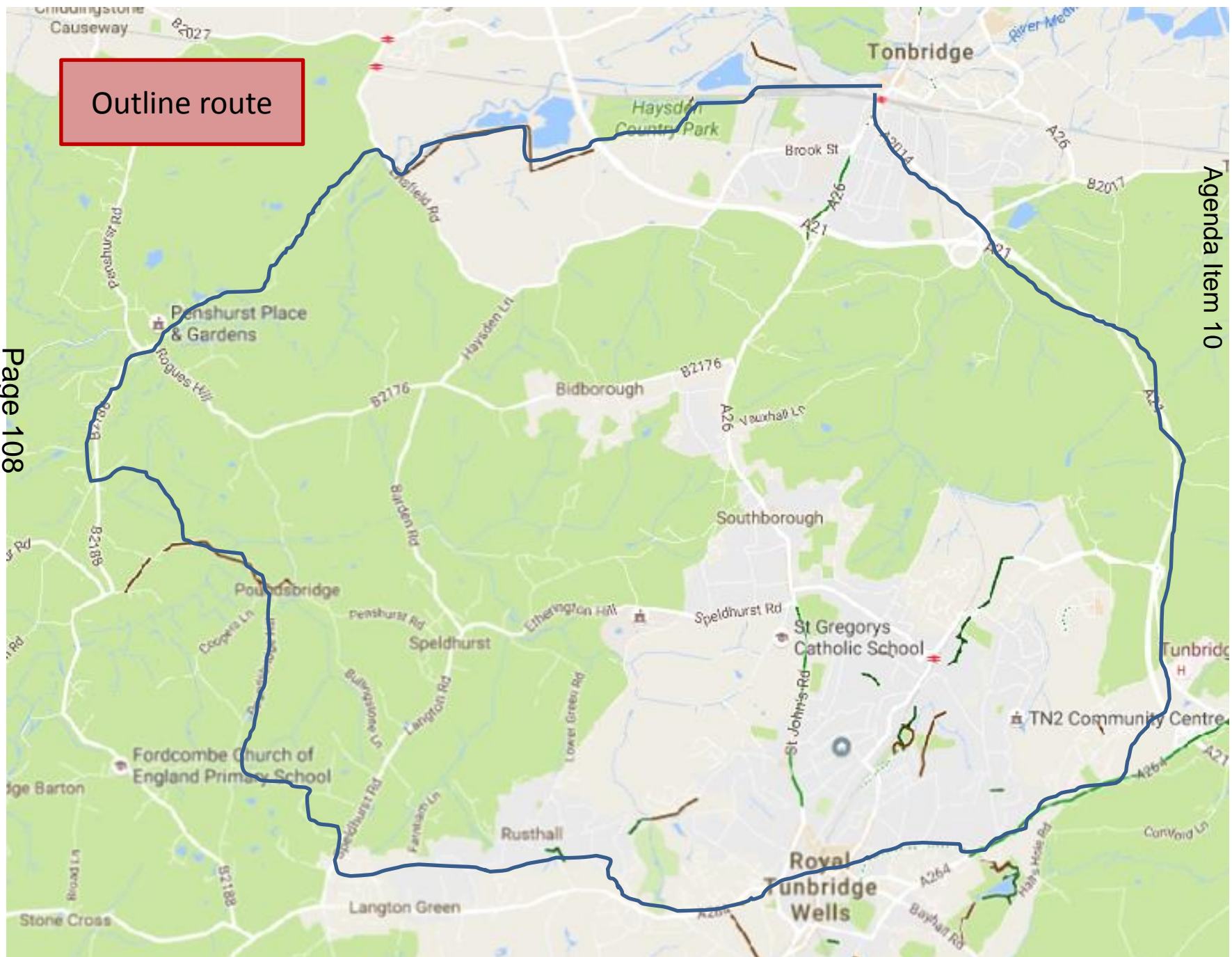
Spa and Castles leisure route

Potential route, status, issues

Outline route

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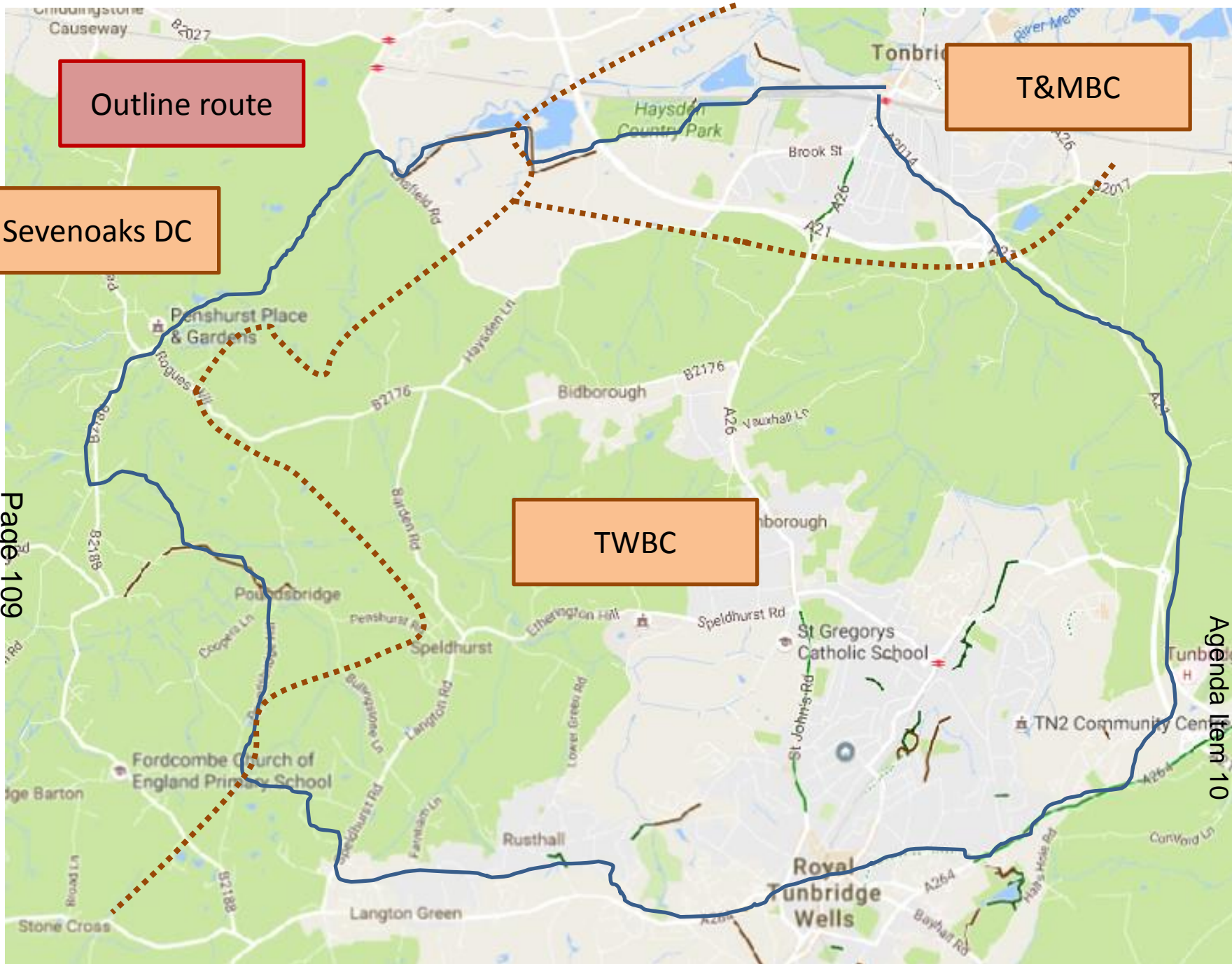


Outline route

T&MBC

Sevenoaks DC

TWBC



Current status

Exists

In Tonbridge
cycling strategy

Under construction

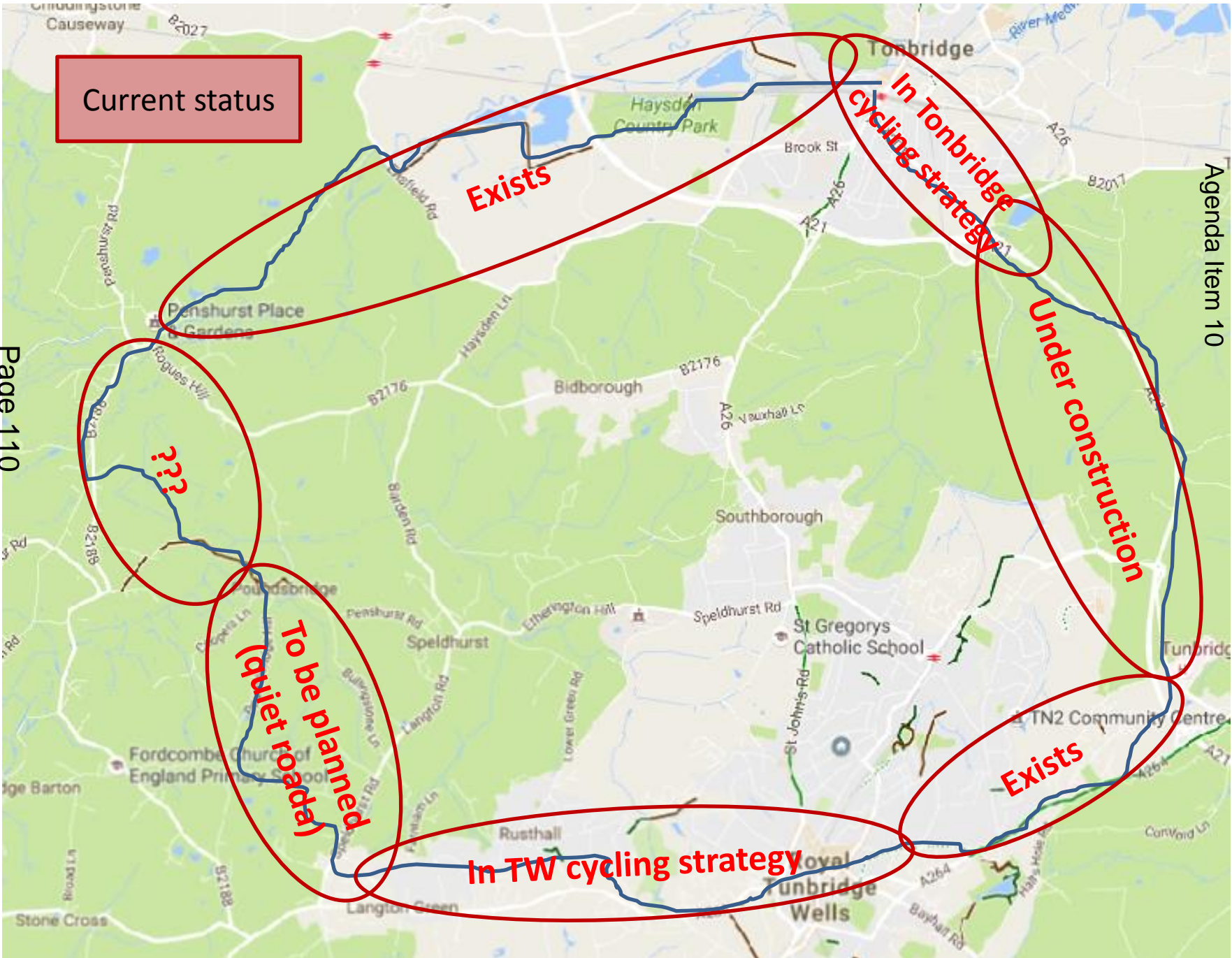
???

To be planned
(quiet roads)

In TW cycling strategy

Exists

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Existing Tudor Trail

From Tonbridge

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Porcupine Pantry and
Penshurst Gift Shop

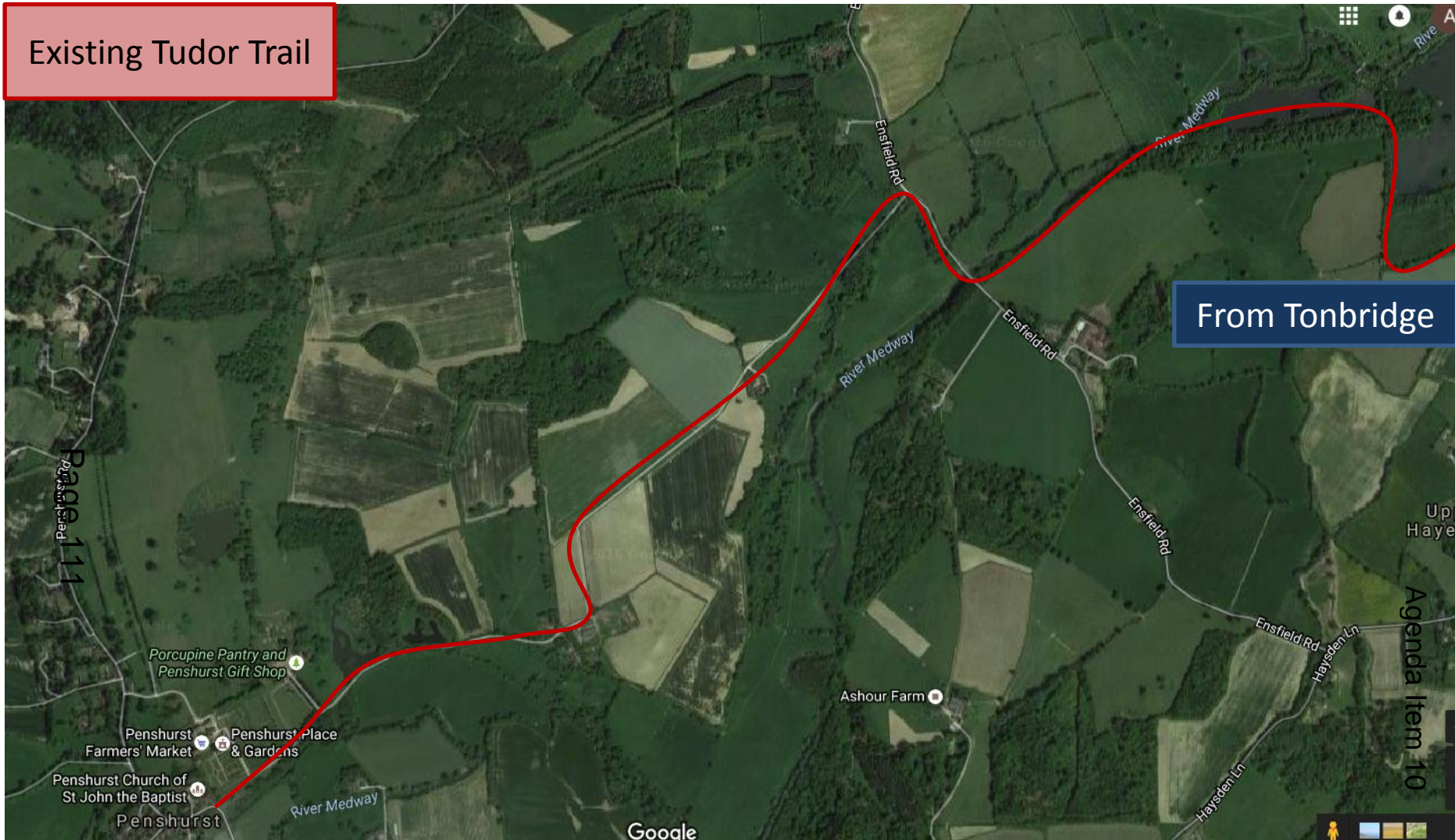
Penshurst
Farmers' Market

Penshurst Place
& Gardens

Penshurst Church of
St John the Baptist
Penshurst

Ashour Farm

Google



New bridge?

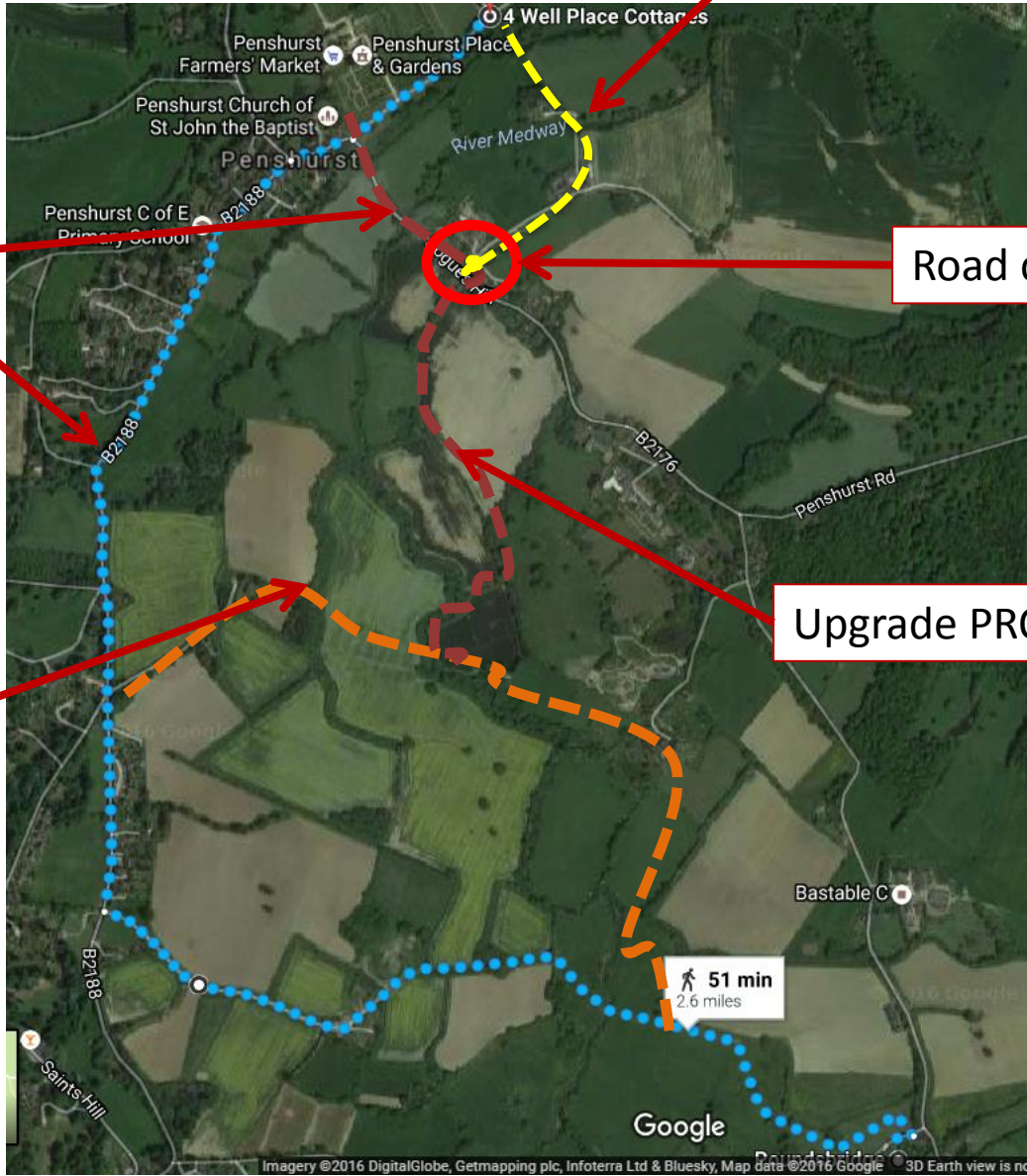
Options near Penshurst

Busy roads

Road crossing

Upgrade PROW

Bridleway maintenance



Sevenoaks District Cycle strategy

To: Joint Transportation Board, Sevenoaks District Council

Summary: The current Sevenoaks District Cycling Strategy (2011 to 2016) needs to be replaced.

1. Introduction

The Sevenoaks Cycle Forum have planned an open meeting on the 23rd November 2016 to identify local cyclists who might volunteer to assist with updating the local cycle strategy. The Cycle Forum have highlighted the need to find in particular female riders and those with young families interested in extending opportunities for younger children to cycle locally.

1. Request

KCC asks that Sevenoaks District Council and the Sevenoaks Cycle Forum work together to review and update the current Cycle Strategy. KCC will support this process where appropriate.

There is the potential to create a strategy covering up to 2026 in order to mirror the current Sevenoaks District Strategy for Transport.

Areas for review as discussed at the Sevenoaks Cycle Forum meeting on the 15th November 2016 could include:

- a study of current routes detailed in the strategy with updates to route details or altered priorities.
- a review of any improvements to the Cycle network in Sevenoaks District in the last five years.
- the completion of new cycle users surveys and analysis of local cycle count data to identify any increases in cycling, e.g. a cyclist count at local rail stations.
- the further analysis of cycle accident data to identify sites requiring Highway safety improvements.

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- improved engagement with local bike businesses/community groups/Parish Councils to promote cycling, e.g. local bikeability training using the Stag Theatre car park, volunteer led guided rides for a variety of abilities such as Sky or Breeze rides.
- a project to look at the effect and potential of electric bikes, e.g. pilot use of electric bikes by Sevenoaks parking wardens.
- a review of local cycle parking, cycling facilities, signage and information.
- a potential schools workshops and engagement with local schools to identify how cycling to school could increase for pupils and staff.
- the potential for local 20mph zones and closed streets to encourage cycling.
- increased political engagement encouraging sustainable transport/active travel.

Katie Cullen

Transport planner (cycling)

Kent County Council

Katie.cullen@kent.gov.uk

21st November 2016

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 6th December 2016
Subject: Highway Works Programme 2016/17
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

1(1) This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

2. **Footway and Carriageway Improvement Schemes** – see Appendix A

3. **Drainage Repairs & Improvements** – see Appendix B

4. **Street Lighting** – see Appendix C

5. **Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Local Growth Fund** – see Appendix D3

6. **Developer Funded Works** – see Appendix E

7. **Bridge Works** – see Appendix F

8. **Traffic Systems** – see Appendix G

9. **Combined Member Fund** – see Appendix H

10. Conclusion

10(1) This report is for Members information.

Contacts: Carol Valentine / Julian Cook 03000 418181

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 Moreton	Drainage Manager / Structures Manager
Alan Casson	Resurfacing Manager
Toby Butler	Traffic Systems
Jamie Watson	Transportation and Safety Schemes / Combined Member Fund
Jamie Hare	Developer Funded Work

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 – <i>Contact Officer Mr Byron Lovell</i>			
Road Name	Parish	Extent of Works	Current Status
St Johns Hill	Sevenoaks	Wickenden Road to Hospital Road	Completed
St Johns Hill	Sevenoaks	Mount Harry Road up to and including Barrack Corner	Completed
Footway Improvement - <i>Contact Officer Mr Neil Tree</i>			
Road Name	Parish	Extent and Description of Works	Current Status
Brattle Wood	Sevenoaks	From its junction with Garth Road to its junction with Beechmont Road. (Footway reconstruction)	Works Substantially Complete. Currently liaising with legal and local resident in regard to allergy issues for completion of last remaining section.
Quebec Avenue	Westerham	From its junction with Hollingworth Way to the end of the Avenue. (Footway Reconstruction)	Works commenced and on-going.
Darenth Gardens	Westerham	Entire Length. (Footway Reconstruction)	Works commenced and on-going.
Worships Hill	Riverhead	Various sections between Witches Lane and the London Road roundabout. (North side only, Footway protection treatment)	Completed

Surface Treatments – Contact Officer Mr Clive Lambourne			
Road Name	Parish	Extent and Description of Works	Current Status
Main Road	Edenbridge	Micro Surfacing From Hole Lane to Swan Lane	Completed
Chafford Lane	Penshurst	Micro Surfacing From Bradley Road to B2188	Completed
Seal Hollow Road	Sevenoaks	Micro Surfacing Knole Park Golf Club to Clonmore	Completed
Beggars Lane	Westerham	Micro Surfacing A25 to London Road	Completed
Chequers Hill	Chiddingstone	Surface Dressing The Wheatsheaf Pub to railway bridge	Completed
Chevening Road	Sundridge	Micro Surfacing A25 to bridge over M25	Completed
Baileys Hill Road	Chiddingstone	Surface Dressing Bore Place Road to Bowzell Green	Completed
Bore Place Road	Edenbridge	Surface Dressing Bore Place Farm to Baileys Hill Road	Completed
Bowzell Green	Chiddingstone	Surface Dressing Baileys Hill Road to Bowzell Road	Completed
Bowzell Road	Sevenoaks Weald	Surface Dressing Bowzell Green to Hale Oak Road	Completed
Bayleys Hill	Sevenoaks Weald	Surface Dressing Bowzell Green to Wickhurst Road	Completed
Rabbits Road	Horton Kirby And South Darenth	Surface Dressing East Hill to Canada Farm Road	Completed
Clinton Lane	Hever	Surface Dressing Five Field Lane to change of surface	Completed
Ensfield Road	Leigh	Surface Dressing Railway bridge to Hayesden Lane	Completed

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Lingfield Road	Edenbridge	Micro Surfacing Skeynes Road to Kent boundary	Completed
Birchin Cross Road	Otford	Micro Surfacing Row Dow to Clarks Green Road	Completed
Tonbridge Road	Chiddingstone	Micro Surfacing Camp Hill to Compasses Road	Completed
Bower Lane	Eynsford	Surface Dressing A225 to Bower Park Farm	Completed
Tonbridge Road	Sevenoaks	Surface Dressing Solefields Road to Weald Road	Completed
Betenson Avenue	Sevenoaks	Micro Surfacing From A25 Bradbourne Vale Road to Lambarde Road	Completed
Bradley Road	Chiddingstone	Micro Surfacing Chafford Lane to County Boundary	Completed
Ide Hill Road	Ide Hill	Micro Surfacing Winkhurst Green to Ide Hill viewing point	Completed
Upper Austin Lodge Road	Eynsford	Surface Dressing Eynsford Rise to Highways Boundary	Completed
Pootings Road	Crockham Hill	Surface Dressing Dennettsland Road to Four Elms	Completed
Tinkerpot Lane	West Kingsdown	Micro Surfacing Knatts Valley Road to St Clere Hill Road	Completed
Bosville Road	Sevenoaks	Micro Surfacing Lake View Road to Bradbourne Park Rd	Missing section due to parked cars to be completed before lining.

Appendix B – Drainage

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

Appendix C – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Garrolds Close	Swanley	Replacement of 2 columns	1 complete, 1 remaining Nov/Dec 2016
Kennedy Gardens	Sevenoaks	Replacement of 2 columns	1 complete, 1 remaining
London Road	Halstead	Replacement of 1 column	completed
Selah Drive	Swanley	Replacement of 2 columns	1 Complete, 1 remaining
High Street	Sevenoaks	Replacement of 2 columns	Columns installed and working, embellishment kits and painting required to finish
Station Road	Swanley	Replacement of 1 column	Installed and working requires painting
Ashgrove Road	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Braeside Road	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Beechmont Road	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Coopers Close	South Darenth	Replacement of 3 columns	Planned for Nov/Dec 2016
East Hill	South Darenth	Replacement of 1 column	Planned for Nov/Dec 2016
Grassy Lane	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016

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Hill Crest	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Holmesdale Hill	South Darent	Replacement of 1 column	Planned for Nov/Dec 2016
Oak Lane	Sevenoaks	Replacement of 2 columns	Planned for Nov/Dec 2016
Oakdene Road	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Oakleigh Close	Swanley	Replacement of 1 column	Planned for Nov/Dec 2016
Paddock Close	South Darent	Replacement of 10 columns	Installed October 2016
Sea Hollow Road	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Shrubbery Road	South Darent	Replacement of 4 columns	Planned for Nov/Dec 2016
Soleoak Drive	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Stapleford Court	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
St Lukes Close	Swanley	Replacement of 4 columns	Planned for Nov/Dec 2016
The Grange	South Darent	Replacement of 2 columns	Planned for Nov/Dec 2016
The Rise	Sevenoaks	Replacement of 2 columns	Planned for Nov/Dec 2016
Towers Wood	South Darent	Replacement of 3 columns	Planned for Oct/Nov/ 2016
Turners Gardens	Sevenoaks	Replacement of 1 column	Planned for Nov/Dec 2016
Weald Road	Sevenoaks	Replacement of 3 columns	Planned for Nov/Dec 2016
Claremont Road	Swanley	Replacement of 1 column	Planned for Nov/Dec 2016
Conifer Way	Swanley	Replacement of 1 column	Planned for Nov/Dec 2016

Appendix D – Transportation and Safety Schemes

Appendix D1 - Casualty Reduction Measures

Identified to address a known history of personal injury crashes.

Location	Parish	Description of Works	Lead officer	Current Status
A25 Westerham Road junction with A21 slip roads and Homedean Road,	Chevening	Development of potential Crash Remedial Scheme. Our consultants, Amey PLC have completed an options report. Preferred option is to change the current junction layout to a roundabout.	Geoffrey Bineham	KCC has briefed our consultants, Amey PLC to carry out detailed design. No funding has been allocated for construction in 2016/17 but the scheme will be put forward for funding for construction in 2017/18
A225 High Street junction with A224 London Road	Sevenoaks	Development of potential Crash Remedial Scheme Our consultants have been briefed to compile an options report.	Geoffrey Bineham	Final copy of options report has been received. Recommendations to be assessed and decision made on whether to progress an option for detailed design and construction.
A225 Riverhill junction with B245 London Road	Sevenoaks Weald	Development of potential Crash Remedial Scheme Improvements to warning signs for bend and roundabout. Enhancements to road surface by installing high friction road surfacing.	Geoffrey Bineham	Scheme complete.
Ash Road, Hartley junction with Hottsfeld	Hartley	Development of potential Crash Remedial Scheme Additional warning and chevron signs for double bend.	Geoffrey Bineham	Scheme has been handed over to contractors for delivery.

Appendix D2 - Integrated Transport Schemes

All other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
A224 Polhill (Morrants Court roundabout)	Chevening and Dunton Green	Consultants are being commissioned to undertake a feasibility study to improve the roundabout for cyclists.	Katie Cullen	The consultants Amey have completed the report on alternative safety improvements with costings. Funding options for the work are now being investigated

Appendix D3 – Local Growth Fund

Local Growth Fund programme update for the Sevenoaks District.

The Department for Transport (DfT) added £100m to the Local Growth Fund (LGF) pot in order to fund Local Sustainable Transport Fund Style schemes. KCC subsequently submitted four Local Sustainable Transport Fund (LSTF) capital bids 1) East Kent – A network for Growth, 2) Kent Thameside – Integrated door-to-door journeys and 3) West Kent – Tackling Congestion. The fourth was for Tonbridge Town Centre Regeneration, which included a highway improvements scheme in the Lower High Street as well as additional LSTF style measures. The objective of all of the capital bids is to boost economic growth by decreasing carbon emissions and reducing congestion.

The Kent Thameside, West Kent and Tonbridge Town Centre Regeneration bids were all successful. The schemes aim to:

- improve access to employment and services
- reduce the need to travel by the private car
- enhance pedestrian, cycle and public transport facilities
- improve sustainable transport connections

The following schemes have been submitted as part of the successful West Kent LSTF this financial year.

Local Growth Fund (Transport Innovations)		
Scheme Name	Description of Works	Current Status
Swanley Train Station improvements feasibility and outline design	Regeneration and improvement of station forecourt	Awaiting outcome of Swanley and Hextable Masterplan consultation before commissioning detailed design for the station redevelopment.

Appendix E – Developer Funded Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SE 2080	Railway and Bicycle	Sevenoaks	New Access to flats and minor improvements to the footway	Works now adopted
SE 2083	Crowhurst Lane	West Kingsdown	Provision of traffic calming measures in Crowhurst Lane together with signing and bollards to enable pedestrian access to new development. Also resurfacing part of Crowhurst Lane in vicinity of new development	Problems with S.38 element of agreement. Waiting for Housing Association to change unbound material on driveways. First Certificate not yet issued. Meetings have been held with the Housing Association who are currently assessing the costs involved before works can be carried out
SE 2086	Four Elms Road / Station Road.	Edenbridge	Pedestrian improvement works comprising new footway on Four Elms Road including dropped crossing with tactiles either side and other minor alterations. A new zebra crossing on Station road. (the new zebra crossing in Station Road was installed by KCC using S.106 contribution money)	First and Second Certificate issued. This is a combined S.38/278 Agreement. Waiting for final inspection to be held with Contractor before works are adopted.
SE 003020	Old Sevenoaks Police Station, Morewood Close	Sevenoaks	Minor works to existing highway including new bellmouth into	First Certificate issued. Works currently serving maintenance

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			private development, footway works and tactile paving at junction with London Road includes secondary means of access for emergency services	period. Final inspection arranged in November ahead of adoption
SE 003023	Lidl Store, London Road	Sevenoaks	Right-hand turn lane into new Lidl Store. Includes minor alterations to existing kerb lines and creation of new bellmouth together with white lining for RHT	Works now adopted
SE 003024	Shefts Croft, Mill Hill,	Edenbridge	Entrance bellmouth and footway alterations into new private development	Works now adopted
SE 003025	M&S Store, London Road and Pembroke Road	Sevenoaks	Various new entrances including vehicle crossings and a new bellmouth together with various Variable Message Signs in town centre locations	First Certificate issued. Works currently serving maintenance period. Adoption due in December
SE 003026	Junction of Powder Mills Lane and Hollow Trees Drive	Leigh	Alterations to bellmouth access to private street leading to new development including footway alterations in Powder Mills Lane	Waiting for remedial works to be completed. First Certificate not yet issued. Developer needs to carry out CCTV survey to show surface water connections are acceptable
SE 003029	Old Ambulance Station, Moor Road	Otford	New Bellmouth and associated footway works	First Certificate issued. Works currently serving maintenance period. Adoption

				due in April 2017.
SE 003035	Eglantine Lane	Horton Kirby	New access bellmouth and accommodation works to existing highway	Roadworks pre-start meeting held with Contractor. Works due to start this month.
SE 003036	Mill House, Mill Lane, Bat and Ball	Sevenoaks	New Footway and minor improvements to existing road	Technical Approval has been granted. Agreement has been returned with fees. S.278 works have not yet started. Permit granted. Will require a road closure.
SE 003040	London Road and Ruxton Close	Swanley	New bellmouth entrance to rear of development off Ruxton Close and accommodation works including ramped access in grassed verge off London Road	Demolition works finished. Highway works have not yet started but technical approval given.
SE 003048	Grange Close	Edenbridge	New Vehicle Crossovers and associated footway works	Technical Approval has been granted. Agreement has been returned with fees. Works have now started.
SE003049	Morewood Close	Sevenoaks	SDC Temporary Car Park. Includes pedestrian crossings, tactile paving and vehicle crossing. Footway to be reinstated and vehicle crossing removed when car park is no longer required	Technical Approval has not been granted.
TO 003075	Powder Mills Lane and Leigh Road	Leigh	Redevelopment of old Pharmaceutical Works - minor modification to existing	Works completed although remedial works are required. First Certificate not yet issued.

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			carriageway and footway including new bus stop facility in Powder Mills Lane	
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Appendix F – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
Riverside	Eynsford	Repairs to the wooden parapet/fence at the ford/bridge at Riverside Eynsford.	Completed September

Appendix G – 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
No traffic signal refurbishment work being carried out this year		

Appendix H – Combined Member Grant programme

The following list of schemes includes those which have been approved for funding by both the relevant Member and by Roger Wilkin, Director of Highways and is up to date as of *** October 2016.

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 be accessed by each Member via the online database or by contacting their Combined Member Grant Engineer.

Roger Gough – Darent Valley

Scheme	Status
Horton Kirby – HGV signing	Scheme being progressed to design
School Lane, Swanley Village – Installation of a new traffic island and village sign	Scheme has been handed over to contractors for delivery
High Street, Eynsford – Proposed parking restrictions	Scheme has been handed over to SDC for delivery (TRO/Consultation only)
Green Court Road, Crockenhill – Proposed parking restrictions on eastern side of road	Scheme has been handed over to SDC for delivery (TRO/Consultation only)
Station Road/Church Street, Shoreham - Proposed parking restrictions	Scheme is currently on-hold until Shoreham PC have conducted an informal consultation
Crockenhill Gateways – proposed gateway features at entrance to village	Scheme being progressed to design
Riverside – Eynsford – additional HGV warning sign to be installed.	Scheme to be progressed by Highway Operations team
A225 Eynsford - Enhancements to the existing speed limit gateway	Scheme to be progressed by Highway Operations team
High Street, Eynsford – Dropped kerbs nr j/w Mill Lane	Scheme to be progressed by Highway Operations team
Crockenhill 20mph zone – enhancements to existing 20mph zone	Scheme to be progressed by Highway Operations team

Nick Chard – Sevenoaks East

Scheme	Status
Seal village – Proposed 20mph speed limit and right turn prohibition	Scheme has been handed over to contractors for delivery
Pilgrims Way East, Otford - Proposed safety scheme to enhance pedestrian warning signs and speed limit signage	Scheme has been handed over to contractors for delivery
Underriver – HGV signing	Scheme being progressed to design
Hubbards Hill & Baileys Hill Road – cyclist beware warning signs, (similar to those used on Toys Hill)	Scheme to be progressed by Highway Operations team

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Clive Pearman – Sevenoaks South

Scheme	Status
Main Road, Edenbridge - Proposed safety scheme to improve junction visibility at Hilders Lane	Scheme has been handed over to contractors for delivery
Main Road, Edenbridge (Marlpit area) - Proposed speed limit gateway enhancements	Scheme has been handed over to contractors for delivery
Mark Beech crossroads - Minor sightline improvements & relocation of sign to assist with tourist traffic.	Scheme to be progressed by Highway operations team

Richard Parry – Sevenoaks West

Scheme	Status
Hosey Hill, Westerham - Proposed safety scheme to improve visibility of speed limit gateway	Design complete, currently undergoing the TRO/Consultation process
Hosey Hill, Westerham - Proposed safety scheme to extend parking restrictions	Scheme has been handed over to SDC for delivery (TRO/Consultation only)

Margaret Crabtree – Sevenoaks Central

Scheme	Status
No known schemes	N/A

Robert Brookbank - Swanley

Scheme	Status
No known schemes	N/A

David Brazier – Sevenoaks North East

1. Scheme	2. Status
3. No known schemes	4. N/A

To: Sevenoaks Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: Tuesday 6th December 2016

Subject: Local Winter Service Plan

Classification: Information only

<p>Summary: This report outlines the arrangements that have been made between Kent County Council and Sevenoaks District Council to provide a local winter service in the event of an operational snow alert in the borough/district</p>

1. Introduction

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.2m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 9th September 2016 and subsequently approved by the Cabinet Member.

2. District based winter service plans

2(1) The Local Winter Service Plan for the Sevenoaks District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2016/17; the Policy is available on the KCC website.

2(2) Following the successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances

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the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Sevenoaks.

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

3. Pavement clearance

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

4. Farmers

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

5. Conclusion

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

6. Recommendations

6(1) Members are asked to note this report.

Background documents: Kent County Council Winter Service Policy and Plan 2016/17

Contact officer:

Julian Cook – Sevenoaks District Manager – Kent County Council Highways, Transportation & Waste. - Tel: 03000 41 81 81