

06 June 2018 at 7.00 pm

Council Chamber, Argyle Road, Sevenoaks

Despatched: 25.05.18



Sevenoaks Joint Transportation Board

Membership:

District Council

Vice-Chairman, Cllr. London;

Cllrs. Clack, Edwards-Winsor, Esler, Layland and Williamson

Kent County Council (KCC)

Chairman, County Cllr. Chard;

Country Cllrs. Brazier, Crabtree, Gough, Horwood and Lake

Town/Parish Council (non-voting) representative from KALC

Richard Parry

Agenda

There are no fire drills planned. If the fire alarm is activated, which is a continuous siren with a flashing red light, please leave the building immediately, following the fire exit signs.

	Pages	Contact
Apologies for Absence		
1. Minutes To agree the Minutes of the meeting of the Board held on 7 March 2018, as a correct record.	(Pages 1 - 6)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)		
4. Terms of Reference - Joint Transportation Boards	(Pages 7 - 10)	Jeremy Clark Tel: 01732227323
5. Applications For Disabled Persons' (Blue Badge) Parking Bays	(Pages 11 - 18)	Jeremy Clark Tel: 01732227323
6. Statutory Consultation - On-Street Parking Proposals - Argyle Road & Gordon Road, Sevenoaks - TRO 2013 Amendment 27	(Pages 19 - 52)	Jeremy Clark Tel: 01732227323
7. Highway Works Programme 2018/19	(Pages 53 - 66)	Julian Cook Tel: 03000418181

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 7 March 2018 commencing at 7.00 pm

Present: Cllr. London (Chairman)

Cllr. Chard (Vice Chairman)

District Cllrs. Clack, Edwards-Winsor, Esler and Layland

County Cllrs. Brazier, Crabtree, Gough, Lake

Mr. Parry (KALC)

Apologies for absence were received from District Cllrs. Horwood and Williamson

District Cllrs. Mrs. Bayley and Piper were also present.

27. Minutes

Resolved: That the minutes of the meeting of the Sevenoaks District Joint Transportation Board held on 5 December 2017, be agreed and signed by the Chairman as a correct record.

28. Declarations of interest

No additional declarations of interest were made.

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

The actions were noted.

30. Statutory Consultation - Minor On-Street Parking Proposals various locations - TRO Amendment 26

Members gave consideration to the objections to the minor on-street parking proposals 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 26) Order 2018 (known as "TRO 2013 Amendment 26") received during the statutory consultation.

The Board considered the report. With regards to Shoreham Lane, at the discretion of the Chairman, the Board was addressed by Mr. Andrew Lewis who stated that the proposal would do nothing to mitigate risk and urged an extension of the proposed lines by 50 metres to the south because of safety concerns.

The Chairman advised that this position was not supported by the statistics and altering the proposal would delay in any action being taken and it may be better to impose the restrictions and review the effect at a later date rather than delay matters with another consultation process.

With regards to Chipstead Lane, at the discretion of the Chairman, the Board was addressed by the local district Councillor Mrs. Bayley, and Parish Cllr. Mrs. Shirley Stewart who was also a resident affected by the parking proposal. Concerns were that the road was frequently impassable due to parking and residents faced daily displacement. Traffic would frequently draw to a standstill and cars were required to park on the pavement to allow the passing of HGVs.

The Consultation showed a fairly even split for and against the parking proposal for Chipstead Lane, and it was considered that there needed to be higher levels of resident support to make any amendments.

District Cllr. Mrs. Bayley spoke in support of the recommendation for Cranmer Road but suggested that all day restrictions were unnecessary and limited hour restrictions would be more suitable. The Chairman amended the recommendation to parking restrictions only in operation between 8am-10am and 2pm-4pm, Monday-Friday.

The Vice Chairman proposed a review of a possible future extension of the restrictions for Scotts Way.

Resolved: That the following decisions be endorsed

- a) the results of the statutory consultation regarding minor on-street parking proposals 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 26) Order 2018 (known as "TRO 2013 Amendment 26") be noted;
- b) the relevant objections received to the parking proposals for Riverhead - Amherst Place, Church Field & Shoreham Lane and Riverhead - London Road & Scotts Way as given in Appendices 2 and 5 to the report be set aside;
- c) the relevant objections to the parking proposal for Riverhead - Cranmer Road given in Appendix 4 to the report be upheld in part, and the proposal be amended, such that the times of operation of the proposed single yellow line be reduced from no waiting between 8am and 6pm all days to no waiting between 8am and 10am and between 2pm and 4pm Monday to Friday;
- d) the relevant objections received to the parking proposal for Westerham - Madan Road given in Appendix 8 to the report be upheld in part, and the proposal be amended, such that the proposed double yellow lines be

implemented on both sides of Madan Road, from the eastern kerb line of London Road, eastwards for 10m;

- e) the relevant objections received to the parking proposal for Riverhead - Chipstead Lane given in Appendix 3 to the report, be upheld and the proposal abandoned;
- f) TRO 2013 Amendment 26 be amended as described in recommendations (c), (d) and (e) above and the parking proposals therein be implemented; and
- g) the objectors be notified of the decision.

31. Application for Disabled Persons' (Blue Badge) Parking Bay

The Parking Engineer presented the report on the informal consultation for an application received for a proposed disabled persons' (blue badge) parking bay within the District which met Kent County Council's assessment criteria.

Resolved: That

- a) the results of the informal consultation with neighbours for the proposed disabled persons' (blue badge) parking bay and Officers' comments detailed in Appendix 1 to the report be noted; and
- b) in the absence of any representations during the informal consultation, an interim disabled persons' parking bay be marked in the location as detailed in Appendix 1 to the report.

32. The Rise, Shenden Way and Weald Road Sevenoaks: Parking Survey

Members considered a report which updated them on the results of a parking survey carried out in December 2017 and outlined recommendations of any potential parking restrictions.

The Chairman used his discretion and allowed two residents, Mr. Macdonald of The Rise, and Mr. Mills of Shenden Way to address the Board with their concerns on safety and parking issues.

County Cllr Mrs. Crabtree offered to pay for 'dog bone' white lines for driveways from her allocated members' budget, however Officers advised that these were not legally enforceable and would need to take advice as to whether they could be done.

Action 1: KCC Officers to carry out further investigation with the local County Councillor on possible parking restriction measures at The Rise and Shenden Way.

Resolved: That

- a) parking restrictions be introduced in Weald Road between Turners Gardens and Lea Road, to include corner protection in Lea Road. To improve the safety at this point, improve traffic flow and prevent obstruction.
- b) no parking restrictions be introduced in The Rise or Shenden Way, as there must be a lawful reason for making a Traffic Regulation Order for parking restrictions and as there is no loss of amenity or issues related to safety here, KCC would not be in a position to lawfully introduce restrictions.

33. High Street, Sevenoaks Layby outside the Chequers Public House - Market Trader Parking

Members considered a report which summarised the outcome of an investigation by Officers into the feasibility of removing/suspending the double yellow lines in the layby outside the Chequers Public House in High Street in order to allow additional parking for market stall holders.

The Chairman used his discretion to allow District Cllr Piper to address the Board as a Sevenoaks Town Councillor. He requested a timetable for a long term solution be produced.

A KCC Officer stated that any market rights did not trump road safety.

Cllr. Clack had been undertaking his own legal research and consulting KCC and the District Council's legal teams which he would continue to pursue. The Chairman encouraged officers to speak further with the traders and Sevenoaks Town Council to reach a solution.

Resolved: That the report be noted.

34. Sevenoaks Highways Works Programme 2017/18

Members' considered a report which gave an update on the identified schemes approved for construction in 2017/18.

Resolved: That the report be noted.

THE MEETING WAS CONCLUDED AT 8.22 PM

CHAIRMAN

This page is intentionally left blank

TERMS OF REFERENCE - JOINT TRANSPORTATION BOARDS

Sevenoaks Joint Transportation Board - 6 June 2018

Report of Chief Officer, Environmental and Operational Services

Status: For Information Purposes

Key Decision: No

Executive Summary: To inform members of the Terms of Reference for Joint Transportation Boards in Kent

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. Matthew Dickins

Contact Officer Jeremy Clark

Advice to Sevenoaks Joint Transportation Board:

That the Board notes the content of the report

Background

- 1 In January 2000 Kent County Council (KCC) and Sevenoaks District Council (SDC) entered in to an Agency Agreement providing a legal framework devolving certain powers to SDC to help manage the highway, including the enforcement of limited wait and resident only parking bays, loading restrictions, school keep clears and yellow lines, and the administration of resident parking schemes.
- 2 In April 2005 KCC and SDC entered in to an Agreement on Joint Transportation Boards (JTBs).

Introduction

- 3 Under the JTB Agreement, both Authorities agreed to work in co-operation regarding highway and transportation issues.
- 4 The Sevenoaks JTB is a non-statutory forum comprising of equal numbers of Members from the Sevenoaks area from each Council, along with a Parish or Town Council representative.

Agenda Item 4

Terms of Reference

5 Under the JTB Terms of Reference the Board considers:

- Capital and revenue funded works programmes
- Traffic regulation orders
- Street management proposals

The Board advises the relevant Executive on these matters.

6 The Board is a forum for consultation between KCC and SDC on highway, road traffic and transport policies, plans and strategies.

7 The Board recommends and advises on prioritising bids for future works.

8 The Board receives reports on highways and transportation needs in the District.

Decision Making Process

9 The KCC and SDC Executives will normally act in accordance with the advice and the views of the Board.

10 However if Executives do not agree with the advice of the Board, the matter can be considered by the relevant Authority in dialogue with the Chairman and Vice Chairman of the Board.

Key Implications

Financial

The Board provides an important forum to advise on how highways funds should be spent.

Legal Implications

The Terms of Reference for Sevenoaks JTB allow it to provide advice to Kent County and Sevenoaks District Councils, who will normally act in accordance with its views.

If a Council is minded to act otherwise, no decision will be taken until after a discussion has taken place between the Chairman and Vice Chairman of the Board and the relevant Executive or decision-making body.

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.

Richard Wilson
Chief Officer, Environmental and Operational Services

This page is intentionally left blank

APPLICATIONS FOR DISABLED PERSONS' (BLUE BADGE) PARKING BAYS

Sevenoaks Joint Transportation Board - 6 June 2018

Report of Chief Officer, Environmental and Operational Services

Status: For Advice Purposes

Key Decision: No

Executive Summary: The consideration of any representations received during the informal consultation to a proposed disabled persons' (blue badge) parking bays within 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. Matthew Dickins

Contact Officer Jeremy Clark

Advice to Sevenoaks Joint Transportation Board: That

a) the Board notes the applications for a disabled persons' (blue badge) parking bay 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) the Board notes the applications for disabled persons' (blue badge) parking bays which met Kent County Council's assessment criteria and have been the subject of an informal consultation with neighbours, and considers any representations received, together with Officers' comments and recommendations, which are set out in Appendix 2 of this report.

Reason for advice:

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

Introduction

- 1 Kent County Council (KCC) has the power to provide on-street parking places 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' (blue badge) 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 KCC, and manages and funds their provision.
- 5 KCC 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, and has produced assessment criteria for the District Council to use when considering applications.
- 6 If an application satisfies KCC's assessment criteria, neighbours who may be affected by the provision of a DPPB are then informally consulted, and any representations received are reported to the Joint Transportation Board, together with Officers' comments and recommendations regarding the representations.
- 7 If the representations received are upheld, the application will proceed no further.
- 8 In cases where there have been no informal representations or any representations that may have been received are overruled, a DPPB can be installed.
- 9 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.
- 10 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.
- 11 Where there is a known pressure on parking, or a DPPB is abused by non-blue badge holders after its introduction, a TRO would be made, thereby making it enforceable.
- 12 The purpose of this report is to advise the Board on the locations of the latest applications for a DPPB received from individuals that have been evaluated in accordance with KCC's assessment criteria, and have been the subject of an informal consultation with the occupiers of neighbouring addresses.

Background

- 13 The purpose of this report is to advise the Sevenoaks Joint Transportation Board on the locations of the latest applications for disabled persons' (blue badge) parking bays (DPPBs) received from individuals that have been evaluated in accordance with the highway authority, Kent County Council's (KCC's) assessment criteria.
- 14 Appendix 1 of this report indicates which of these did not meet KCC's assessment criteria, and will proceed no further.
- 15 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.
- 16 At the time of production of this report, the proposed DPPB contained in Appendix 2 was the subject of an ongoing informal consultation with the occupiers of neighbouring addresses, but no responses had been received. Officers will provide a verbal update to the Board, should this change.
- 17 The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views.
- 18 The purpose of this report is therefore for the Sevenoaks Joint Transportation Board to consider the representations (if received), together with Officers' comments/recommendations given in Appendix 2.

Options

The options are to set aside or to uphold some or all of the representations, if received during the informal consultation with neighbours. If none are received, an interim disabled persons' (blue badge) parking bay can be marked without the need for a recommendation to the Board.

Key Implications

Financial

The costs incurred in administering local requests for disabled persons' (blue badge) 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' (blue badge) 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, and

Agenda Item 5

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 would be reported to a future meeting of the Sevenoaks Joint Transportation Board.

Equality Assessment

The recommendation of this report has a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

Safeguarding Children and Vulnerable Adults

The report deals with the assessment of applications for disabled persons' (blue badge) parking bays, in line with KCC's policy and assessment criteria.

Appendices:

Appendix 1 - For Information - Applications for disabled persons' (blue badge) parking bays declined for not meeting KCC's assessment criteria

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

Background Papers:

The Equality 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 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

APPENDIX 1 - FOR INFORMATION

**Applications for disabled persons' (blue badge) parking bays
declined for not meeting Kent County Council's assessment criteria**

REQUESTED LOCATION FOR A BLUE BADGE (DISABLED PERSONS') PARKING BAY	REASON APPLICATION DECLINED
---	-----------------------------

Edenbridge	
Cedar Drive	KCC's assessment criteria relating to minimum carriageway width not met.

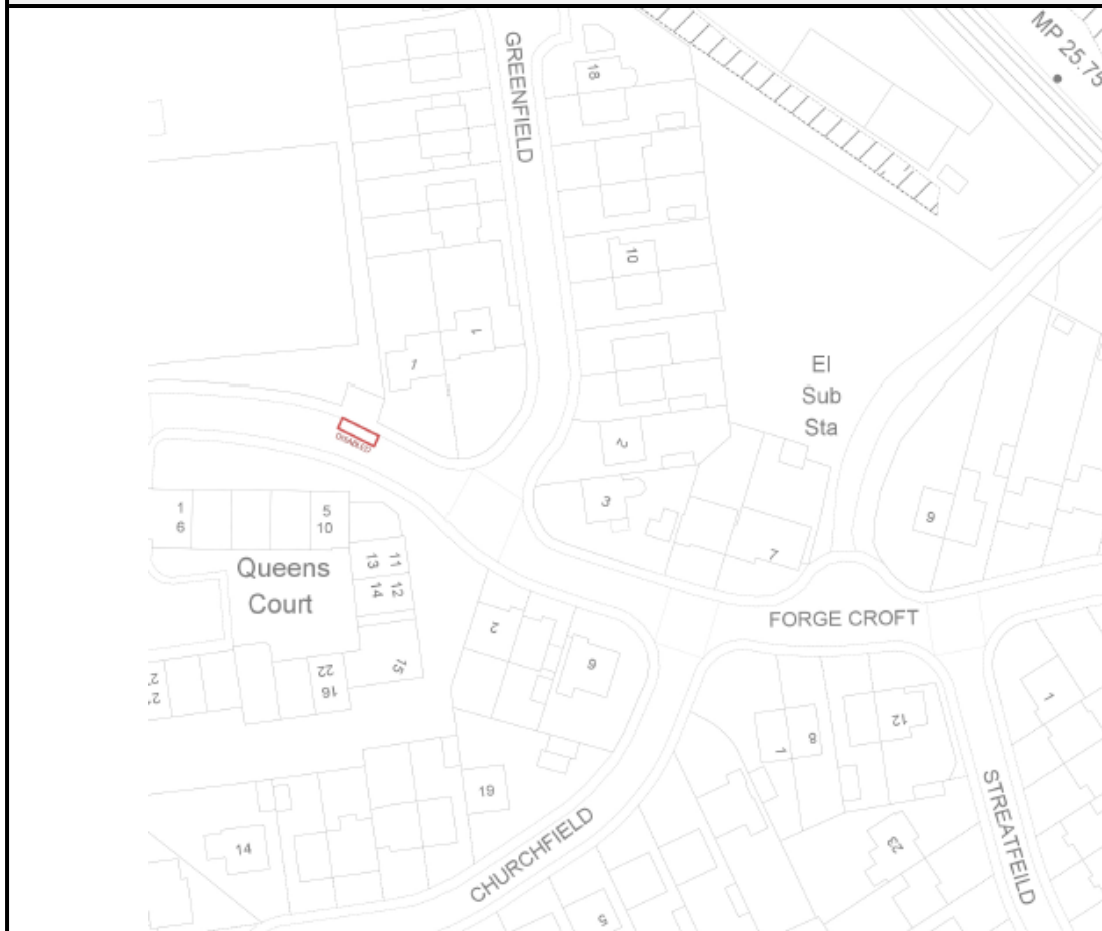
Sevenoaks	
Grove Road	KCC's assessment criteria relating to receipt of appropriate benefits (e.g. higher rate of Disability Living Allowance, higher rate of Attendance Allowance or enhanced mobility component of Personal Independence Payment) not met. Applicant does not hold a current disabled person's blue badge, and is neither a driver nor is reliant on a driver residing at the same address for their mobility.

This page is intentionally left blank

APPENDIX 2 - FOR ADVICE

Applications for disabled persons' (blue badge) 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

EDENBRIDGE: Forge Croft opposite Queens Court



INFORMAL CONSULTATION RESPONSES

At the time of production of this report, no objections had been received to the informal consultation.

OFFICERS' COMMENTS/RECOMMENDATION

COMMENTS

The applicant resides at Queens Court, which has private off-street parking, but this is heavily parked and is unsuitable for the applicant's mobility needs, being at the rear of the building. For this reason, the proposed location for the parking bay is opposite the front door of Queens Court on the north side of Forge Croft.

RECOMMENDATION

It is advised that:

In the absence of any objections to the informal consultation, the application be approved, and an interim disabled persons' (blue badge) parking bay be marked.

This page is intentionally left blank

STATUTORY CONSULTATION - ON-STREET PARKING PROPOSALS

ARGYLE ROAD & GORDON ROAD, SEVENOAKS - TRO 2013 AMENDMENT 27

Sevenoaks Joint Transportation Board - 6 June 2018

Report of Chief Officer, Environmental and Operational Services

Status: For Information Purposes

Key Decision: No

Executive Summary: To consider the relevant objections to the parking proposals drafted in:

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 27) Order 2018 (known as “TRO 2013 Amendment 27”)

This report supports the Key Aim of

- Caring Communities
- Sustainable Economy

Portfolio Holder Cllr. Matthew Dickins

Contact Officer(s) John Strachan/Jeremy Clark

Advice to Sevenoaks Joint Transportation Board: That the Board considers

- a) the relevant objections received during the statutory consultation on proposals to amend the current parking arrangements in Argyle and Gordon Roads detailed in Appendix 2; and
- b) Officers’ comments and recommendations detailed in Appendix 3

Background

- 1 Following representations from residents, at its meeting on 6 December 2017, the Sevenoaks Joint Transportation Board directed officers to carry out a statutory consultation on proposals to amend the current resident and free limited stay parking arrangements in Argyle and Gordon Roads, by:

Agenda Item 6

- Changing certain “dual use” parking bays (resident permit “A” parking and 2 hour maximum stay (no return within 1 hour) parking) to “resident permit “A” only” parking.
 - Changing the period of no return for vehicles parked without a permit in the remaining “dual use” parking bays from 1 hour to 2 hours.
- 2 The proposals were drafted in 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 27) Order 2018, referred to in this report as “TRO 2013 Amendment 27”.
 - 3 The statutory consultation for TRO 2013 Amendment 27 took place in a 3-week period from 15 March 2018.
 - 4 This report advises the Board on the responses received to the consultation.
 - 5 The Board is asked to consider the relevant objections received and Officers’ comments and recommendations detailed in Appendix 3.
 - 6 Officers can recommend the implementation of the same or lesser restrictions, but cannot recommend implementing a greater restriction.

Introduction

- 7 The Zone A permit parking scheme in Argyle and Gordon Roads provides “dual use” resident permit “A” parking and free 2 hour parking, with a 1 hour no return period.
- 8 The intention of the scheme is to help protect resident parking, while allowing a level of “free” parking for residents’ guests and visitors to organisations and amenities based locally, who rely on free limited wait parking to support their operations and activities, such as:
 - Churches and church halls
 - DVLA Driver Test Centre
 - Kent Police
 - Local businesses
 - Local schools
 - Sevenoaks District Council
 - West Kent Housing
- 9 In December 2016, the Joint Transportation Board (JTB) received a petition from a number of Zone A residents, requesting that some of the “dual use” resident permit “A” parking and free 2 hour parking bays in Argyle and Gordon Roads be converted to “resident permit “A” only” parking.

- 10 The petition also asked that the period of no return for vehicles parked without a permit in the remaining “dual use” parking bays be changed from 1 hour to 2 hours.
- 11 The Board asked officers to carry out a statutory consultation on the proposals from the petitioners.
- 12 These proposals were contained in a draft traffic regulation order entitled 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 27) Order 2018, hereafter known as “TRO 2013 Amendment 27”.
- 13 TRO 2013 Amendment 27 also included minor amendments to improve the current descriptions of the restrictions in the main traffic regulation order. These changes do not alter the existing markings and controls on street.

Consultation

- 14 The statutory consultation for TRO 2013 Amendment 27 was carried out over a 3-week period from 15 March 2018 to 6 April 2018.
- 15 For the statutory consultation, public notices describing the parking proposals and inviting representations were published in the local press and were displayed in each of the streets concerned.
- 16 Letters describing the proposals and inviting feedback were sent to 563 residential addresses within permit Zone A, providing a pro forma response and a link to an online survey page on the Council’s website.
- 17 During the 3-week statutory consultation period, 123 responses were received to the proposals from 100 addresses, 81 of which were residential addresses in Zone A. These are summarised in Tables 1 to 4 below.
- 18 The objections to and comments supporting the parking proposals are detailed in Appendix 2.
- 19 The parking proposals for Argyle Road and Gordon Road were as follow:
 - Proposal 1 - Changing certain “dual use” parking bays (resident permit “A” parking and 2 hour maximum stay (no return within 1 hour) parking) to “resident permit “A” only” parking.
 - Proposal 2 - Changing the remaining “dual use” parking bays (resident permit “A” parking and 2 hour maximum stay (no return within 1 hour) parking) to “dual use” (resident permit “A” parking and 2 hour maximum stay (no return within 2 hours), i.e. increasing the period of no return in those parking bays from 1 to 2 hours.

Table 1 - Zone A Residential Addresses		
Letters sent to Zone A	563	
Proposal 1		
Zone A addresses (incl. Argyle and Gordon Roads) that responded to Proposal 1	81/563	14%
Proportion of Zone A addresses objecting to/supporting Proposal 1	Object 24/563	4%
	Support 57/563	10%
Proportion of Zone A addresses (incl. Argyle and Gordon Roads) that responded objecting to/supporting Proposal 1	Object 24/81	30%
	Support 57/81	70%
Proposal 2		
Zone A addresses (incl. Argyle and Gordon Roads) that responded to Proposal 2	80/563	14%
Proportion of Zone A addresses objecting to/supporting Proposal 2	Object 21/563	4%
	Support 59/563	10%
Proportion of Zone A addresses that responded (incl. Argyle and Gordon Roads) objecting to/supporting Proposal 2	Object 21/80	26%
	Support 59/80	74%

Table 2 - Argyle and Gordon Roads Residential Addresses		
Residential addresses in Argyle Road	39	
Argyle Road addresses responded to Proposals 1 and 2	15/39	38%
Argyle Road addresses objecting to/supporting Proposal 1	Object 2/15	13%
	Support 13/15	87%
Argyle Road addresses objecting to/supporting Proposal 2	Object 2/15	13%
	Support 13/15	87%
Residential addresses in Gordon Road	34	
Gordon Road addresses responded to Proposals 1 and 2	25/34	74%
Gordon Road addresses objecting to/supporting Proposal 1	Object 2/25	8%
	Support 23/25	92%
Gordon Road addresses objecting to/supporting Proposal 2	Object 5/25	20%
	Support 20/25	80%

Table 3 - Zone A (excl. Argyle and Gordon Roads) Residential Addresses		
Proposal 1		
Zone A addresses (excl. Argyle and Gordon Roads) that responded to Proposal 1	41	
Addresses objecting to/supporting Proposal 1	Object 20/41	49%
	Support 21/41	51%

Table 3 - Zone A (excl. Argyle and Gordon Roads) Residential Addresses (continued)		
Proposal 2		
Zone A addresses (excl. Argyle and Gordon Roads) responded to Proposal 2	40	
Addresses objecting to/supporting Proposal 2	Object 14/40	35%
	Support 26/40	65%

Table 4 - Non-Residents and Non-Zone A Addresses		
Proposal 1		
Non-residents and non-Zone A addresses that responded to Proposal 1	20	
Non-residents and non-Zone A addresses objecting to/supporting Proposal 1	Object 18/20	90%
	Support 2/20	10%
Proposal 2		
Non-residents and non-Zone A addresses that responded to Proposal 2	19	
Non-residents and non-Zone A addresses objecting to/supporting Proposal 2	Object 11/19	58%
	Support 8/19	42%

- 20 Within permit Zone A, the response rate to the statutory consultation from residential addresses that were written to was 14% (81/563). Of these, 7% (40/563) were from residential addresses in Argyle Road and Gordon Road.
- 21 The majority of residents of Argyle and Gordon Road (80-92%) were supportive of both of the parking proposals (see Table 2).

- 22 However, there was no clear majority in favour or against the proposals from residents of the wider permit Zone A (see Table 3).
- 23 Of the responses received from non-residents and non-Zone A addresses, 19/20 (90%) were opposed to Proposal 1 and 11/19 (58%) to Proposal 2 (see Table 4). These included responses from organisations and amenities based locally, who raised concerns about the parking difficulties that the parking proposal would cause to their employees/visitors/customers.
- 24 The relevant objections received during the statutory consultation came from residents of neighbouring roads in permit Zone A, especially Eardley Road and Granville Road, and from organisations and amenities based locally. Both groups indicated that the competing demands for on-street parking already give rise to parking difficulties, and that this situation would be exacerbated by the parking displacement arising from the implementation of the parking proposals.

Additional Information

- 25 In response to earlier concerns raised by residents of Zone A about parking availability between 2015 and 2016, “beat” surveys were carried out in Zone A by independent specialist transportation consultants, the details of which were reported to the Board in December 2016.
- 26 A summary of the outcomes of the surveys undertaken in Argyle Road and Gordon Road can be seen in Table 5.

Table 5 - Parking Availability in Argyle Road and Gordon Road		
	Average daytime “dual use” car parking space availability	
	Argyle Road	Gordon Road
First Independent Beat Survey - December 2015	11% (5/47 spaces)	22% (13/60 spaces)
Second Independent Beat Survey - November 2016	21% (11/52 spaces)	39% (24/61 spaces)

Next Steps

- 27 Redacted details of the written responses to the consultation objecting to and in support of Proposals 1 and 2 are contained in Appendix 2.
- 28 Officers’ comments and recommendations are contained in Appendix 3.
- 29 The Joint Transportation Board is now required to consider the relevant objections received during the statutory consultation, together with Officers’ comments and recommendations.

Other Options Considered and/or Rejected

- To uphold the objections either in part or in full and modify the parking proposals; or
- To set the objections aside and implement the parking proposals as drawn/published

(Note: it is only possible to amend proposals by reduction. Any increase in the extent/type of the proposed restrictions would form a new proposal and require re-commencement of the statutory consultation).

Key Implications

Financial

The costs incurred in implementing the proposals will vary depending on which proposals, if any, are taken forward, but if all the proposals in TRO 2013 Amendment 27 were taken forward, the estimated total cost would be in the region of £5,000. The District Council can meet this cost 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 (in this case, TRO 2013 Amendment 27).

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 objections made to the TRO received during this statutory consultation (other than frivolous or irrelevant ones) that are not withdrawn are reported to the Sevenoaks Joint Transportation Board.

The terms of reference for the Sevenoaks Joint Transportation Board allow it to provide advice to the Sevenoaks District and Kent County Councils, who will normally act in accordance with its views. If the Councils are minded to act otherwise, no decision will be taken until after a discussion has taken place between the Chairman and Vice Chairman of the Board and the relevant decision making body.

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 - For Information
Plan of Sevenoaks Permit Zone A

Appendix 2 - For Information - Parking Proposals -
Argyle Road & Gordon Road -
Description and plan, details of objections and
comments received

Appendix 3 - For Advice - Parking Proposals -
Argyle Road & Gordon Road -
Officers' comments and recommendations

Sources of Information:

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

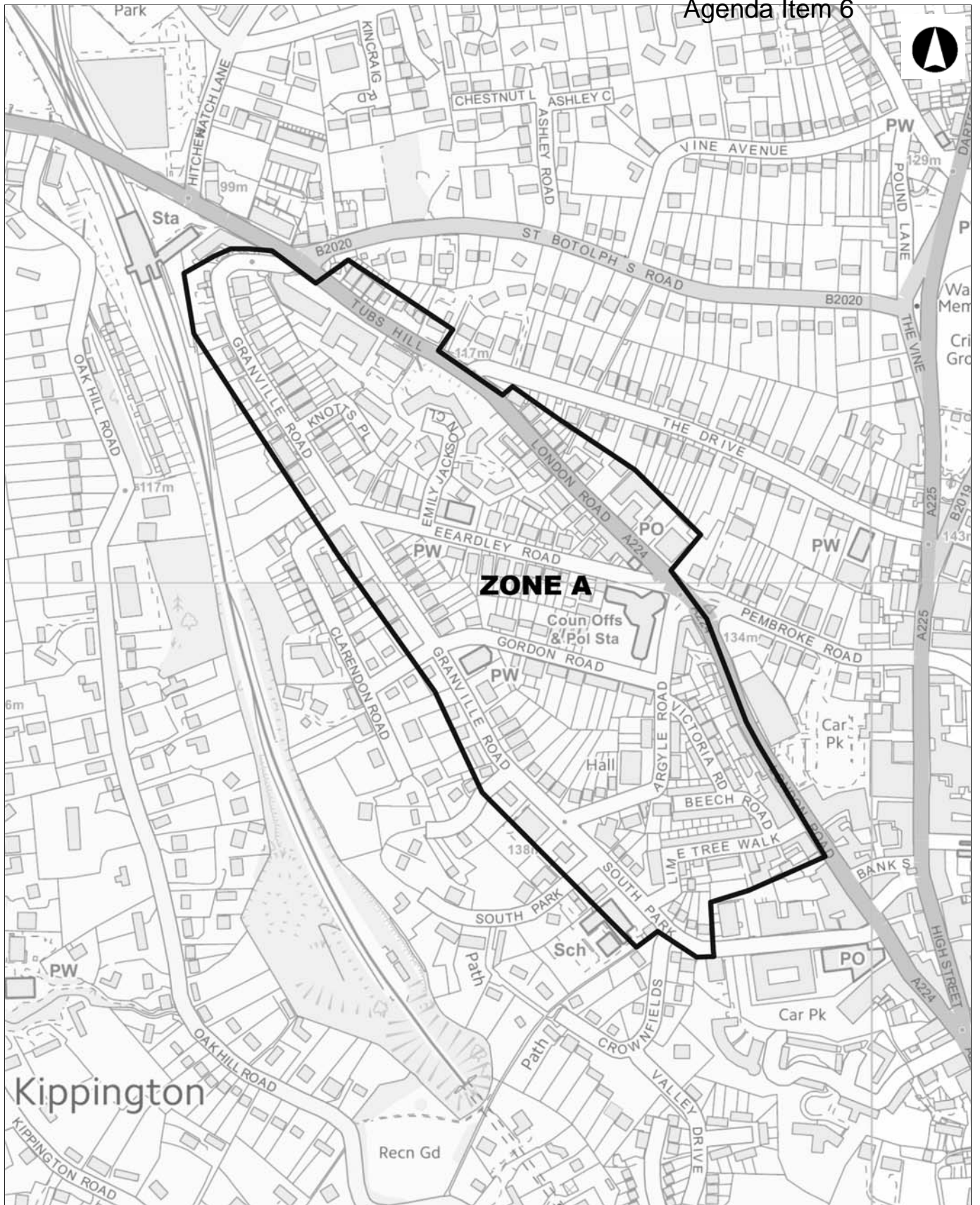
The Road Traffic Regulation Act 1984, as
amended.
www.legislation.gov.uk/ukpga/1984/27

Agenda Item 6

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

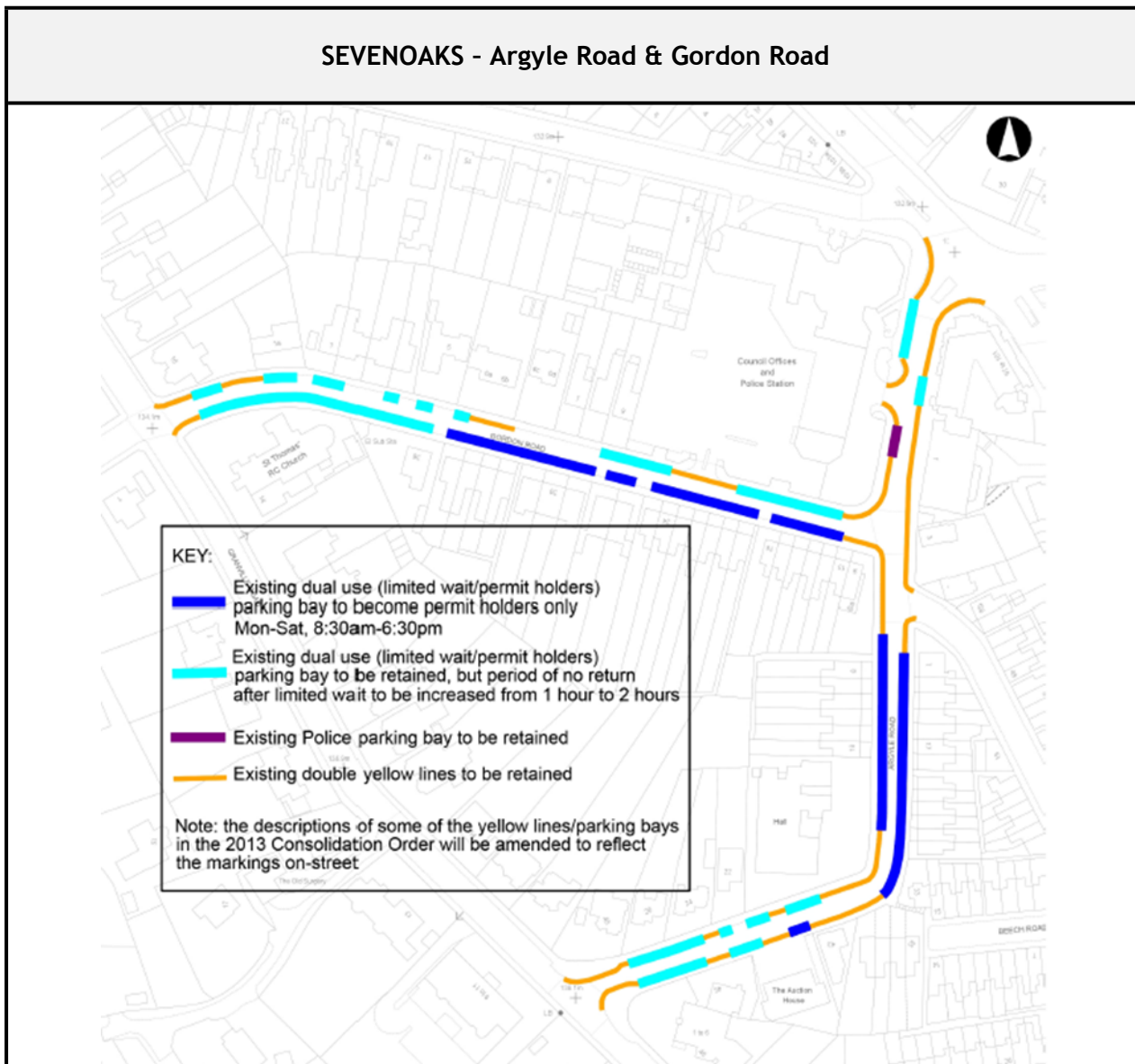
The Highway Code.
www.gov.uk/browse/driving/highway-code

Richard Wilson
Chief Officer, Environmental and Operational Services



This page is intentionally left blank

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD
 Description and plan, and details of objections and comments received



PARKING PROPOSAL 1
 (Shown in dark blue on plan)

DESCRIPTION	PROPOSED CHANGES
Argyle Road Parking bays on both sides from the junction with Victoria Road to outside number 33, and the single bay on the south side outside the Auction House	Existing “dual use” permit “A” holders and 2 hours maximum stay (no return within 1 hour) parking bays to become permit “A” holders only, Mon-Sat, 8:30am-6:30pm
Gordon Road Parking bays on the south side from the junction with Argyle Road to outside number 35	

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

DETAILS OF OBJECTIONS TO <u>PARKING PROPOSAL 1</u>	
1	Will only increase the already strained parking in Eardley Road. You must make the resident permit only across the board in this area for support
2	It is unfair on people who visit the council, the charities and town for short stay.
3	The amenity that the council says it will provide in making much of the area permit holder only is for the benefit of residents in the area. However many people who currently park in those spots will have an amenity taken away from them. The area has for many years allowed 2 hour parking for non permit holders and the people who live in the area have been aware of that. The council has also created a shortage of parking by its policy of bringing in parking restrictions in other areas to the serious disadvantage of local people but to the benefit of the council who gain money for themselves by selling permits. The council is supposed to be there to serve local people not to benefit itself as an organisation. Local trade has already been damaged because people do not want to pay parking charges in car parks and many people will simply stop going to the shops in Sevenoaks if another area where they can park without charges is removed. Also there is St Thomas' church nearby and people attend this church on days such as Good Friday and Ash Wednesday, but also on ordinary weekdays too. It is already often difficult to find parking near the church and these further restrictions will increase the problem - it should be remembered that many churchgoers are elderly and find it difficult to walk too far from their car to the church. My 91 year old mother for instance has dementia and cannot walk well but does not have a disabled parking permit would find it difficult if there were fewer parking spaces available in the area.
4	In Gordon Road under the current proposal the only house that does not have either off road parking or proposed 'resident parking' outside belongs to both the oldest and longest resident of the road.
5	The likely consequence is an increase to the congestion in the parking bays at the East (town) end of Eardley Road, which is already very busy. However, we would be in favour of the proposal if suitably extended to include resident only bays at the East (town) end of Eardley Road.
6	Because the problem will just move to surrounding streets and I request that all zone A permits are reviewed
7	<p>1) With already strained parking within the town as a result of the closure of the large car park near the Leisure Centre (due to rebuilding) this proposal should be postponed until completion at the earliest.</p> <p>2) As & when the Local Authority seriously consider improving public transport to the local rural communities, proposals of this nature will always further discourage visitors to the town centre & trade will suffer.</p>

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

	3) There is no evidence provided in the Amendment No.27 to demonstrate "preserving or improving the amenities of the area through which the road runs".
8	There is a lack of short stay parking already as car parks frequently full. If you restrict further you will kill town off which seems to be suffering already. As an alternative, change use of District Council car park to public parking and force employees to park in long stay car parks paying for it like everyone else. There are also plenty of resident only spaces always free in Victoria Road, which is a very short distance from your new proposed restrictions.
9	Already lack of parking for short visits to town area
10	Until the new multi storey car park is completed (Buckhurst 2) this proposal will further stretch on street parking within the town, particularly as those season ticket users of Buckhurst 2 have been relocated to other side streets/parking areas.
11	The current proposals will displace casual parking to adjacent roads - in particular Eardley & Granville. Whilst the proposal for provision of resident only bays is good, the wider implications need to be planned for and mitigated prior to implementation.
12	I both support and object to this. I have sympathy with the residents of these roads, but we are also badly affected by inconsiderate parking and by blocking off these bays it will drive more traffic into Granville Road. Parking for the school and the church can make the road very busy indeed and impossible for visitors to find anywhere to park
13	There is sufficient parking within a short walking distance.
14	Because of their location these parking bays are ideal for short term visits to Sevenoaks to do shopping, visit Leisure Centre, opticians etc. during the week. There is already a shortage of parking within the town centre area so any reduction in these spaces will have an adverse effect on my visits in the week and loss of my spend in the town centre. Have other options been considered such as resident only on Saturday or reducing the time band when the spaces can be used by non-residents?
15	If Gordon and Argyle are having resident only bays, Eardley and Granville Rd also need these. Limiting spaces in the other roads will only force cars into Eardley and Granville Rd, which are already overcrowded and residents are unable to park in on a regular basis because of permits being sold to anyone and everyone. Non-residents should use the many car parks in Sevenoaks town centre- including the new multi-storey being built.
16	The two hour street parking surrounding our office allows our residents to visit and use our services without incurring parking costs. As a social landlord not all our residents can afford the additional cost of parking. Some of our residents have vulnerabilities and complex issues, which require face to face meetings that can be lengthy. HERO also operates from our office one day a week of which a lot of the residents attending use the two hour parking facility. Should the surrounding roads be

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

	restricted, it is likely to impact on the volume of residents visiting. Our staff also use the two hour parking when needing to make short visits to the office. Having this parking nearby gives them greater flexibility to come and go as the business requires as well as ensuring they too don't incur expensive parking costs. A lot of the staff using the parking aren't based at our Sevenoaks office and are travelling from other premises based further afield to attend meetings, training and so on. Parking in Sevenoaks is extremely pressured at the moment, especially with the Leisure Centre parking out of action. Although the alternative of Moore Close is available this adds between 20 to 30 mins of travel time to any journey and isn't a very efficient alternative for staff to use.
17	I work at West Kent and would find it extremely difficult to attend meetings and work from the Sevenoaks office if it was not possible to park.
18	The inadequacy of parking in Sevenoaks, whether on street or in public car parks. It is increasingly difficult to find spaces in either a designated car park or off street. By reducing further casual car parking even further will make Sevenoaks a much less attractive place to visit
19	I work for West Kent Homes as a heating engineer. There are occasions when I need to go into the office for meetings and to pick up paperwork. Having to park miles away would impact on the time management of my job and therefore have a detrimental impact on the service we offer to elderly and vulnerable tenants.
20	Sevenoaks has seen a reduction in car parks. One has been taken to build a new Premier Inn and the long stay is currently not in use. Although there will be a multi storey it will not along for many more spaces. When I shop and work in Sevenoaks I need some where to park, have the two hour window helps in order for me to still use the local town and amenities. If parking is reduced much more then people will find an alternative areas to shop and may have to find work elsewhere. Sevenoaks is a strong vibrant community and it seems a shame that this could be affected through the use of parking. I understand the local residents concerns and frustrations but they did buy the properties knowing that the road was used by others.
21	This will remove about 50% of the spaces available to non-residents, exacerbating the shortage of parking for people who work in Sevenoaks, which is already a major problem for anyone commuting into the town for work. As a Maidstone resident who is required to travel to development sites for work, public transport is not a practical alternative. The County Council and District Council should give more consideration to the needs of people who work in Sevenoaks and should also have regard to the needs of local businesses, vital for the local economy.
22	As an employee of West Kent, I use the 2hr bays for short visits to the office

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

23	There is not always a guarantee of parking within the High Street of Sevenoaks so people rely on being able to park within the local walking distance roads. One major car park is closed for the next year as you know.
24	Parking is limited for businesses in Sevenoaks already. Buckhurst car park is being redeveloped which has put pressure on parking already in 2018. Transportation links from some outlying areas are not great, making a car a necessity to get to work. It seems that changes are being made for a few that will affect the many.
25	There is limited parking within Sevenoaks already and only for a maximum of 4 hours. Buckhurst is currently closed on a long term basis. If people need to visit Sevenoaks district council or West Kent Housing association there will be nowhere for visitors to parking especially if they have limited mobility. If people live in these house I would think they would be at work most of the day so why not allow other people to park there when they are not there. There is far too much controlled parking already within Sevenoaks.
26	Parking in Sevenoaks particularly in this area is very limited, particularly with the current Buckhurst 2 project. It will make it extremely difficult to visit the Council offices and West Kent Housing which a number of tenants need to many of which are on low incomes and unable to afford the extortionate parking charges in Sevenoaks. It will also be very difficult for contractors carrying out works to the properties in these areas or visiting local offices. You would expect many of the residents to be at work during the day so is likely to have the effect of empty spaces during the day, which could be utilised by other car users.
27	Because staff at West Kent Housing come and go throughout the day and it is hard enough to find parking as it is
28	As someone who works predominantly in Sevenoaks and have done for the past 10 years the proposed reason for the change to "resident only" parking will not "preserving or improving the amenities of the area through which the road runs". I believe the reason for the proposed change is to facilitate residence wishes rather than preserve or improve amenities. The road is not a private road therefore if you buy a house/own a house with no off street parking you cannot then take offence that you do not have the space outside your house free all the time. Taking this and the fact there is extremely limited affordable long stay options and long waiting lists for "general permits" you are only moving the problem to another road, take for example the Rise on the approach to Sevenoaks from the A21 and Serpentine Road from Seal.
29	Please include #9 otherwise I am penalised for having a front garden!

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

30	Never had an issue with parking on these roads. You would be better off stopping residents 'reserving' spaces illegally outside their houses or imposing much higher parking permit charges for houses with more than 1 car parked on the road.
31	Should be available to all
32	This will put undue pressure on the parking bays in Eardley Road unless the same approach is replicated there
33	We are wishing to register our objection to the above proposed changes to Permit Parking Bays in Zone A, Argyle Road, and Gordon Road, Sevenoaks. Since the loss of the Long Term Carpark in Pembroke Road, to make way for M&S, and the surrounding development, it has become increasingly difficult for some of our clients to park in Sevenoaks, particularly on Auction Days. They rely now on Short Term Parking, so that they can attend our sales, and they might need to park in the area to collect their purchases, or deliver goods to our Auction Rooms, located in Argyle Road. The ability to park in both Argyle Road, and Gordon Road, even for short periods, is of paramount importance to our business, and the continued loss of parking, and increasing parking charges, will, I'm sure start to have an influence on the local economy, when People can park where it is cheaper, and easier, in other towns and shopping areas.
34	Whilst we have every sympathy with the residents of Gordon and Argyle and their struggles with parking, we cannot support the proposal of resident only parking bays as we feel that the problem will just be pushed out to other roads nearby. As residents of a nearby property, in another road and close to St Thomas' Church, we also struggle with parking our car sometimes and residents only parking bays within Gordon and Argyle Road will create further frustrations elsewhere, possibly forcing us to use the residents only parking bays in Gordon and Argyle Road, which surely defeats the entire object of the idea. The actual residents of these roads could find themselves effectively squabbling with residents of Granville Road who have been forced to park in the residents only bays of Gordon and Argyle Road. Perhaps the residents only parking bays idea could be stretched to some hot spots in Granville Road too? We also feel that the parking bays are not adequately marked allowing for inconsiderate parking from people who are not resident in the area and do not understand how difficult it is to park. Some drivers park right in the middle of what could be considered a double bay, not allowing another car to park, or do not park right up to the end of a bay also not allowing others to park and effectively taking up two spaces. I appreciate that parking in general has become a complete headache for all involved and shoppers in general need to be encouraged to use the town shops, restaurants and other facilities, but not at the expense of the residents who live in the streets surrounding Sevenoaks.

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

DETAILS OF COMMENTS SUPPORTING <u>PARKING PROPOSAL 1</u>	
1	As an owner it would be nice not to have to park a mile away from your property and have to walk in the cold, snow and rain only to have to go move your car late at night when parking bays open closer to home. I do not think its fair that people who are unwilling to take out a pound and pay for parking are in a position to disrupt homeowners' use and enjoyment of their properties. I have counted on numerous occasions and on average 3 out of 5 cars during weekends and weekdays are non permit vehicles. They also keep moving their cars from position to position enabling them to park for hours on end without sanction. Most properties in Granville and Eardley road have off street parking. It makes sense for these people to go park there.
2	Difficulty parking near our home at peak times. Difficulty for elderly neighbours/ those with small children loading and unloading shopping.
3	I am a resident and currently find the parking situation in Argyle Road abysmal
4	As a resident of one of the terraces for the last 10 years, we have found the last few years exceedingly difficult to park in our road or the neighbouring road, given the popularity of the town and the traffic from the SDC building.
5	Because it's becoming too much like a car park and residents cannot park in the bays because we are over run with visitors and people visiting the council offices. Who make a mockery of the 2 hour free parking. It's the busiest road in Sevenoaks.
6	Limited parking dedicated to residents in the area.
7	I'm a resident on this road and can never find a parking space. Predominantly as the council use our road as overflow for their staff, also as shoppers park here to save a few pounds when shopping around the corner in the high street. I frequently have to park roads away and walk to my house with my 2 young sons and shopping bags. This is not fair, I pay for a permit, plus an anomaly as there are roads further away from town than ours which are resident only parking. It's unprecedented elsewhere in the UK for a road with 50 yards proximity to the main high street of a busy town to not be permit only. The town centre gets busier year on year with bigger developments (new flats attracting visitors that have inadequate parking), bigger shops (large M&S) and more restaurants- it's a farce that the influx of visitors this attracts can park on our road and increasingly push residents out and further away from our homes.
8	Sick of being unable to park outside my house, even on my road. Have newborn and dread coming home sometimes with shopping. Being so close to the centre means people use it as local car park. I also suggest/ beg (!) that individual bays are marked out on the road as incompetent and thoughtless parking often means spaces are wasted and even less space is available!
9	Whilst I support the proposal I think you haven't gone far enough.

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

10	I am a resident that owns a vehicle and most days it is extremely difficult to find parking in my own street. You want to avoid using the car, because you might not find parking when you return
11	Parking at my daughter and son in law's house is a complete nightmare and has got worse over the years that they've lived there, to the point that they've considered moving. While we want to encourage people to visit the town, the bigger houses with off-street parking adjacent to argyle and gordon road would be perfectly placed to assist with this. My husband and I regularly travel to Sevenoaks to help look after our grandchildren and trying to find somewhere to park remotely close to the house is a continue frustration, especially when the weather is poor. People also abuse the current parking system and stay far longer than they should do, or park here and then walk in to town to do their shopping with Waitrose bags which is frustrating when you can park there for free when spending £10. We often see some of the same cars parked for long stretches of time as well on the roads but they get around the parking restrictions by moving their cars slightly - again all very frustrating.
12	We regularly visit my daughter and her family to assist with childcare and trying to find somewhere to park anywhere near the house is a constant problem. We often have to drive around for what seems like an age, only to be forced to park a long way from the house and then have a big distance to cover with belongings, made worse when the weather is poor. I also see how the lack of parking directly affects my daughter who struggles with trying to get her 2 young children around.
13	It is a complete nightmare as a resident trying to find somewhere to park close to our house. I often spend up to 15 minutes driving around and around trying to find somewhere to park, only then to have to walk a long way with 2 young children and shopping. The problem has got so bad that I'm often put off from driving anywhere for fear of losing my space! While we want to support people visiting the town centre, there are always places to park on the road just round the corner on South Park and Granville where the bigger houses have off-street parking so I'd like to encourage people to park there instead. People also routinely abuse parking on Argyle and Gordon Road which is frustrating and we see the same cars parked there for most of the day but moved about to try to avoid the parking attendants.
14	Residents have great difficulty finding a place near their homes to park.
15	Parking congestion due to unrestricted parking. The scheme should be increased to cover the whole of argyle and Gordon Roads.
16	Residents have difficulty finding parking. Resident's guests unable to park nearby when visiting. Turnover of cars due to people parking for 2 hours free reducing traffic & pollution.
17	Difficulty for residents to park in Gordon road with current arrangement
18	Seems sensible

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

19	Regularly difficult for residents to find a parking space near homes on road. During day- private/company cars 'hop in and out' of limited spaces causing traffic, noise, air pollution. Sometimes cars have been blocked in by parking.
20	Living next to the steps giving access to town centre, the road is used all day+ evening (now that parking charges apply to 9:30pm!) if I vacant my parking space I have no chance to returning to obtain a space near my home.
21	Our roads are used as a free car park. Argyle & Gordon should have resident bays. But Eardley road (close to the council offices) needs them also.
22	"Improved air quality due to less car drivers being attracted to this road.
23	Being able to park somewhere in own road instead of taking up spaces in Victoria Road making it difficult for the residents there. "
24	I frequently go shopping on a Saturday and return to find nowhere to unload my shopping. I then have to park at the far end of the road and can't get it back until the evening.
25	This gives each house a space to park a car in the road but gives parking for the church.
26	This would free up the bay for residents.
27	Health & safety of residents in street- to prevent 'merry go round' of workers from West Kent +HA Moving their cars every 2 hrs & racing for spaces.
28	When visiting family at the residences it's very difficult getting babies and small children in the house when nowhere to park but always lots of council work vans taking all the spaces for the whole day.
29	More safe to get to car
30	This sensible approach would hopefully help alleviate the severe parking issues that affect the terrace housing side in particular. Note this would simply equalize what is already in place for all of Victoria Road.
31	These roads are so close to the town centre that for them NOT to have resident only parking is not in keeping with almost every town in not only the county, but the country. visitors, and local workers first port of call for a 'free' space are these residential roads, subsequently they fully parked up all day long while there are ample spaces in the towns car parks. This also invites significant traffic as cars circle these roads waiting for spaces and regularly shift their cars from bay to bay throughout the day. They are largely Victoria houses with very little off street parking and given the proximity of these roads to town and the large M&S they should have resident only parking like almost all other roads of this type in the county. These restrictions should be in place until 21:30pm like Victoria especially with increase in charges for evening parking in Blighs.

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

32	Hard to find parking where I live
33	To relieve the parking congestion in the named streets during weekday office hours.
34	Residents of Gordon & Argyle Road have to regularly park in Blighs despite paying for residents permits. This is because visitors to the town would rather use the 2 hour free parking in Gordon and Argyle than pay the extortionate fees in Blighs. Our neighbours are moving away. It has been an issue raised with SDC for the last 6 years
35	Resident only parking is included
36	To allow more resident parking
37	I am a resident of Gordon Road and I believe we deserve a place to park our car close to our place as against driving around to find a place and that too very far in many instances. Please implement this change as soon as possible! Thanks
38	Many of the residents are unable to park in their street due to its use by shoppers and commercial vehicles.
39	I am a resident of Gordon Road and its a nightmare during the weekdays for us to find a parking and more so when we have to carry heavy shopping or other things to and from the car to our place. This change will help our life immensely.
40	As a resident of Argyle Road for over 10 years, I have experienced increased difficulty trying to find a parking space within a short walking distance of my home. I now dread trips where I need to load/unload my car with heavy items e.g. visiting the Waste recycling Centre, as I know the procedure is likely to take several attempts before I can move my car within a sensible distance of my home. The availability of free parking on Argyle and Gordon roads so close to the town centre also encourages drivers to drive around the block looking for free parking in preference to using the town centre car parks, increasing the traffic and pollution in the residential neighbourhood and conservation area. While there is a discrepancy between free parking on Argyle and Gordon Roads and increasing charges for the town centre car parks, including Sunday charging, this situation can only get worse. The proposed charges to the residential parking in Argyle and Gordon Roads will go some way to resetting the balance.
41	Should reduce amount of parking in Argyle and Gordon roads
42	Residents should get priority
43	As residents of Argyle Road we have endured several years of seeing non permit holders abuse the system and prevent us from parking near our home due to the insufficient resources within the council available to monitor the parking. This has been extremely difficult with a young baby and another now on the way. Other nearby streets such as Granville Road and South Park have off street parking but the terraced houses do not. There are frequently entire bays empty on Granville Road despite

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

	Argyle being full. Sometime we delay errands or visits to playgroups for fear of losing our parking space, which made my wife feel housebound when on maternity leave - this is just not right. The parking area A is also too large as many residents of lower Granville Road park on Argyle to visit town.
44	Loads of people use these roads as a carpark and residents cannot park
45	Because residents often find that they can't park anywhere near their houses due to the fact that these parking slots are dual use
46	This proposal will be of huge benefit to the local community. Due to factors such as local worker parking, town visitor parking and a significantly increased volume of planning permissions given to terrace houses in the area to extend thereby increasing household size and number of families, parking anywhere near to one's home has been getting more difficult in recent years. It has also resulted in higher volumes of traffic and speeding vehicles who are searching for the limited number of spare spaces that are attractive to workers and visitors as they are free of charge. With increasing numbers of children living in Gordon and Argyle, the volume and speed of traffic has become an increasing concern for families. These proposals should help to preserve the environment of a primarily residential area situated in a conservation zone. In balancing the needs of different groups, the proposals still allow visitor (no return) parking coupled with the opportunity for residents to provide scratch cards to visiting family/friends/tradespeople - this would appear to be a fair and appropriate solution for all. There are a range of other parking opportunities within central Sevenoaks which are often running below capacity so I do not believe that availability of parking can be used as an argument against these proposals. In line with Victoria and Beech Roads these proposals will establish a consistency and fairness for Residents and other groups in their access to central parking availability and represent a much better value for residents who, for example, pay over £100 per year if they have 2 vehicles / permits. I would wholeheartedly support this proposal.
47	To alleviate knock on effect to nearby roads of visitors parking in Argyle and Gordon Road. It will reduce car pollution in residential roads as cars will not have to drive around looking for a car space to park.
48	This will give an area where residents of Gordon Road can park during the day that is not shared with others. Given the difficulty in parking on Gordon Road during the week and at weekends during the day this will be most welcome.
49	Parking is currently intolerable for residents. Vehicle safety is also a problem..too many vehicles trying to park in this road...my car has been hit several times and the guilty party just driven off. It is high time the council listen to residents and rectify the dreadful experience we have suffered for far too long..i think more bays should be residents only

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

50	It will level up the parking load in the town and make Blighs where there has been spaces more attractive. Residents need to be able to park in the road, the traffic volume is such that they have not been able to.
51	Not enough parking for residents
52	Good for residents and a good solution for visitors, and allows vibrancy.
53	As a resident I find it extremely difficult to park in Argyle Road because shoppers and council staff use it as a "free" car park
54	Residents cannot find any parking within 10 mins. walk of their houses on a regular basis- day and night. This would keep the key bays resident only and enable a small amount of residents to park nearer to their houses than at present.

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

PARKING PROPOSAL 2(shown in light blue on plan)

DESCRIPTION	PROPOSED CHANGES
Argyle Road & Gordon Road All “dual use” permit “A” holders and 2 hours maximum stay (no return within 1 hour) parking bays, Mon-Sat, 8:30am-6:30pm not included in Parking Proposal 1	Period of no return to be changed from no return within 1 hour to no return within 2 hours
Argyle Road & Gordon Road Both sides, existing parking bays and double yellow line restrictions	By way of a housekeeping exercise, the opportunity is being taken to amend the descriptions of some existing parking bays and yellow lines in the parent order to improve the detail of the sign and line markings on street. This exercise will not change the physical extent of the parking bays and double yellow lines

DETAILS OF OBJECTIONS TO <u>PARKING PROPOSAL 2</u>	
1	Resident only bays in Gordon Road will only displace the current issues into the surrounding streets. You would have more support if resident only bays were introduced into Eardley Road as well. Also, consideration should be given to how many business permits there are for the area and this should be reviewed.
2	Making Gordon Road resident permit holders only will only displace the problem to surrounding streets. For support you must include resident only bays in surrounding streets. Also, no more business Zone A permits should be issued and when the new multi storey is open they should all be moved there.
3	By making Gordon Road resident permit holders only will only move the issue and put strain on the surrounding roads
4	By making Gordon Road Resident Permit Holders Only will put greater strain on the surrounding streets therefore not solving any issues, just moving them somewhere else
5	By making Gordon Road Resident Permit Holders only it will just put greater strain on the surrounding streets not solving the problem
6	Leave it as it is
7	If there are enough parking places for residents (who are already paying an additional premium) there should be no need.

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

8	Never had an issue with parking on these roads. You would be better off stopping residents 'reserving' spaces illegally outside their houses or imposing much higher parking permit charges for houses with more than 1 car parked on the road.
9	I personally do not see how this would make any difference and is an unnecessary expense to change.
10	I understand that increasing the no return period is a compromise, but I think the number of proposed resident parking bays might not be enough, which means that allowing non-residents to park longer once again puts residents at a disadvantage if the resident bays are full.
11	Will move the problem to neighbouring streets. Too many non-resident permits. Introduce pay and display to Eardley Road £2 a day"
12	Will only push the problem to surrounding streets. There also needs to be more yellow lines in Granville Road as you cannot see oncoming traffic when pulling out between the parked cars
13	Support resident only bays but problem will just go to another street in Zone A. Zone A needs to be made smaller and there are too many workers with Zone A permits
14	Elderly and have no car but I need my family to be able to park as they visit regularly
15	Elderly and don't own a car but have regular visits from carers so this would not be helpful
16	This proposal will further discourage visitors to the town centre.
17	Can you (KCC/SDC) demonstrate this proposal will rectify the problems of parking.
18	The current proposals will displace casual parking to adjacent roads - in particular Eardley & Granville. Whilst the proposal for provision of resident only bays is good, the wider implications need to be planned for and mitigated prior to implementation.
19	Gives the residents more freedom to find a suitable parking space
20	Because the problem will just end up with all the parked cars being in Eardley Road
21	Resident meetings can sometimes be lengthy due to their complexity. Having the flexibility to move their vehicle if required, allows meetings to be concluded rather than having to rearrange another visit.
22	My role is peripatetic and the increase in the 'no return' period would impact my day.
23	Sometime, one has to return to the Town within a relatively short space of time
24	I work for West Kent Homes as a heating engineers. There are occasions when I need to go into the office for meetings and to pick up paperwork. Having to park miles away

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

	would impact on the time management of my job and therefore have a detrimental impact on the service we offer to elderly and vulnerable tenants.
25	I would agree to this if there was no resident parking
26	This is a lesser issue as far as I am concerned but it does show the same lack of due consideration for local workers and local businesses.
27	Already limited parking. Councils just want to make money out of everyone so they have to purchase permits or park in the car parks which are too far to walk if you have limited mobility. The car park at Buckhurst is closed. there is very limited parking already in the Sevenoaks area.
28	Parking in Sevenoaks particularly in this area is very limited, particularly with the current Buckhurst 2 project.
29	Because staff at West Kent Housing come and go throughout the day and its hard enough to find parking as it is
30	Hard to find parking where I live
31	This will put increased demand on the already busy parking on Granville Road. Would also like resident only in Granville Road.
32	realise the need for residents to be able to park but also should be able to worship
33	Will this be enforceable?
34	The likely consequence is an increase to the congestion in the parking bays at the East (town) end of Eardley Road, which is already very busy. However, we would be in favour of the proposal if suitably extended to include resident only bays at the East (town) end of Eardley Road.
35	Any attempt to increase parking in Argyle or Gordon Road should be halted. Both these and surrounding roads (Granville) need to be double yellow lined on one side for their full length to allow traffic to proceed in both directions in the interest of safety
36	I do not think there is a significant difference between these two positions. All you are asking with the 1 hour no return is that someone comes and moves their car within the road into a different bay if they are staying for longer. This is not changed by increasing the time for no return. The 1 hour is to prevent people from simply ignoring the time limit, and to give the means to show the rules do not permit you to stay longer.
37	We would support the increase of the "no return" period to 2 hours - would this be considered for Granville Road too?

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

DETAILS OF COMMENTS SUPPORTING <u>PARKING PROPOSAL 2</u>	
1	It is almost impossible for residents to park anywhere near there home.
2	It seem reasonable and I don't think many people would need to return within an hour.
3	Is the restriction even enforced? I have seen many cars pull in and park only to come and move the car to another spot in the same road...
4	Supported only if "resident only" proposal takes effect
5	This will prevent some people using our road as a free car park for the day
6	The no return in one hour should be increased to 2 or 3 hrs
7	Limited parking dedicated to residents in the area.
8	Parking officers cannot adequately enforce restrictions with a one hour no return
9	The people who are parking there are not visitors to the residents of Argyle or Gordon Road!
10	Could actually be made longer
11	Think permit holders should have as much access to parking as possible.
12	Would only agree to resident only parking if Granville road was included
13	Residents need to be able to park outside their home but I am worried the problem will spill into surrounding streets if the proposal goes ahead.
14	The roads are far too congested and residents cant park
15	Supporting the residents of other roads so beech road doesn't become the new issue
16	If parking was cheaper in the town we wouldn't have these problems. Needs to be resident only as it is becoming impossible to park
17	I think this would be much fairer and try to stop those people who currently abuse the system from doing so
18	It will hopefully stop people from abusing the parking system as we know that a lot of people park on the roads far longer than they should do
19	It will hopefully help to stop people abusing the parking system.
20	It might give other people a better chance of finding a parking space.
21	Congestion.

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

22	Reduction in turnover of people parking for 2 hours free reducing the traffic & pollution.
23	It will make the traffic move around more
24	Resident parking is so difficult so this will help
25	Reduce abuse of the free parking by non-residents.
26	visitors should still be able to obtain Zone A permits. Sevenoaks need extra patrols the check the parking obligations
27	It is important that residents can park close to their homes
28	May prevent people just moving their cars around the different streets all day to gain free parking (mainly SDC and West Kent staff members). Instead they can use the town's car parks.
29	This would be a reasonable change.
30	People aren't normally there for that amount of time so I don't see the harm in changing this to two hours.
31	I thought it was a two hour period already? However any increase in time to park allowed means those business car users who only need a short period of time to come in and out of meetings will be better served.
32	I think this would be a more sensible option making more space available for residence while stopping the mass relocation to another road.
33	Reduce the number of people working in offices parking Monday to Friday and allow visitors to use them.
34	Seems sensible
35	Residential roads have eventually become a 'free short stay car park' and this fact Gordon Rd is entrance/out to council offices + car park means road is very busy for a mainly residential land use road.
36	I have mobility issues (however do not qualify for a blue badge) so this makes life difficult. Hopefully the proposed scheme will help alleviate the parking problems for residents.
37	The stretch of Eardley Road at the Granville road end should be reserved for visitors and non-resident permit holders. The arrangements at Gordon and Argyle if adopted will displace visitors elsewhere.
38	Not having a car on my tail when trying to reverse into a space.

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

39	The no return period will create a calmer feel to the road.
40	Current parking system is being exploited and is making our road a free car park for people working in the offices around it. Gordon Road is the only road close to town with a 'free' parking system, a nightmare to keep small children safe.
41	Better for traffic wardens
42	Hopefully should help a more balanced car parking system.
43	These roads are so close to the town centre that for them NOT to have resident only parking is not in keeping with almost every town in not only the county, but the country. Visitors, and local workers first port of call for a 'free' space are these residential roads, subsequently they fully parked up all day long while there are ample spaces in the towns car parks. This also invites significant traffic as cars circle these roads waiting for spaces and regularly shift their cars from bay to bay throughout the day. They are largely Victoria houses with very little off street parking and given the proximity of these roads to town and the large M&S they should have resident only parking like almost all other roads of this type in the county. These restrictions should be in place until 21:30pm like Victoria especially with increase in charges for evening parking in Blighs.
44	To relieve the parking congestion in the named streets during weekday office hours.
45	"A good resident friendly proposal and one I hope is implemented in conjunction with consulting with residents on these two roads.
46	Parking is difficult, particularly the section of road outside the terrace houses. The situation has been compounded by M&S and other surrounding roads are charged, yellow lines. Gordon/Argyle road are viewed as free car park of Sevenoaks. Sevenoaks generally do a great job and overall want Sevenoaks to thrive as a market town. Think resident parking bays are best compromise
47	It will enable residents to park closer to their homes.
48	Residents of Argyle Road. No parking for residents.
49	I support but feel will push people to surrounding areas, which are already congested with non resident. I would support the same proposals for Eardley Road
50	Common not to find parking space. Current situation ridiculous. Proposals for Zone A would go a long way to improving resident parking.
51	Quality of life for residents (reducing stress)
52	Like to be able to park where I live. The council cannot ignore this situation any longer

APPENDIX 2 - FOR INFORMATION
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

53	As an absolute minimum. To avoid Council Workers swapping their cars every 2 hours and to deter shoppers from doing so. I am not sure this will make much difference though.
54	Should help with long term parkers and bay-jumping. but please make the street signs clear to avoid confusion. Signs should clarify that there is no return to the parking zone within 2 hours.
55	To allow people to carry out their business in the area without the fear of a fine
56	Again this change will make the lives of us residents much easier.
57	Visitors can spend longer in town etc.
58	Many of the residents are unable to park in their street due to its use by shoppers and commercial vehicles.
59	Again this change will increase the chances of us finding a parking space.
60	At the moment it is difficult for the traffic enforcement officers to enforce the no-return within 1 hour policy, as it is almost impossible for them to observe a vehicle breaking the rule and cover the area that they are responsible for in a shift. By increasing the no return to 2 hours, drivers will be discouraged from moving their car within the zone and should instead use (and pay for) the town centre parking, increasing the turnover of spaces for people who just need to pop into town for a short while.
61	Need more time to get around Sevenoaks
62	It is regularly abused as non permit holders simply move the cars across the street and there is simply not enough resources to monitor the parking to see what happens. People often park here all day but move their cars regularly - we have seen this by council workers and other local business owners based on Argyle.
63	No rationale to object
64	Will prevent people not living in the area to park there
65	Because the other changes will push more cars into these spaces so these will be at a premium, particularly at school drop-off and pick-up times
66	This would really help with managing space availability in a primarily residential area based in a conversation zone. Due to factors such as local worker parking, town visitor parking and a significantly increased volume of planning permissions given to terrace houses in the area to extend thereby increasing household size and number of families, parking anywhere near to one's home has been getting more difficult in recent years. It has also resulted in higher volumes of traffic and speeding vehicles who are searching for the limited number of spare spaces that are attractive to workers and visitors as they are free of charge. This solution would also appear to be much easier

Agenda Item 6

APPENDIX 2 - FOR INFORMATION

PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD

Description and plan, and details of objections and comments received

	for the SDC traffic enforcement officers to manage. In balancing the needs of different groups, the proposals still allow visitor (no return) parking coupled with the opportunity for residents to provide scratch cards to visiting family/friends/tradespeople - this would appear to be a fair and appropriate solution for all.
67	To alleviate knock on effect to nearby roads of visitors parking in Argyle and Gordon Road. It will reduce car pollution in residential roads as cars will not have to drive around looking for a car space to park.
68	Would help if the council start to monitor parking in the road properly. Otherwise won't make any difference
69	It will be easier for the wardens to enforce.
70	Not enough parking for residents
71	Good for visitors to the council offices and good for visitors to the residential homes.
72	It would give residents more access to parking places near their houses
73	It will stop drivers returning to the area for two hours and give other shoppers a chance to park. Currently people pretend to 'move ' their cars after one hour away- often by rotating the wheel cap slightly.

APPENDIX 3 - FOR ADVICE
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD
 Officers' comments and recommendations

OFFICERS' COMMENTS/RECOMMENDATIONS

COMMENTS:

The main purpose of this report is for the Joint Transportation Board to consider the relevant objections received to the parking proposals for Argyle and Gordon Roads during the statutory consultation. Comments received in support of the parking proposals have also been included for the Board's information.

The Board is reminded that this statutory consultation was undertaken at the request of the Board at its meeting on 6 December 2016 following representations from residents.

The relevant objections to the parking proposals for Argyle and Gordon Roads that were received during the statutory consultation mainly came from residents of neighbouring roads in permit Zone A, especially Eardley Road and Granville Road, and from organisations and amenities based locally.

Both of these groups indicated that the competing demands for on-street parking already give rise to parking difficulties for them and their visitors, and that this situation would be exacerbated by the parking displacement arising from the implementation of the parking proposals.

The statutory consultation for the parking proposals for Argyle and Gordon Roads coincided with the closure of the District Council's main long-stay surface car park in Sevenoaks to develop a new multi-storey car park on the site. The new car park is due to reopen in the Spring of 2019, but during its construction, displaced customers have been accommodated in temporary car parks and in existing resident parking zones (not including Zone A) around Sevenoaks town.

Some of the objectors from neighbouring roads considered that the parking controls and issues in Zone A should be reviewed holistically, rather than in individual roads, and following the opening of the new multi-storey car park.

The Board will note that the results of beat surveys undertaken in Zone A in 2015 and 2016 reported in December 2016 indicated that, on average, 11-23% of car parking spaces in Argyle Road and 5-40% in Gordon Road were unoccupied during the daytime. This represents an average of between 8-35 vacant car parking spaces within the two streets.

There are clearly competing demands for on-street parking space in this section of Zone A. Whilst the parking proposals would improve on-street parking availability for residents of Argyle and Gordon Roads, in particular the conversion of some "dual use" parking bays to "resident only", this would be to the detriment of guests and visitors to organisations and amenities based locally, who rely on free limited wait parking to support their operations and activities.

There is a risk that some of the non-residents' vehicles displaced by the proposals would migrate to other "dual use" parking bays in Zone A, especially those in neighbouring streets such as Eardley Road and Granville Road, resulting in additional parking pressures there.

APPENDIX 3 - FOR ADVICE
PARKING PROPOSALS - ARGYLE ROAD & GORDON ROAD
Officers' comments and recommendations

In view of this, Officers consider that a more holistic approach should be taken to dealing with the parking situation within Zone A and Sevenoaks town centre, to ensure that a balanced approach is taken to the competing parking needs of the area. Ideally, this should be reviewed following the opening of the new Buckhurst 2 multi-storey car park, when parking pressures locally should have eased.

RECOMMENDATION

It is advised that:

- a) the relevant objections received during the statutory consultation on proposals to amend the current parking arrangements in Argyle and Gordon Roads be noted;
- b) the relevant objections be upheld in part, and the current proposals contained in the draft TRO 2013 Amendment 27 be abandoned;
- c) amendments to the parking arrangements in Argyle and Gordon Roads be reconsidered as part of an holistic review of parking in Zone A, to be undertaken as part of a wider review of parking in Sevenoaks town centre following the opening of the new multi-storey car park; and
- d) the objectors be notified

To: Sevenoaks Joint Transportation Board
By: KCC Highways and Transportation
Date: 6th June 2018
Subject: Highway Works Programme 2018/19
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2018/19

1. Introduction

1(1) This report provides an update and summarises schemes that have been programmed for delivery in 2018/19

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

- **Section 106 Works** – Appendix E1
- **Section 278 Works** – Appendix E2

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 Kent
Julian Cook	Sevenoaks District Manager
Sue Kinsella	Street Light Asset Manager
Kevin Gore	Drainage & Structures Asset Manager
Alan Casson	Senior Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Emma Green	Schemes Programme Manager
Jamie Hare	Development Agreements Manage

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
B2173 Bartholomew Way	Swanley	Between Swanley Lane and London Road	Completed
A25 Westerham Road	Chevening	Dryhill Lane to Homedean Road	Completed
Edenbridge High Street	Edenbridge	Mont St Aignan Way to Hever Road	To be programmed, waiting for utilities
A224 Polhill	Halstead	Otford Road to recent scheme end point	To be programmed
Footway Improvement - Contact Officer Mr Neil Tree			
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)	Completed
Shoreham Place	Sevenoaks	Entire Length (Footway reconstruction)	Completed
Archer Way	Swanley	Entire Length (Footway Protection)	In design and subject to specialist contractor assessment and agreement.
Dahlia Drive	Swanley	Entire Length (Footway Protection)	In design and subject to specialist contractor

			assessment and agreement.
--	--	--	---------------------------

Surface Treatments - Contact Officer Clive Lambourne			
Surface Dressing			
Road Name	Parish	Extent and Description of Works	Current Status
Grove Road	Seal	Park Lane to Red Lane	To be programmed – Summer 2018
New Road	Sundridge	A25 to Ide Hill Road	To be programmed – Summer 2018
Sundridge Hill (Sundridge Lane)	Sundridge	Main Road to Pilgrims Way	To be programmed – Summer 2018
Beechenlea Lane	Swanley	Swanley Village Road to South of Olympic Club	To be programmed – Summer 2018
School Lane	Swanley	From Lower Road to Highlands Hill	To be programmed – Summer 2018
Crouch House Road	Edenbridge	Railway bridge to Orchard Drive	To be programmed – Summer 2018
Micro Surfacing			
Marsh Green Road	Edenbridge	Extents from Village Gateway pad to Gate Way Pad	To be programmed for Summer 2018
Rogues Hill	Penshurst	Extents from the Stream To South of Quarry House	To be programmed for Summer 2018
Eglantine Lane	Horton Kirby	Extents Mussenden Lane to electrical sub station	Programmed for 15 th June 2018
Hever Road	Edenbridge	Extents Uckfield Lane to Phillipines Close	Completed
Church Road	Brasted	Extents A25 to Coles Lane	Completed

Agenda Item 7

St Clare	Kemsing	Heverham Road to Pilgrims Way	Completed
Smarts Hill (Saints Hill)	Penshurst	New Road to Nunnery Lane	Completed
Uckfield Lane	Hever	Hever Road to The Greyhound Pub	To be programmed for Summer 2018
Mapleton Road	Westerham	Hosey Common Road to Puddledock Lane	Programmed for 1 st May 2018
Little Browns Lane	Edenbridge	From Guardiner Business Park to Railway Bridge	Part Completed. Further works to be programmed for Summer 2018
Poundsbridge	Penshurst	From 30mph Terminal Signs into Speldhurst to junction with Poundsbridge Lane	To be programmed for Summer 2018
The Brooms	Sevenoaks	Whole Road	Completed

Appendix B – Drainage

Drainage Works – Contact Officer Katie 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. 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
Badgers Mount Roundabout	Shoreham	Replacement of 1 column	Complete
Claremont Road	Hextable	Replacement of 1 column	Complete
Oakleigh Close	Swanley	Replacement of 1 column	Complete
Caxton Close	Hartley	Replacement of 4 columns	Complete,
Wellfield	Hartley	Replacement of 1 column	Complete
Conifer Way	Swanley	Replacement of 1 column	Complete
Bradbourne Park Road	Sevenoaks	Replacement of 2 columns	Complete
Bradbourne Road	Sevenoaks	Replacement of 1 column	Complete
Porchester Close	Hartley	Replacement of 3 columns	Complete
Alder Way	Swanley	Replacement of 1 column	Complete
Crownfields	Sevenoaks	Replacement of 1 column	Complete
Pinks Hill	Swanley	Replacement of 1 column	Complete
Selah Drive	Swanley	Replacement of 3 columns	Complete
Northview	Swanley	Replacement of 2 columns	Complete
Orpington Bypass	Shoreham	Replacement of 1 column	May/June 2018
Bond Close	Knockholt	Replacement of 4 columns	Complete
Azelea Drive	Swanley	Replacement of 1 column	Complete
Laburnum Avenue	Swanley	Replacement of 2 columns	Complete
London Road	Dunton Green	Replacement of 1 columns	May/June 2018
London Road	Halstead	Replacement of 1 column	May/June 2018

Agenda Item 7

London Road	Farningham/West Kingsdown	Replacement of 2 columns	May/June 2018
Culcroft	Hartley	Replacement of 1 column	Complete
Pitfield	Hartley	Replacement of 1 column	Complete
Russett Way	Swanley	Replacement of 3 columns	Complete
Elm Drive	Swanley	Replacement of 1 column	Complete
Wickenden Road	Sevenoaks	Replacement of 2 columns	Complete

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	The detailed design is partially complete. The scheme has been on hold due to insufficient funding to complete the design in 2017/18. The scheme has been assessed and it is to remain on hold for the foreseeable future, with no further design work commissioned in 2018/19.
A20 Farningham and A225 Horton Kirby	Farningham/Horton Kirby	Development of potential Crash Remedial Scheme. The scheme is to reduce the speed limit from the current National to 50mph on the A20 around Farningham village and the A225 Horton Kirby	Geoffrey Bineham	KCC currently undertaking informal consultation with stake holders.

Appendix D2 - Integrated Transport Schemes – all other LTP funded non-casualty reduction schemes

Location	Parish/Ward	Description of Works	Lead officer	Current Status
Horton Road, Horton Kirby	Horton Kirby	Provision of enhanced warning signs and road markings.	Geoffrey Bineham	Detailed design

Appendix D3 – Local Growth Fund

Location	Parish/Ward	Description of Works	Lead officer	Current Status
A224 Polhill (Morrants Court roundabout)	Chevening and Dunton Green	Roundabout enhancements including, resurfacing, introducing an overrun area to improve deflection and upgrade of all signs and road markings.	Geoffrey Bineham	Scheme has been completed – Remedial work required to rectify a cable fault on central roundabout island.

Appendix E – Developer Funded Works

Appendix E1 – Section 106 Works

Developer Funded Highway Works (Section 106 Works)				
Location	Parish/Ward	Description of Works	Lead officer	Current Status
High Street, Edenbridge	Edenbridge	20mph Zone in the High Street and way finder signs	Geoffrey Bineham	KCC are currently undertaking detailed design

Appendix E1 – Section 278 Works

Developer Funded Highway Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
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	Problems with S.38 element of agreement. Waiting for Housing Association to change unbound material on driveways. First Certificate not yet issued. A meeting was

Agenda Item 7

			development	held in December 2016 with a contractor on behalf of the Housing Association to identify remedial works required. Have not heard back from Housing Association
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	First Certificate now issued. Maintenance period reduced to 3 months as majority of works completed previously. Waiting for Developer to provide as built information prior to adoption
SE 003029	Old Ambulance Station, Moor Road	Sevenoaks	New Bellmouth and associated footway works	First Certificate issued. Remedial works completed. Adoption information to be issued in due course.
SE 003035	Eglantine Lane	Horton Kirby	New access bellmouth and accommodation works to existing highway	First Certificate issued. Works currently serving maintenance period.
SE 003036	Mill House, Mill Lane, Bat and Ball	Sevenoaks	New Footway and minor improvements to existing road	Final inspection completed. Remedial works required before start of maintenance period.
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	First Certificate issued. Works currently serving maintenance period.

			grassed verge off London Road	
SE 003048	Grange Close	Edenbridge	New Vehicle Crossovers and associated footway works	First Certificate issued. Works currently serving maintenance period.
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 and there is no agreement in place. Works believed to be completed.
SE003050	Rowhill Road	Hextable	New bellmouth entrance for private car park to allow for school parking. Includes new pedestrian crossings with tactile paving and keep clear parking restrictions. Additional minor footway improvements	Remedial works required but Gen2 unwilling to carry out works required. Matter has been elevated to Tim Read (Head of Transportation) to resolve with counterpart in Gen2
SE003051	Old Fox's Garage Site A224 Orpington By-pass and Old London Road, Badgers Mount	Badgers Mount	Minor highway improvements including kerb realignment and footway works in connection with conversion of old garage to care home. Also includes road surfacing in front of existing bus shelter in old London Road. Improvements to PROW funded by S.106 agreement.	Technical Assessment and Approval not yet issued. Works will start following technical approval.

Agenda Item 7

SE 003052	Bradbourne Vale Road	Sevenoaks	New bellmouth entrance for private car parking area for new residential development. Includes minor improvements to pedestrian footway and relocation of Bus Stop markings and flag	First Certificate issued. Works currently serving maintenance period.
SE 003054	Croft Road	Westerham	New bellmouth entrance for private car parking area for new residential development. Includes minor improvements to pedestrian footway	Technical Approval granted. Works have not yet started.
SE 003055	Millfields, London Road	West Kingsdown	New Bellmouth entrance to residential properties and improvements to footway including tactile paving	Technical Approval granted. Agreement not yet signed.
SE 003056	Grassy Lane	Sevenoaks	New Bellmouth entrance to private drive with modifications and improvements to the footway and pedestrian crossing points	Agreement signed. Works have started
SE003057	New Crematoruim London Road, Halstead	Halstead	Right turn lane and entrance into new Crematorium including central islands	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003058	Station Road B2026 / Four Elms Road and minor improvements in St John's Way, Edenbridge	Edenbridge	New right turn lane and pedestrian islands on existing and new zebra. Includes	Technical Assessment and Approval granted. Works will start following pre

			associated road markings, anti-skid surfacing and road widening and speed cushions in St John's Way	start meeting and permit from roadworks.
SE 003060	98-116 London Road, Sevenoaks	Sevenoaks	New bell mouth access and minor footway alterations	Technical Assessment and Approval granted. Works have started.
SE003061	132 London Road, Westerham	Westerham	Extension of current turning head located at Oak Road and London Road. Install dropped kerb and associated accommodation works including gulley and connection where necessary	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003063	Old Peugeot Garage Site, Otford Road A225	Otford	New Aldi Store including entrance into car park, alterations to Otford Road including new right turn lane and central reservation and a new entrance to parking area adjacent to A225	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003064	Pembroke Road/High Street/Suffolk Way, Sevenoaks	Sevenoaks	Alterations to the signalled cross roads at junction of High Street/Pembroke Road/Suffolk Way including minor modifications to the road layout and entrance to car park	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
SE 003065	Westerham House, Fircroft Way, Edenbridge	Westerham	New bellmouth entrance to private residential development including footway alterations and tactile paving pedestrian	Technical Assessment and Approval not yet issued. Works will start following technical approval in

Agenda Item 7

			crossings	2018.
SE 003066	Mont St Aignan Way, Edenbridge	Edenbridge	New Access onto Mont St Aignan Way and closure of existing access that requires TRO	Technical Assessment and Approval not yet issued. Works will start following technical approval in 2018.
TO 003075	Powder Mills Lane and Leigh Road	Leigh	Redevelopment of old Pharmaceutical Works - minor modification to existing carriageway and footway including new bus stop facility in Powder Mills Lane.	Works have been completed and are currently serving a year's maintenance period. The works will be adopted in early part of 2018

Appendix F – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
		Pootings No.2133 Bridge Culvert Reconstruction Pootings Road, Crockham Hill, Sevenoaks.	
		Provisional Construction Phase Autumn 2018 Road Closure required.	

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 25th April 2018.

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 by contacting their Community Liaison Officer.

Roger Gough – Darent Valley

Scheme	Status
No highway schemes identified at this stage	

Nick Chard – Sevenoaks East

Scheme	Status
Various roads in Riverhead - Parking proposals	Scheme completed by SDC
Madan Road, Westerham - Parking proposals	Scheme completed by SDC

Peter Lake – Sevenoaks South

Scheme	Status
Installation of pedestrian warning signs in Sevenoaks Weald	Works completed
High Street, Leigh - Parking proposals	Scheme completed by SDC

Margaret Crabtree – Sevenoaks Central

Scheme	Status
No highway schemes identified at this stage	

Agenda Item 7

Michael Horwood - Swanley

Scheme	Status
No highway schemes identified at this stage	N/A

David Brazier – Sevenoaks North East

Scheme	Status
Wellfield – Hartley – Proposed parking restrictions – relating to bus access (previous scheme from 16/17)	Scheme completed by SDC