

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

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

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

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

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

Further information

Road Casualty Reduction Strategy for Kent 2014–2020

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

Freight Action Plan for Kent 2012–16

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

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