



Sevenoaks
DISTRICT COUNCIL

Despatched: 01.06.12

SEVENOAKS JOINT TRANSPORTATION BOARD

13 June 2012 at 7.00 pm

Conference Room, Argyle Road, Sevenoaks

AGENDA

Membership

Chairman: Cllr. Parry **Vice-Chairman:** Cllr. James London

District Councillors Members

Cllrs. Mrs. Davison, Edwards-Winsler, Searles, Towell, Underwood and Williamson

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

Cllr. Brookbank, Chard, Cllr. Gough, Cllr. Lake, Cllr. J London and Cllr. Brazier

The representative from the Kent Association of Local Councils:

Cllr. A Robson

	<u>Pages</u>	<u>Contact</u>
Apologies for Absence.		
1. Minutes	(Pages 1 - 8)	
Minutes of the meeting of the Board held on 14 March 2012.		
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 9 - 10)	
4. Bat and Ball Junction.	(Pages 11 - 14)	Chad Nwanosike 08458247800
5. Shoreham Waiting Restrictions Update	(Pages 15 - 34)	Andy Corcoran 08458247800
6. Implementation of Pedestrian Crossing Phase at the Pembroke Road/High Street/Suffolk Way Traffic Signal Junction.	(Pages 35 - 36)	Chad Nwanosike 08458247800

- | | | | |
|----|----------------------------------------------------|-----------------|--------------------------------|
| 7. | Highway Improvement Scheme Progress Report. | (Pages 37 - 46) | Laura Squires
08458247800 |
| 8. | Bold Steps for Aviation | (Pages 47 - 66) | Elizabeth Milne
08458247800 |

EXEMPT ITEMS

(At the time of preparing this agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public.)

Please note the following reports may be of interest for information and can be found on the Sevenoaks District Council website:

- | | | | |
|-----|----------------------------------------|-----------------|-----------------------------|
| 9. | Highways Work Programme 2012-13 | (Pages 67 - 72) | Julian Cook
08458247800 |
| 10. | Tracker Survey Report. | (Pages 73 - 82) | David Thomas
08458247800 |

To assist in the speedy and efficient despatch of business, Members wishing to obtain factual information on items included on the Agenda are asked to enquire of the appropriate Director or Contact Officer named on a report prior to the day of the meeting.

Should you require a copy of this agenda or any of the reports listed on it in another format please do not hesitate to contact the Democratic Services Team as set out below.

For any other queries concerning this agenda or the meeting please contact:

The Democratic Services Team (01732 227241)

SEVENOAKS JOINT TRANSPORTATION BOARD

Minutes of the meeting of the held on 14 March 2012 commencing at 7.00 pm

Present: Chairman: Cllr. London (James)

Vice-Chairman: Cllr. Brazier

District Councillors: Mrs. Davison, Edwards-Winsler, Searles, Towell, Underwood and Williamson.

County Councillors: Brookbank, Chard, Gough, Lake, London (John) and Parry.

The representative from the Kent Association of Parish Councils: Cllr. Michaelides (substitute).

Apologies for absence were received from Cllr. Robson.

District Cllrs. Davison, Grint and Mrs. Hunter were also in attendance.

23. Minutes

Referring to page 2 of the minutes, the Chairman reported Chevening Parish Council had provided reasons for opposing the proposals for Witches Lane and therefore the comment that “no reasons had been given” would be deleted from the minutes.

Resolved: That, subject to the amendment outlined above, the minutes of the meeting held on 14 December 2011 be approved and signed as a correct record.

24. Declarations of interest

There were no declarations of interest.

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

Resolved: that the actions from previous meetings be noted.

26. Waiting Restrictions Consultation Response - Shoreham

The Joint Transportation Board considered a report outlining the comments and objections to waiting restrictions recently advertised by public notice. A public notice confirming no waiting at any time restrictions (double yellow lines) were proposed at the following locations: i) the junction of High Street with Mill Lane, ii) the junction of High Street and Crown Road and iii) the bends on Church Street (near the George Inn). The objective of Kent County Council was to deter drivers from parking at locations that would prevent a fire engine or a bus on a scheduled service from

driving along a road or pose a serious road safety hazard. The extent of the problems in Shoreham means that resolving them has a high priority when it comes to introducing yellow-line waiting restrictions.

The Joint Transportation Board noted that a supplementary report had been circulated to Members during the day. The report provided further detail surrounding the support and objections to the proposed waiting restrictions. The Chairman noted that Kent Police were in support of the proposals.

The County Council Member for Darent Valley provided a brief history of the proposals that were before the Board and noted that the current Parish Council had taken a different view from its predecessor in opposing the proposals. The Member noted that extensive consultation had been carried out and suggested that it appeared to be prudent not to proceed with the major proposal until further discussions had been held with local residents.

A representative from Shoreham Parish Council addressed the Joint Transportation Board and outlined the concerns of the Parish Council who opposed the three proposals outlined in the report.

Resolved: that:

- 1) waiting restrictions at the junction of High Street and Crown Road to help drivers entering the High Street from Crown Road see approaching traffic be approved;
- 2) waiting restrictions at the junction of High Street with Mill Lane to ensure that buses terminating on route 431/432 have sufficient space to turn be rejected; and
- 3) waiting restrictions at the bends on Church Street outside the Church to enable traffic to pass safely and to improve inter-visibility between drivers and pedestrians be rejected.

27. S278 Works Associated with the West Kent Cold Store Redevelopment

The Board considered a report setting out details of a petition that had been received requesting that the whole matter or S278 works in Station Road be reassessed with the views of the people affected by the development being taken into account.

The Board heard that the Developer had complied with the requirements set out in the planning permission. The site would not be adopted by Kent County Council for at least eighteen months and would remain the responsibility of Berkley Homes. The effectiveness of the traffic calming measures could not be measured until the estate was fully operational.

A Member of the Board noted that parked cars were contributing to the problems associated with the traffic calming as cars were parking in the passing bays.

Another Member of the Board stressed that the traffic calming measures that had been introduced were a result of concerns that had been raised when the Berkley Homes development had been approved. The impact of the measures that had been approved could not be judged until the development was fully operational and this would take time.

The Lead Petitioner addressed the Board and reported that local residents felt that there were less intrusive and more cost effective ways of addressing the concerns that had been raised during the planning application process. The signage that had been installed was large and intrusive and was not in-keeping with the area.

Kent County Council's Traffic and Schemes Team Leader reported that there was an opportunity to review potential changes to traffic calming measures along Station Approach. This would give residents and the Parish Council an opportunity to comment on any new proposals. An update would be provided to a future meeting of the Sevenoaks Joint Transportation Board.

Resolved: that the report be noted.

28. Petition - London Road, Westerham

The Board considered a report outlining a petition received by Westerham Parish Council. The petition requested traffic calming to be put in place on London Road due to difficulties with the existing zebra crossing.

A representative of the Parents of Churchill School and Westerham Parish Council addressed the Board and outlined why petitioners had called for a pelican crossing to replace the existing zebra crossing. The petitions felt that the introduction of a pelican crossing would increase safety along London Road.

The Vice-Chairman noted that the policy of Kent County Council was to only undertake works of this kind following injury crashes. Until such time as there was an injury crash along the road the County Council would not consider the installation of a pelican crossing.

Kent County Council's Traffic and Schemes Team Leader reported that statistically pelican crossings were no safer than zebra crossings. Moreover, pedestrians had greater control when crossing at a zebra crossing as they waited for traffic to stop whereas at a pelican crossing there was no guarantee that cars would stop when pedestrians were crossing. In response, the Parish Council representative stressed that one of the major issues was that cars were not stopping at the zebra crossing.

Resolved: That:

- (a) The highway authority does not pursue any engineering measures specific to reducing traffic speed;

- (b) The only action taken in respect of this petition based on Police advise is to install a zebra crossing warning triangle accompanied by a "SLOW" marking in the road; and
- (c) The lead petitioner is informed of the Board's decision.

29. Review of Parking Restrictions near Knockholt Station, Halstead

The Board considered a report reviewing the operation of the parking restrictions implemented in the vicinity of Knockholt station, Halstead, with recommendations to address issues that have arisen. Following approval by the Sevenoaks Joint Transport Board in June 2011, a scheme to introduce parking restrictions in the vicinity of Knockholt station was implemented at the beginning of October 2011.

The Sevenoaks District Council Senior Parking and Traffic Engineer reported that since the restrictions had been put in place there had been a significant change in parking patterns around the station.

Councillor Grint attended the meeting and addressed the Joint Transportation Board emphasising the need for a further review of the parking restrictions and the pay and display element in particular. A representative of Shoreham Parish Council supported the view that the pay and display scheme was not working well and urged the Board to suspend this element of the parking restrictions.

The Chairman of Halsted Parish Council addressed the Board and sought assurances that there would be a further review into the parking restrictions.

A representative from the Badgers Mount Resident's Association asked the Board to dismiss all proposals for parking restrictions and make it free to park in order to support commuters.

A representative from the London Borough of Bromley addressed the Board and urged Members to consider a reduction in the pay and display charge. The Chairman highlighted that the charging policies of the Council did not fall within the remit of the Joint Transportation Board.

A Member reminded the Board that the parking restrictions had been implemented as a result of congestion and the danger posed by the congestion. Shoreham Parish Council had reported that in their opinion levels of danger had been reduced as a result of the restrictions.

Following discussion and a vote it was:

Resolved: That the proposals outline in the report be approved for public consultation with a further review being under taken in a year.

30. A224 Polhill and London Road: Speed Limits and Road Safety

The Sevenoaks Joint Transport Board considered responses to a public consultation on a proposed reduction in speed limit in Polhill and London Road, Sevenoaks between Calcutta Club Restaurant and Star Hill roundabout.

A Member questioned the significance of reducing the speed limit to 50mph, arguing that the traffic islands that had been installed were very good.

The recommendation was put to the vote and there voted –

8 votes in favour of the recommendation

6 votes against the recommendation.

The Chairman declared the recommendation to be CARRIED.

Resolved: That:

(a) The speed limit on A224 London Road and Polhill Sevenoaks be reduced to 50mph between Calcutta Club Restaurant and Star Hill roundabout as illustrated in Appendix A of the report.

31. Making Polhill a single lane in each direction (with corresponding cycle lanes) will be investigated only if funding is allocated either to its maintenance or other improvement.

32. Sevenoaks Cycle Strategy

The Board considered the final version of the Sevenoaks District Cycling Strategy. District cycling strategies are vital to the delivery of a well planned local cycle network and are useful tools when seeking to secure funding.

The Kent County Council Development Planner tabled the following addition to the recommendation:

“Members views are sought in terms of the appropriate status of the document.

The Board were informed that implementation of the Sevenoaks District Cycling Strategy was dependent on securing funding for the projects. A Member stressed the need to ensure that the projects were implemented quickly.

A visiting Member expressed concern surrounding conflict between pedestrians and cyclists along Brittain's Lane as the lane was very narrow. The Board were told that there were national guidelines regarding the width of paths that were utilised and these guidelines would be adhered to.

Another visiting Member corrected an error on page 66 of the Strategy and reported that the land was owned by Sevenoaks District Council and not Edenbridge Town Council as stated in the report.

The Sevenoaks Joint Transportation Board expressed their thanks and appreciation to the Vice-Chairman for the extensive work he had undertaken on developing the Strategy.

A Member of the public submitted the following three questions:

1) The final draft of the Strategy only "aims to enable more people to cycle more safely" rather than aiming to "increase the number of people choosing to cycle" as originally proposed....

Response: The aim in the final draft is to "enable more people to cycle more safely so as to encourage a shift towards more sustainable transport choices and healthy leisure activities". The wording of the aim was changed to reflect the broader aims of the strategy and to more clearly state the end objective.

2) proposal made for the provision for cyclists through Sevenoaks Town Centre noted as "Identified need". Please will the JTB identify what long term solutions they would propose to fulfil this 'identified need'

Response: Unfortunately, at this moment in time there is no obvious practical solution which integrates cyclists with other road users in the town centre. However, while a solution is not currently available, it does not mean that we cannot review the situation in future revisions of the document. As stated in the strategy KCC and SDC will seek to review the document in five years and this review will include "exploring opportunities to meet the identified needs".

3) what is the likelihood of a coherent and comprehensive network?

Response: It is recognised that the route suggestions are not exhaustive but represent a first phase. While ideally it would be possible to say when a comprehensive network would be created, in reality this is dependent on various factors including for example the LDF coming forward. The adoption of a phased approach with reviews is intended to account for this.

A representative from the Sevenoaks Cycle Forum addressed the Board and highlighted that proper enforcement of speed would be the single biggest benefit to cyclists in the District. The Board were also informed that due to the width of the road and the proximity of cars to each others it was not safe to cycle down Rye Lane. The Chairman asked Officers to review the recommendation.

Resolved: That

- (a) The Sevenoaks District Cycle Strategy be supported; and
- (b) The plan to take it forward for appropriate approval at both Kent County Council and Sevenoaks District Council be approved.

33. A21 Tonbridge - Pembury Dualling

The Sevenoaks Joint Transport Board considered a report which provided an update on the efforts being made to secure Government approval to progress the A21 Tonbridge-Pembury scheme.

The Chairman stressed that the dualling scheme was of critical importance to the District and Officers provided assurances that Kent County Council would continue to highlight the benefits and, more importantly, the economic benefits of dualling.

Resolved: that the report be noted.

34. Highway Improvement and Members' Highway Fund

The Sevenoaks Joint Transportation Board considered a report outlining the progress to date and anticipated progress over the next three months of all programmed highway improvements and those schemes which were expected to be included in Kent County Council's 2011-12 Capital Programme.

In response to the query raised at the previous meeting regarding why the 'Station Road, Edenbridge – Request for a Pedestrian Crossing' was not covered by the building costs of the Community Centre, the Board was informed that as it had not been possible to demonstrate that the crossing was necessary from a Highway's point of view no funding had been provide within the costs for the Community Centre, Councillor Lake had therefore intervened and provided the necessary funding.

Another Member raised the issue of funding from section 106 agreements and it was agreed that a response would be circulate via email to all Board Members.

Resolved: that the progress of the programmed highway improvements be noted.

THE MEETING WAS CONCLUDED AT 9.05 PM

CHAIRMAN

This page is intentionally left blank

ACTION SHEET

ONGOING/ PENDING ACTIONS				
	Action date	Description	Status and last updated	Contact Officer
1.	14.03.12	Another Member raised the issue of funding from section 106 agreements and it was agreed that a response would be circulated via email to all Board Members (Minute 34).	See report item 4.	Julian Cook 0845 8247800

This page is intentionally left blank

BAT AND BALL JUNCTION

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Strategic Transport and Development Planner: Chad Nwanosike

Status: For Member Decision

Chairman: Mr R Parry

Head of Service: Head of KCC Highways & Transportation – Tim Read

Recommendation: That in view of the above information, Members are recommended to approve the 'Way Forward and Next Steps' as set out below.

Introduction

1. This report has been prepared for the Sevenoaks Joint Transportation Board Members for their information.
2. A planning application was submitted initially in February 2008 by Tarmac Limited for extension of extraction area and continued operation of existing processing and associated manufacturing plant and buildings and other operational areas at Sevenoaks Quarry.
3. In September 2010 Sainsbury's was granted planning consent for the extension of the Sevenoaks store from 7,537m² to 11,594m².
4. Both Sevenoaks Quarry and Sainsbury's are located close to the Bat and Ball, a critical junction in the local road network. Kent County Council secured highway contributions from both developments under Section 106 Agreement details of which are contained in Table 1 (Appendix A).
5. In 2008 Jacobs produced a concept design and cost estimate for the Bat and Ball junction. It proposed:
 - Removal of central islands on Otford Road
 - Extension of the two approach lanes
 - Provision of a controlled crossing facility on Otford Road.
6. The purpose of these measures was to improve capacity and hence ease congestion and improve air quality in the area.
7. The Benefits of these measures needed to be assessed in order to justify implementation. A study was therefore commissioned in March 2012 and the simplified study brief was to:
 - Model the existing situation at the Bat and Ball junction
 - Model a scenario with the Jacobs concept design implemented

Agenda Item 4

- Compare the two to establish the benefits.

Traffic Impact

8. The March 2012 assessment showed that the overall performance of the junction remains generally unchanged by the implementation of the Jacobs design, indicating that the measures provided limited benefits.
9. On the Otford Road approach queue lengths were reduced and capacity is increased, but not by a significant amount.

(Past studies)

10. A review in March 2008 considered a localised widening of Seal Road to provide a dedicated right turn lane. The initial design indicated that a lane length of some 40m could be achievable. However, even with substandard lane widths, the extent of carriageway widening required would have compromised the Bat and ball building and pedestrian access. As a result, the idea was not taken forward.
11. In September 2009 a review of the junction was undertaken with a view to increase capacity at the St John's Hill approach. This looked at widening the carriageway on approach to the stopline to give an additional lane of some 40m length. Although this idea appeared feasible, the highway boundary and close proximity of retaining structures associated with the adjacent car dealership would have made it undeliverable due to the potential cost.

(Traffic impact conclusion)

12. It is therefore fair to state that there are no viable measures that would produce significant capacity improvements at the Bat and Ball junction.

Way Forward and Next Steps

13. The transport development and highway maintenance teams in KCC are getting together with the air quality team in SDC to establish effective improvement measures at Bat and Ball that are within the terms of the Section 106 Agreement.
14. Between now and the next JTB we will be exploring environmental, driveability and non motorised users improvement options. We will also, subject to approval by JTB proceed with the installation of CCTV cameras and UTC MOVA equipment at the junction. The CCTV cameras would enable remote monitoring of traffic situation and the UTC MOVA would enable traffic signal timings to be changed (temporarily) remotely in response to traffic situation. Details of the CCTV cameras and UTC MOVA installation are set out in Table 2 (Appendix A).
15. Progress on the 'Way Forward and Next Steps' as set out above will be reported at future JTB meetings.

Information

16. Members are informed that there are no viable measures that would produce significant capacity improvements at the Bat and Ball junction

Conclusion

17. In view of the above information, Members are recommended to approve the 'Way Forward and Next Steps' as set out above.

Sources of Information: Kent County Council

Contact Officer(s): Chad Nwanosike - 08458 247 800

Director of Kent Highways and Transportation John Burr

Agenda Item 4

APPENDIX A

Table 1 – Bat and Ball Section 106 Contributions

Development	Purpose	Section 106 Wording	Spend by Date	Amount
Sevenoaks Quarry	Highways improvement	“on or before the completion of this Agreement to pay KCC the sum of one hundred and twenty pounds (£120,000) towards the design and construction of proposed highway improvements to the Bat and Ball Junction at Sevenoaks”	20.09.15	£120,000
Sevenoaks Quarry	Air quality monitoring	“on or before completion of this Agreement to pay KCC the sum of thirty thousand pounds (£30,000) towards air quality monitoring at the Bat and Ball Air Quality Monitoring Area (ADMA)”	20.09.15	£30,000
Sainsbury’s	Highways improvement	“to pay the County Council the highways contribution upon Commencement of Development to be used only for the Highways purposes”	No time limit	£200,000
Sainsbury’s	Road signage	“to pay the County Council the road signage contribution prior to or upon Commencement of Development to be used only for the Road Signage Purposes”	No time limit	£2,000
Sainsbury’s	Bus service	“to pay the County Council the Bus Service Contribution prior to Occupation to be used for only bus Service Purposes”	No time limit	£37,500

Table 2 – CCTV Cameras and UTC MOVA

Description of Work	Cost Item	Cost
“Health check the existing junction operation, specify MOVA upgrade – UTC MOVA, oversee installation and revalidation of site”	Supply and installation of UTC - MOVA	£16,000
“Specify and oversee installation of CCTV cameras at the site – to return to Traffic Management Centre”	Supply and installation of cameras	£25,000

MOVA – Microprocessor Optimised Vehicle Actuation (traffic signal control system)

SHOREHAM WAITING RESTRICTIONS - UPDATE

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Tim Read, Head of Highways & Transportation

Status: For Decision

Executive Summary: The purpose of this report is to provide members with updated results of the Shoreham Waiting Restrictions consultation that was reported to the last meeting of this Board and ask Members to reconsider their previous decision due to the lack of information provided at the last meeting on the e petition for the bends on Church Street.

Head of Service Head of KCC Highways & Transportation – Tim Read

Chairman Mr R Parry

Recommendation: That Members reconsider their previous decisions in light of the additional information provided in this report.

Background

1. At the 14th March 2012 meeting of this Board a report (see Appendix 3) was considered which outlined comments and objections received by the Highway Authority to proposals to implement waiting restrictions at the following locations in Shoreham:
 - The junction of High Street with Mill Lane
 - The Junction of High Street and Crown Road
 - The bends on Church Street (near the George Inn)
2. Following a discussion and as outlined in the minutes of that meeting it was resolved that the restrictions at the junction of the High Street and Crown Road be approved and those at the junction of High Street and Mill Lane and at the bends on Church Street be rejected.
3. After the meeting it was identified that full details of an on line e-petition supporting the proposals at the bends on Church Street was not included in the report or represented in the results presented to the Board. To ensure a fully transparent, fair and consistent decision is made on these proposals this report updates the results of the consultation and requests Members to reconsider the previous decisions made at the March Joint Transportation Board.

Agenda Item 5

Proposals

4. A public notice of intention to implement no waiting restrictions 'at any time' (double yellow lines) at various locations in Shoreham was published on the 12th February 2012. The notice requested comments and objections be made to the Highway Authority by 5th March 2012 for consideration. Details of these proposals can be seen in the drawings attached to Appendix 1 of this report.
5. The reasons stated for the restrictions were as follows:-
 - The bends on Church Street outside the Church to enable traffic to pass safely and to improve inter-visibility between drivers and pedestrians.
 - The junction of High Street and Crown Road to help drivers entering High Street from Crown Road see approaching traffic.
 - The junction of High Street with Mill Lane to ensure that buses terminating on route 431/432 have sufficient space to turn.

Updated Results of the Consultation

6. As explained the results of the consultation previously reported did not include full representation of an e petition submitted in support of the restrictions at the bends on Church Street. The previous results were also presented by households and as the e petition was signed by 19 individuals to be fair and consistent all the other results have now been updated to reflect individuals. Therefore, if Mr & Mrs Smith from the same house wrote in supporting part of the proposals that would represent two votes in favour for that proposal. The County Council are confident the results below are as accurate as possible however, due to the nature of the written responses received and the interpretation required to judge whether individuals supported or opposed the proposals it is accepted some of the individual responses could be open to different interpretations.

Summary of Results

	Support	Object
The George, Church Street	30	42
Crown Road	16	26
Mill Lane	15	27

Unclear responses = 4

The bends on Church Street (near the George Inn)

7. The updated results including those who voted on the e-petition show that 30 supported the proposal and 42 objected to the proposal. The main reasons given for supporting the proposals were they will improve visibility on the bend and improve road safety. The main reasons given for objecting were the removal of parked cars will increase traffic speeds, the lining is not in keeping with the area, the parking will be displaced and there's no evidence of a safety problem.

8. Due to data protection reasons full copies of the representations made can not be attached to the report however, copies can be viewed by appointment.
9. Details of the e petition and full reasoning given on the petition for supporting the restrictions at the bends on Church Street can be seen in Appendix 2.

The Junction of High Street and Crown Road

10. The updated results show there were 16 votes in support of the proposal and 26 votes of objection. The main reasons given for supporting the proposals were they will improve visibility exiting the junction, they will prevent obstructive parking on the pavement, improve safety and visibility for pedestrians. The main reasons given for objecting were the removal of parked cars will increase traffic speeds, the lining is not in keeping with the area, the parking will be displaced and there's no evidence of a safety problem.

The junction of High Street with Mill Lane

11. The updated results show there were 15 votes in support of the proposal and 27 votes of objection. The main reasons given for supporting the proposals were they will assist access for buses turning and emergency services. They will also prevent obstructive parking on the pavement and improve visibility for pedestrians. The main reasons given for objecting were the removal of parked cars will increase traffic speeds, the lining is not in keeping with the area and there's no evidence of a safety problem.

Discussion

12. In addition to the previous discussion presented at the last meeting of this Board the County Council have the following comments to add and summarise in light of the updated results. These points do in place repeat themselves however, for the purposes of clarity they have been kept separate under each proposal.

The bends on Church Street (near the George Inn)

13. From the updated results there are 11 more votes opposing the proposals than supporting. At the last meeting of this Board the results of the e petition and reasons given in the petition for supporting the proposals were not provided. The votes have now been added to the overall responses and the full details of the reasoning behind the petition can be viewed by following the link given in this report.
14. As there have not been any recorded personal injury crashes at this location in the last five years the Highway Authority can not state that these restrictions can statistically improve road safety in the area. It is made clear in the Highway Code that unless otherwise indicated to do so drivers should not park in an unsafe manner or causing an obstruction. Kent Police can carry out enforcement without the need for restrictions however this requires Kent Police to carry out enforcement but this would be very low on their list of priorities.

Agenda Item 5

15. Any parking restrictions can simply displace parking from one location to another but it is hoped that any displaced parking is to a location less hazardous than the original location. Any parking restriction will require enforcement which will be the responsibility of the District Council.
16. The environmental impact of yellow lines can be reduced by using a narrower primrose coloured line.
17. At the previous meeting of the Board these restrictions were not approved.

The Junction of High Street and Crown Road

18. From the updated results there are 8 more votes opposing the proposals than supporting.
19. As there have not been any recorded personal injury crashes at this location in the last five years the Highway Authority can not state that these restrictions can statistically improve road safety in the area. It is made clear in the Highway Code that unless otherwise indicated to do so drivers should not park in close proximity of a junction. Kent Police can enforce against vehicles parked in an unsafe manner or causing an obstruction without the need for restrictions however this requires Kent Police to carry out enforcement but this would be very low on their list of priorities.
20. Any parking restrictions can simply displace parking from one location to another but it is hoped that any displaced parking is to a location less hazardous than the original location. Any parking restriction will require enforcement which will be the responsibility of the District Council.
21. The environmental impact of yellow lines can be reduced by using a narrower primrose coloured line.
22. At the previous meeting of the Board these restrictions were approved.

The junction of High Street with Mill Lane

23. From the updated results there are 12 more votes opposing the proposals than supporting. Arriva made a special mention of this proposal in their representation due to the reversing manoeuvre they have to perform at this junction. As there have not been any recorded personal injury crashes at this location in the last five years the Highway Authority can not state that these restrictions can statistically improve road safety in the area.
24. It is made clear in the Highway Code that unless otherwise indicated to do so drivers should not park in close proximity of a junction. Kent Police can enforce against vehicles parked in an unsafe manner or causing an obstruction without the need for restrictions however this requires Kent Police to carry out enforcement but this would be very low on their list of priorities.
25. Any parking restrictions can simply displace parking from one location to another but it is hoped that any displaced parking is to a location less hazardous than the

original location. Any parking restriction will require enforcement which will be the responsibility of the District Council.

26. The environmental impact of yellow lines can be reduced by using a narrower primrose coloured line.
27. At the previous meeting of the Board these restrictions were not approved.

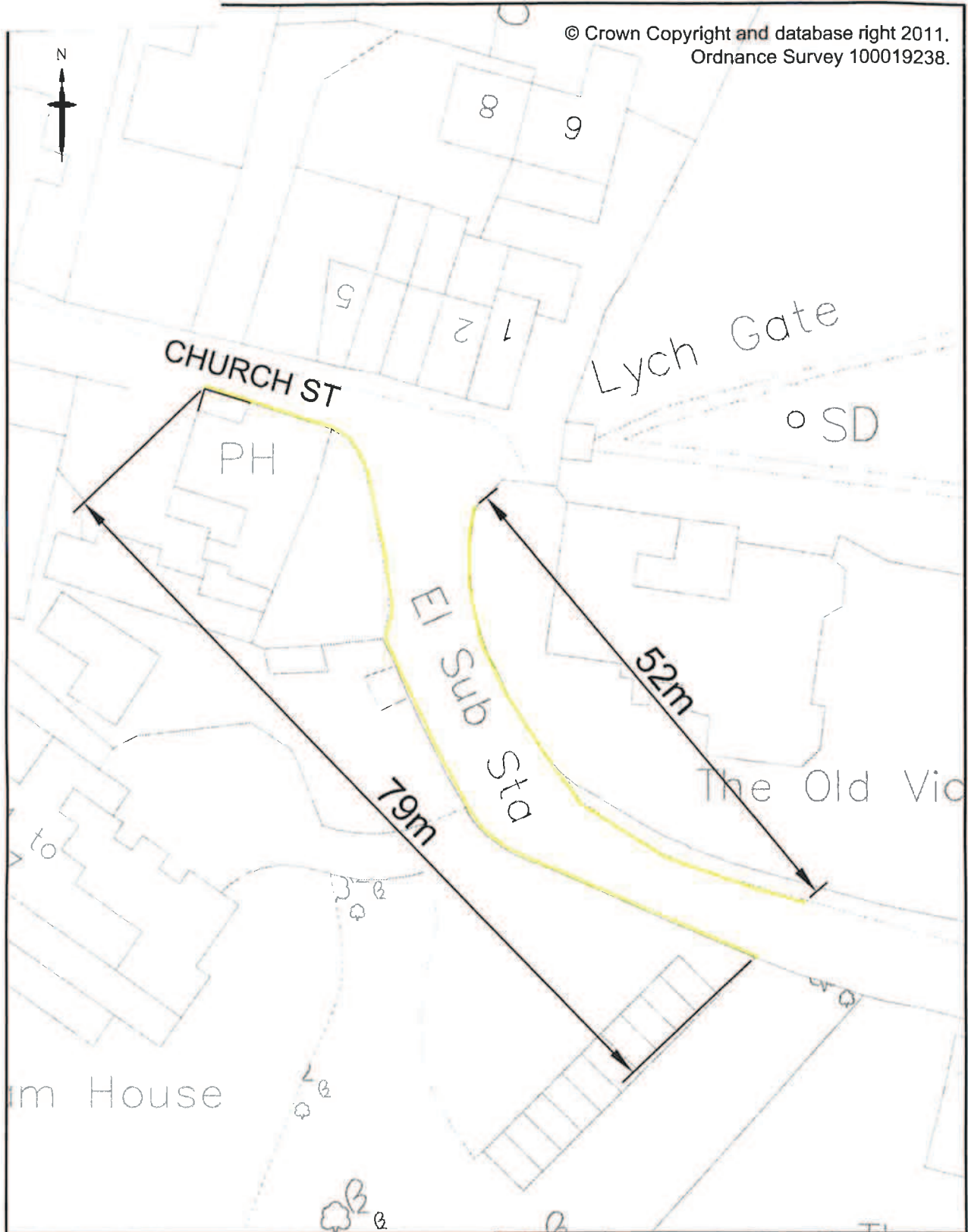
Conclusion


28. The purpose of this report is to provide members with updated results of the Shoreham Waiting Restrictions consultation that was reported to the last meeting of this Board. This is due to the lack of information provided at the last meeting on the e petition for the bends on Church Street. The overall results have also been broken down in to individuals as opposed to households as provided in the last report.
29. The yellow lines proposed are at locations that the Highway Code tells drivers they should not park. At each, specific hazards have been identified as being sufficient to warrant yellow lines that would help inform drivers of where their parked vehicles may cause an obstruction. Nonetheless, with no crashes at any of these locations having been reported to the police as causing injury in the last three years, the risk is not quantifiable.
30. Members are therefore asked to reconsider their previous decisions in light of the additional information provided in this report.

Background documents: Committee Report and minutes of the last meeting of this Board

Appendices: Drawings of Proposals, ePetition Details, Previous Reports and Photographs submitted by lead petitioner.

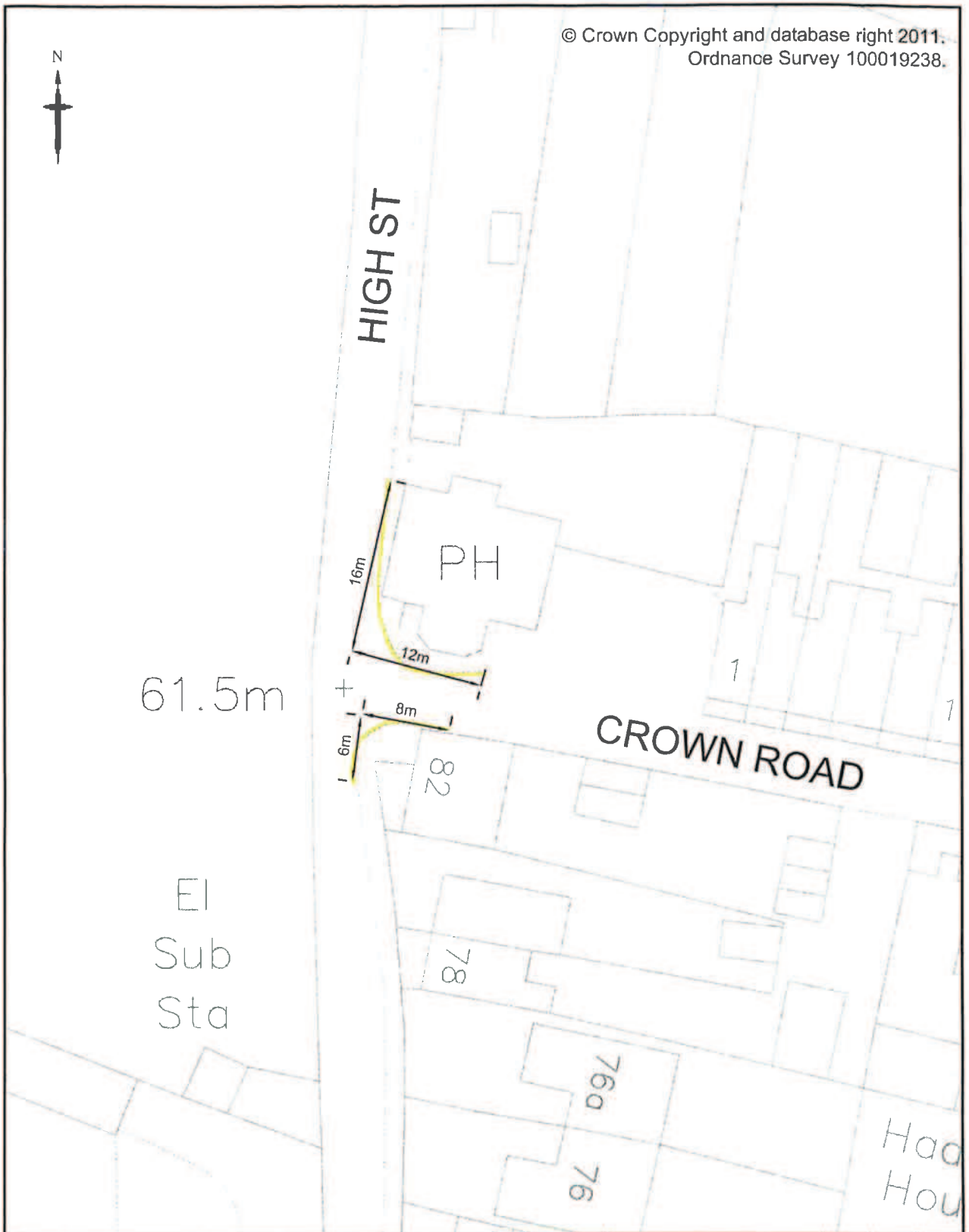
Contact officer: Andy Corcoran
Tel: 08458 247800




This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.	0	07/12/11	FIRST ISSUE	LAS		
	Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
 Kent County Council Ashford Highway Depot Herwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800	Drawing title CHURCH STREET SHOREHAM SEVENOAKS					
	Drawing status FIRST ISSUE					
Project WAITING RESTRICTIONS	Scale		1:500 at A4	Do not scale		
	Drawing number 11-TRO-SEV-1203A					Rev A

Agenda Item 5

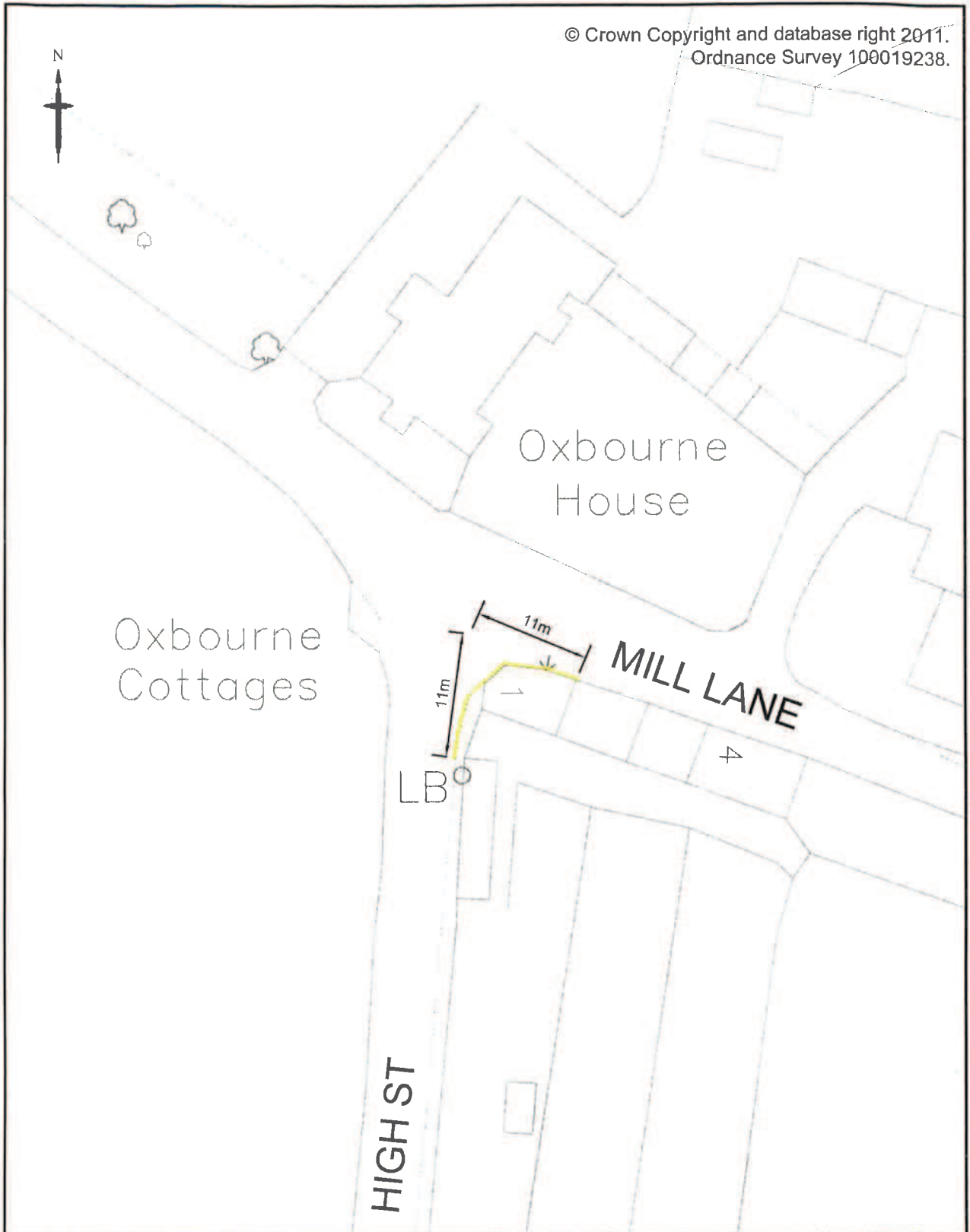
© Crown Copyright and database right 2011.
Ordnance Survey 100019238.




<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>	0	07/12/11	FIRST ISSUE	LAS		
	Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
 <p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 6AD Tel: 08458 247 800</p>	Drawing title CROWN ROAD SEVENOAKS					
	Drawing status FIRST ISSUE					
<p>Project WAITING RESTRICTIONS</p>	Scale		1:500 at A4		Do not scale	
	Drawing number 11-TRO-SEV-1201					Rev

Agenda Item 5

© Crown Copyright and database right 2011.
Ordnance Survey 100019238.



This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.		0	07/12/11	FIRST ISSUE	LAS		
		Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd
 Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 09459 247 800		Drawing title					
		MILL LANE SEVENOAKS					
Project		Drawing status					
		FIRST ISSUE					
WAITING RESTRICTIONS		Scale		1:500 at A4	Do not scale		
		Drawing number					
		11-TRO-SEV-1202					
		Rev					
		0					

Appendix 2 – ePetition Details

Improving road safety in Shoreham

We the undersigned petition the council to Implement waiting restrictions on the bends near Ye Olde George Inn, Church Street, Shoreham

Over recent years, Kent County Council has received a number of comments relating to parking problems in Shoreham. The 'George bend' is a particularly hazardous area, where people frequently park illegally, obscuring the sightline and increasing the hazard, as well as causing congestion. The proposed yellow lines would act as a visual deterrent, and they reflect the advice set out in the Highway Code that parking should not take place on bends or at junctions. The Parish Council rejected the proposal at this site. The Minutes of their meeting of 4th January 2012 recorded that it was 'against this proposal because it is unnecessary and likely to deface the village'

In May 2010, Kent Highways assessed the particular risks on the 'George bend', and summarised their findings:"The Transportation Team have considered the last two emails from Shoreham PC relating to the on-road parking on Station Road on the acute bend adjacent to The George public house. In reconsidering the concerns they have carried out a full personal Injury crash interrogation of the Kent Crash Database and can confirm that there have been no recorded PIC on Station Road or Church Street in the last 10 year period up to 31 December 2009. This is clearly good news. However, having reviewed the site characteristics myself, it is my view that the bend in question does require 24hr parking restrictions due to the severity of the bend and narrow road width bounded by a solid brick wall on the northern side of the carriageway and a 6ft high fence on the southern side. The bend has existing 'sharp deviation of route' chevron signs on the east to west approach through the bend and clearly any on -road parking at this location, in particular on the southern side of the carriageway, would obscure these signs and further obstruct forward visibility as well as visibility for vehicles using the private residential access just east of the bend. It is therefore my view that the on-road parking that occurs periodically and is associated with the public house activity, adversely affects the safety of motorists using Station Road at this particular location and, I will be recommending the introduction of 'no waiting at any time parking restrictions on both sides of the carriageway through this particular bend"
We believe that we need to put the safety of both motorists and pedestrians first, and we urge the Council to implement these proposals.

NB TheHighways Unit has advised that they would also welcome individual comments to inform the consultation. If you have any additional comments about this, or the Crown Road or Mill Lane proposals, please email TRO@kent.gov.uk by midday on 5 March.

This ePetition runs until midday on 5/03/2012, which is the closing date for the public consultation.

This ePetition ran from 20/02/2012 to 05/03/2012 and has now finished.

19 people signed this ePetition.

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

WAITING RESTRICTION CONSULTATION RESPONSE - SHOREHAM

Report of the: Kent County Council Director of Highways and Transportation

Status: For Consideration

Executive Summary: This report describes the comments and objections to waiting restrictions recently advertised by public notice. Members are asked to consider and resolve how to proceed.

This report supports the Key Aim of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Cllr James London

Head of Service KHS – Head of Transportation – Tim Read

Recommendations: Recommendations will be tabled at the meeting of the Board.

Background and Discussion

- 1 A public notice confirming no waiting at any time restrictions (double yellow lines) were proposed at the following locations was open for consultation between 12th February and 5th March 2011:
 - The junction of High Street with Mill Lane.
 - The junction of High Street and Crown Road.
 - The bends on Church Street (near The George Inn).
- 2 The original proposed restrictions for all locations are attached as Appendix A.
- 3 With regards to the above proposals Kent County Council's objective is to deter drivers from parking at locations that would:
 - Prevent a fire engine or a bus on a scheduled service from driving along a road.
 - Pose a serious road safety hazard (e.g. by severely restricting visibility at a road junction).
- 4 The extent of these problems in Shoreham means that resolving them has a high priority when it comes to introducing yellow-line waiting restrictions.

Agenda Item 5

- 5 The proposed yellow lines would achieve these objectives at these locations but will in all probability displace most of those who currently park at hazardous locations to park elsewhere. The issue is whether the locations that these drivers will park in future will be any less hazardous and whether the lengths of yellow line should be extended to far beyond where people currently park to avert such a problem. This is why public consultation is so helpful when determining whether there is a preference for restrictions to be extended beyond where people currently park.
- 6 Appendix B (to be provided at the meeting of the JTB) to this report confirms the number of comments and objections received for each proposal and summarises the detail of these for each location.

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 7 Sevenoaks District Council will be required to enforce any new waiting restrictions. Kent County Council has allocated funding to introduce these restrictions.

Risk Assessment Statement

- 8 None.

Conclusion

- 9 Officer recommendations on how to proceed will be presented verbally at the meeting.

Appendices

- A Original proposed restrictions for all locations.
- B Summary of Comments Received about Proposed Waiting Restrictions (to be provided at the meeting).
- C Any recommended alterations to the original proposals (to be provided at the meeting).

Sources of Information: Background papers pertaining to this report are held on KHS file.

Contact Officer: Laura Squires, Kent Highway Services
08458 247 800

Director: John Burr – Kent Highway Services 08458
247 800

SEVENOAKS JOINT TRANSPORTATION BOARD – 14 MARCH 2012

WAITING RESTRICTION CONSULTATION RESPONSE – SHOREHAM

SUPPLEMENTARY REPORT

Executive Summary: This report SUPPLEMENTS AGENDA ITEM 4 and describes the comments and objections to three proposed waiting restrictions in Shoreham. Members are asked to consider and resolve how to proceed.

Recommendations: That Members note the support and objections to the proposed waiting restrictions and consider whether the number of objections received, and the reasons for objecting to the restrictions, are sufficient to justify allowing drivers to continue to judge for themselves whether parking at the locations listed paragraph 1 would be a hazard to other road users.

Background

- 1 Following 2011's restructuring of Kent County Council's Highway and Transportation service, a handful of previously-promoted waiting restrictions require either implementing or abandoning. One of these proposals is to prohibit waiting at the three locations in Shoreham illustrated in Appendix A to this report. They were promoted at:
 - The junction of High Street with Mill Lane to ensure that buses terminating on route 431/432 have sufficient space to turn.
 - The junction of High Street and Crown Road to help drivers entering High Street from Crown Road see approaching traffic.
 - The bends on Church Street outside the Church to enable traffic to pass safely and to improve inter-visibility between drivers and pedestrians
- 2 The proposals were re-advertised by way of public notice on 10th February 2012 with a closing date for responses of 5th March 2012. Because this was after the publication of the Agenda for the meeting of this Board, this supplementary report has been prepared to assist Members in deciding whether to implement, modify or abandon any or all the above

Discussion

- 3 All three proposals have the support of Kent Police who consider they would be of benefit to road safety. The restrictions at Mill Lane are supported by Arriva who terminate the 432 bus service at this junction and so require space to turn their 14m-long bus. This service currently operates between 0756 and 1710 Mon-Fri and 0810 to 1312 on Saturdays. Shoreham Parish Council do not support the proposed restrictions in Church Street or at the Mill Lane junction, but do support

restrictions at the Crown Lane junction. The Shoreham Society do not support any of the proposed restrictions.

- 4 All three proposals received very similar levels of written support from individual households (twelve each for Church Street and Mill Lane/High Street, with thirteen for Crown Road/High Street). The endorsement of the proposals centred around enhancing pedestrian safety; improving visibility for drivers; reducing congestion and helping that ensure emergency vehicles can access the village. Three emphasised the difficulties that bus drivers sometimes have when turning the 432 bus service when it terminates at Mill Lane and three wrote of their particular concerns at the lack of visibility when joining High Street from Crown Road. At Church Street, two highlighted the hazard of having to walk in the middle of the road around the blind corner when cars are parked opposite The George and two more mentioned that parked vehicles obstruct their private access. One commented that the yellow lines proposed in this report are at locations that the Highway Code tells drivers they should not park.
- 5 Twenty-one households wrote to object all three proposals; thirteen more objected only to the proposed restrictions in Church Street and five objected only to those in Mill Lane. No-one objected only to the proposed restrictions in Church Street. The reasons proffered for objecting to the proposal were similar for all three locations. Each are highlighted in **bold** in the following paragraphs, followed by officers' advice on the point raised.
- 6 **64% said people drive more slowly when cars are parked at these locations.** Officers agree that because parking in Church Street opposite The George effectively narrows the road to a single track, it does promote a slower-speed environment. However, it also reduces forward visibility to as low as 12 metres: the typical stopping distance for two vehicles approaching each other at 10mph. Because of this, notwithstanding that any resultant collision would be low speed, officers maintain that waiting restrictions would to the benefit of road safety.
- 7 **49% said that yellow lines are out of keeping with the village environment.** If, as a result of this consultation, Members decide that waiting restrictions are required then yellow lines must be painted. In light of this response, these new restrictions would be half-width (50mm instead of 100mm) and painted in primrose rather than bright yellow. N.B. there are already yellow line waiting restrictions in Church Street.
- 8 **46% said there was no evidence of the parked cars causing a safety hazard.** This is correct; there is a good record of road safety in Shoreham and in the last five years at these three locations, the only accident reported to the Police as resulting in personal injury occurred in 2006 at Mill Lane.
- 9 **33% said that a piecemeal approach to addressing any parking problems was inappropriate and that a village-wide approach to parking (and traffic) control was needed.** Whilst this would be preferable, resources to conduct such a review will not be available in the foreseeable future.
- 10 **29% pointed out that cars displaced by the yellow lines would park elsewhere and 18% were concerned that there is already too little parking for residents.** It is

inevitable that cars displaced by any waiting restrictions will park somewhere else in the village. From a road-users' point of view, the issue is whether the new locations that these drivers would park would be any less hazardous or obstructive. It is never possible to anticipate where drivers will park when they are prevented from parking where they want to. This is because people adopt a varying balance between convenience, economics, risk, mobility, etc. Members are advised that growing pressure on reducing public spending make it highly unlikely that KCC would be able to attach sufficient priority to remedy any problems of displaced parking that implementation of these restrictions would cause.

- 11 Three respondents considered that yellow lines were unnecessary because police have sufficient powers to deal with any obstructive parking and two more objected because any yellow lines would not be enforced. All the proposed waiting restrictions are at locations that the Highway Code tells drivers not to park. However, only parking within 10 metres of a junction at night is a specific (endorseable) offence. In all other cases an attendant police officer would need to demonstrate that the parked car was causing an obstruction. Since there are already yellow line waiting restrictions in Church Street, any new restrictions in the village would be enforced at the same frequency as those.
- 12 Yellow lines outside the church were opposed by one person concerned that it would mean a longer walk to the church and one because it would be a disincentive to potential customers of the public house. The proposed restrictions in Church Street would displace approximately six parked cars to other locations. If they parked the Station-side of the restrictions then drivers would be expected to have to walk up to 36metres further to reach the church or The George PH.
- 13 Many respondents also raised other parking or traffic related issues that they considered were either more pressing than these proposals or else were an alternative approach to addressing any problems they cause. These included: installing physical traffic calming or creating a "shared space" (9No.); introducing a 20mph speed limit (8No.); introducing a width limit on vehicles travelling through the village (3No.); install bollards to prevent parking on the pavement (3No.); install "please drive carefully through the village" signs (1No.) and build a residents' car park on land off Crown Road (1No.). Irrespective of practicality and any potential benefit any of these suggested improvements could bring, none achieve sufficient priority to be publicly funded.

Financial; Resource (non-financial); Legal etc.; Value For Money

- 14 KCC have budgeted £750 from their 2011-12 traffic management budget to make the necessary traffic regulation order and paint the yellow lines.
- 15 Because there are existing waiting restrictions in Church Street, the additional resources required by Sevenoaks District Council (SDC) to enforce those described in this report would be minimal.

Conclusion

- 16 The yellow lines proposed in this report are at locations that the Highway Code tells drivers they should not park. At each, specific hazards have been identified

Agenda Item 5

as being sufficient to warrant yellow lines that would help inform drivers of where their parked vehicles may cause an obstruction. Nonetheless, with no crashes at any of these locations having been reported to the police as causing injury in the last three years, the risk is not quantifiable. Members are asked to consider whether the number of objections received, and the reasons for objecting to the restrictions, are sufficient to justify allowing drivers to continue to judge for themselves whether parking at the locations listed paragraph 1 would be a hazard to other road users.

Sources of Information: The individual responses to this consultation are held on KCC files.

Contact Officer: Laura Squires, Kent Highway Services
08458 247 800

Director: John Burr – Kent Highway Services 08458
247 800

Appendix 4 – A selection of Photographs of the bends on Church Street (near the George Inn) submitted by lead petitioner



Agenda Item 5



IMPLEMENTATION OF PEDESTRIAN CROSSING PHASE AT THE PEMBROKE RD/HIGH ST/SUFFOLK WAY TRAFFIC SIGNAL JUNCTION

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Strategic Transport and Development Planner: Chad Nwanosike
 Status: For Member Decision
 Chairman: Mr R Parry
 Head of Service: Head of KCC Highways & Transportation – Tim Read

Recommendation: That Members are recommended to approve the ‘Way Forward and Next Steps’ as set out below.

Introduction

1. This report has been prepared for the Sevenoaks Joint Transportation Board Members for their advice.
2. This is an existing traffic signal controlled junction in Sevenoaks town centre. Unusually for traffic signal controlled junction on the high street of a town centre there is no pedestrian crossing phase. The existing pedestrian facilities at the junction include tactile paving, guard rail and refuge islands.
3. S106 contribution of £35,000 was secured from Waitrose (which opened in September 2011) for incorporating pedestrian phase at the junction. There is no time limit on when the S106 contribution has to be spent.

Traffic Impact

4. Before implementing the pedestrian phase at the junction it was important to understand the impact it would have on traffic flow on the local road network.
5. A study was therefore commissioned and it used the LINSIG traffic program to model the junction. The modelling process compared the capacity at the junction without (existing) and with (proposed) pedestrian crossing phase.

Table 1 – Degree of Saturation (Level of Capacity)

Approach Arm	Existing		Proposed	
	AM(8-9)	PM(5-7)	AM	PM
High Street North (Dartford Road)	53.3%	50.6%	74.8%	89.4%
High Street South	94.6%	60.5%	129.4%	105.7%
Suffolk Way	34.4%	91.5%	54.2%	117.4%
Pembroke Road	70.2%	87.9%	132.6%	116.0%

Agenda Item 6

6. Table 1 shows the level of traffic flow to available capacity on each arm of the junction. Although 100% is the theoretical level at which all the capacity is used, it is recommended that the practical level at which all capacity is used up is set at 90%. This allows a 10% margin for events such as daily variation in traffic flow.
7. From Table 1 it is quite clear that the implementation of pedestrian phase would have a significant detrimental impact on the junction. This would lead to increased congestion at the junction and would in turn have a knock on effect on other junctions including London Road/Pembroke Road and High Street/London Road.

Way Forward and Next Steps

8. In view of the detrimental traffic impact of implementing a pedestrian phase/stage at the junction we are pending approval from JTB, inclined not to go ahead with this scheme. Instead, the contribution will be used to enhance uncontrolled pedestrian facilities at the junction (e.g. surface treatment, road marking and warning signs).
9. Progress on the 'Way Forward and next Steps' set out above will be reported at future JTB meetings.

Recommendation

10. We recommend that Members approve 'The Way Forward and Next steps' as set out above.

Sources of Information: Kent County Council

Contact Officer(s): Chad Nwanosike - 08458 247 800

Director of Kent Highways and Transportation John Burr

HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Kent County Council Director of Highways and Transportation

Status: For Information

Executive Summary: This report describes the progress to date and anticipated progress over the next three months of all programmed highway improvements and those schemes that are expected to be included in Kent County Council's 2012-13 Capital Programme.

This report supports the Key Aims of Reducing speed, encouraging safer driving and tackling known speeding crash hotspots. Also improving pedestrian safety, including measures to improve access for people with disabilities as indicated in the Sevenoaks Community Plan.

Chairman Mr R Parry

Head of Service Kent County Council Highways and Transportation – Head of Transportation – Tim Read

Recommendations: That Members NOTE the progress of programmed highway improvements.

Background and Discussion

- 1 This report gives details of the specific schemes which will be progressed in Sevenoaks including the schemes carried over from the 2011/12 financial year, as well as new schemes identified as crash remedial schemes.
- 2 Appendix A summarises the schemes and gives an overview of the progress to date and anticipated progress prior to the next meeting of this Board.
- 3 Appendix B summarises the committed Member Highway Funds for each County Member as well as details of applications which are currently being progressed.

Key Implications

Financial; Resource (non-financial); Legal etc.; Value For Money

- 4 None for Sevenoaks District Council or Kent County Council as a result of this report.

Agenda Item 7

Risk Assessment Statement

8 None.

Appendices

- A Highway Improvement Schemes.
- B Member Highway Fund Schemes.

Sources of Information: None

Contact Officer: Laura Squires, Kent County Council
Steven Noad, Kent County Council
08458 247 800

Director: John Burr – Kent County Council 08458 247
800

Appendix A - Highway Improvement Programme: Sevenoaks District 2012-13

KHS Ref	Location	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Original Allocation 2012-13	Forecast Out-turn 2012-13	Kent County Council Highways and Transport ation 08458 247800
	London Road Swanley	Junction Improvements at Birchwood Road.	Designer has identified significant underground utilities that will require diverting. Estimates have been sought for this work.	Detailed design to be progressed.	£40 K	£5K	Darren Hickman
	A25 Brasted Road/Beggars Lane, Westerham	Crash Remedial Measures Scheme: Re-align junction radius to prevent the simultaneous exit of right turn and left turn vehicles from Beggars Lane.	Works completed	Works completed. This scheme will no longer be reported to this board.	£20K	£0k	Laura Squires
	A224 Polhill	Crash Remedial Measures Scheme: Reduce speed limit to 50mph, new traffic island, improve existing advanced signing, refresh existing carriageway markings & cut back vegetation at Pilgrims Way Link Bridge.	50mph speed limit on Polhill and London Road has been programmed. The remainder of the scheme has been completed.	Works to be completed.	£25 K	£25 K	Laura Squires

Agenda Item 7

Appendix B – Member Highway Fund Schemes

Agenda Item 7

Member	Brief Description of Proposal	Amount of MHF Finding Committed	Status of Works/Notes
David Brazier	Porchester Close - new salt bins x 2	£1,191	Works complete
	New Ash Green roundabout - contribution towards the landscaping of the roundabout	£3,200	Contribution complete
	Gravesend Road, Hodsoll Street		Works cancelled
	Fawkham School - introduction of a 30 mph speed limit	£5,500	Random speed checks completed w/c 30/4/12, Mr Brazier confirmed that he will not currently be progressing this scheme
	Valley Road, Fawkham - make up the old development access	£5,000	Works programmed and should be completed by the end of school half term in June
	Ash Road, Hartley - request for bollards	£1,274	Works Complete
	Church Road, West Kingsdown - request for footway	£6,120	Works Complete
	Ash Road, Ash-cum-Ridley. Contribution towards grit salt for Parish Council	£3,368	Contribution complete
	Valley Road, Fawkham. Problem with speeding vehicles outside school, request for 'wig-wag' lights	£7,909	Works Complete
	TOTAL	£33,562	
John London	Marlborough Crescent - To replace a number of trees	£13,409	Works Complete
	Middlings Rise - Request for a new salt bin	£350	Works completed, bin was actually provided in Chichester Drive following local representations
	Top Dartford Road/Pembroke Road - Contingency funds looking at the effects if the Pembroke Road/Dartford Road junction is provided with full pedestrian facilities	£6,000	Study completed by Jacobs and will be reported to the JTB 13/6/2012
	Lyndhurst Drive, Sevenoaks - improve eroded footway and widen where possible	£5,500	Scheme designed using new Walk, Talk & Build processes - works to commence to eroded footway 2012
	Witches Lane, Riverhead junction with Worships Hill - improve footway surface and widen where possible, including guardrails on banked sections	£10,000	Remedial works to widen and repair eroded footway to be performed during school holidays
	Shoreham Lane, Riverhead - new salt bin, to be located near to the junction of Churchfields	£596	Works complete

Agenda Item 7

Member	Brief Description of Proposal	Amount of MHF Finding Committed	Status of Works/Notes
	Riverhead Parish Council - Contribution to the parish council for the provision and maintenance of the village notice board	£2,250	Contribution complete
	Buckhurst Lane and Sevenoaks High Street - investigate options for providing disabled crossing facilities	£14,400	Remedial works designed using new Walk, Talk & Build processes - works to commence summer 2012
	High Street, Sevenoaks - request for streetlight to be reinstated	£14,333	Works Complete
	Amherst Hill - renew high friction surfacing. 2012/13 scheme ongoing in time for Olympic Torch relay		Job passed to KCC surfacing team for quotation
	The Vine, Sevenoaks - request to replace broken streetlight to fit in with Conservation area	£4,004	Works Complete
	TOTAL	£70,842	
Nick Chard	Church Road, Stone Street & Childsbridge Lane, new salt bins and salt	£700	Works complete
	Childsbridge Lane, Seal - contribution towards scheme	£30,000	Works complete
	A six month trial reinstatement of the 402 service between Tonbridge and Sevenoaks via Sevenoaks Weald	£5,000	Support for service 402 transfer of funds completed
	A25 Seal - request to lower speed limit	£18,500	TRO advertised 24th May, closing date for consultation 13th July 2012
	TOTAL	£54,200	
Peter Lake	Station Road, Edenbridge - request for a pedestrian crossing	£23,625	Crossing approved, development site due for completion late summer - Zebra design being checked against final site layout before construction
	Four Elms Road, Hever - request for bus shelter	£6,726	Works complete
	Penshurst Road, Chiddingstone - request to create parking area	£7,849	Works complete
	High Street, Leigh - request for interactive sign	£4,400	Works complete
	Fordcombe Road, Penshurst - request for interactive sign	£4,400	Works complete
	Lingfield Road, Edenbridge - request to extend the 30mph limit	£1,420	Design prepared, works to be linked with town gateway project also funded by Mr Lake in 2012/13

Agenda Item 7

Member	Brief Description of Proposal	Amount of MHF Finding Committed	Status of Works/Notes
	Hildenborough Road, Leigh - road safety improvements Laundry Cottages area	£7,500	Scheme designed, works order with Enterprise for construction - precise programme date awaited
	Cowden Village, B2026 - To reduce speeds through the village and improve signage	£5,750	Initial designs commenced with additional MHF resources ahead of Police comment for scheme - local parish council to be consulted on placement of signage in this sensitive area.
	B2028 Marsh Green Road, Edenbridge - reduced speed limits	£4,700	Police comment awaited on proposed changes
	Fordcombe to Penshurst Village - dual legend illuminating speed sign		Suitable site found with the assistance of local property owner, further tree clearance required
	A request for 1 salt bin. Spode Lane	£350	Works complete
	A request for 1 salt bin. Windmill Hill	£350	Works complete
	TOTAL	£67,070	
Richard Parry	Knockholt - request for amber school wig-wag signals	£5,208	Works complete
	Quebec Square, Westerham - request for removal of bollard	£2,310	Works complete
	Station Road, Halstead - request for interactive sign	£4,000	Sign unit approved, installation of mounting pole awaited before the new sign can be erected.
	Knockholt Road, Halstead - new interactive sign	£4,000	Job passed to technical specialists for site assessment
	Quebec Square, Westerham - request to realign the junction	£25,000	Design and costings complete, Enterprise programme date awaited. Copy of plans to Mr Parry and Westerham Parish Council for information and comment
	Cold Arbor Road - Various options have been discussed regarding safety concerns in the 30mph limit	£9,000	Design and costings complete, Enterprise programme date awaited. Copy of plans to Mr Parry for information and comment
	Hosey Common Road/Mapleton Road - A proposal for hard standing to improve the pair of bus stops nearest to Chartwell House		Completed using funding from KCC Sustainable Transport

Agenda Item 7

Member	Brief Description of Proposal	Amount of MHF Finding Committed	Status of Works/Notes
	Improved road signage and lines at Ide Hill School	£2,500	Revised plans provided to Mr Parry, parish and school 3/5/12. School have confirmed they are pleased with proposals, parish comments awaited.
	Provide a new interactive speed sign for Main Road, Crockham Hill	£5,400	Sign unit approved, installation of mounting pole awaited before the new sign can be erected.
	Provide a new interactive dual legend sign unit in Crockham village, location to be confirmed but the most likely site is on Main Road near Royal Oak PH	£4,500	Job passed to technical specialists for site assessment
	Chevening Road, Riverhead - review existing width restrictions and Traffic Order		Consolidation Order advertised 24/5/12, signage review to follow completion
	Crockham Hill upgrade school amber flashing Wig-Wag signals	£3,500	Quotation for new light units awaited from KCC Street Lighting team - Update requested from engineer 18/5/12.
	Upgrade Brasted pedestrian crossing lighting and surrounding street lighting in vicinity.	£8,000	Scheme approved, job passed to KCC street lighting team for action
	Additional edge of carriageway markings to the west of Westerham village centre	£750	Works complete
	TOTAL	£74,168	
Robert Brookbank	Emersons Avenue, Swanley - request for measures to improve visibility	£3,068	Works complete
	Main Road, Swanley - request to look at signage for Hextable	£10,735	Interactive signs and new gateways on order, programme date awaited
	Sycamore Drive, Swanley - request for parking restrictions	£2,544	Works complete
	Russett Way, Swanley - request for unsuitable for HGV signs	£1,418	Works complete
	Various Roads, Swanley - request for salt bins	£1,787	Works complete
	Archer Way, Swanley - request for salt bin	£596	Works complete
	To improve 54 bus stops and will provide new posts, flags and timetable cases	£4,000	Works complete
	Lower Road/Top Dartford Road, Hextable - new ornamental pedestrian railings	£13,700	New railings on order, programme date awaited
	The purchase of one snow blower for Hextable Parish Council	£1,100	Contribution only

Agenda Item 7

Member	Brief Description of Proposal	Amount of MHF Finding Committed	Status of Works/Notes
	The purchase of one snow blower for Swanley Town Council	£1,100	Contribution only
	School Keep Clear markings - contribution of £5000 from the MHF to promote and implement a district wide (Sevenoaks) TRO to make markings enforceable	£5,000	Works complete
	High Street, Swanley - Options to improve the bus stop to improve capacity and assist with pedestrian flows	£20,500	Bus shelter on order and programme date for revisions awaited
	Salt Bin request for Conifer Way, Swanley	£596	Works complete
	Salt Bin request for Lullingstone Avenue, Swanley	£596	Works complete
	London road, Swanley - new bus shelter in London Road near the Bull Hotel	£4,000	Scheme ongoing with the assistance of Swanley Town Council
	TOTAL	£70,738	
Roger Gough	Cray Road, Crockenhill - request for change of priority for junction	£19,773	Revised roundabout scheme underway, topographic survey awaited before design can be completed
	Riverside, Eynsford - request to look at edge protection between the road and the river	£28,500	Works complete
	Manse Way, Swanley - request for surfacing	£13,735	Works complete
	Charnock, Swanley - request for salt bin	£596	Works complete
	To improve 54 bus stops providing new posts, flags and timetable cases	£3,000	Works complete
	The purchase of one snow blower for Swanley Town Council	£1,100	Contribution only
	Place speed limit roundels on road at numerous locations in Horton Kirby & South Darenth	£3,600	Order to be raised using new Walk, Talk & Build processes, worked expected summer 2012
	Hotham Close & Canada Farm Road salt bins	£1,190	Works complete
	Provide a new interactive speed sign for Horton Kirby in the school area	£5,400	Suitable site now identified, to be confirmed with parish before sign unit is ordered
	High Firs Estate, Cranleigh Drive & Pinks Hill - For the provision of 2 new salt bins	£750	Works complete
	To provide 1 new salt bin - Parkgate Road, Crockenhill	£350	Works complete
	To provide 1 new salt bin - The Street, Horton Kirby	£350	Final site location awaited from resident

Agenda Item 7

Member	Brief Description of Proposal	Amount of MHF Finding Committed	Status of Works/Notes
	To provide 1 new salt bin - Swanley Village Road	£350	Original site unsuitable, revised location found near Button Street
	TOTAL	£78,694	

BOLD STEPS FOR AVIATION

Sevenoaks Joint Transportation Board – 13 June 2012

Report of the: Director of Planning & Environment, Paul Crick

Status: For Information

Summary: The report presents 'Bold Steps for Aviation' Kent County Council's discussion document on the UK's aviation needs in the south east.

Chairman Mr R Parry

Recommendation: That Members note the discussion document.

1. Bold Steps for Aviation

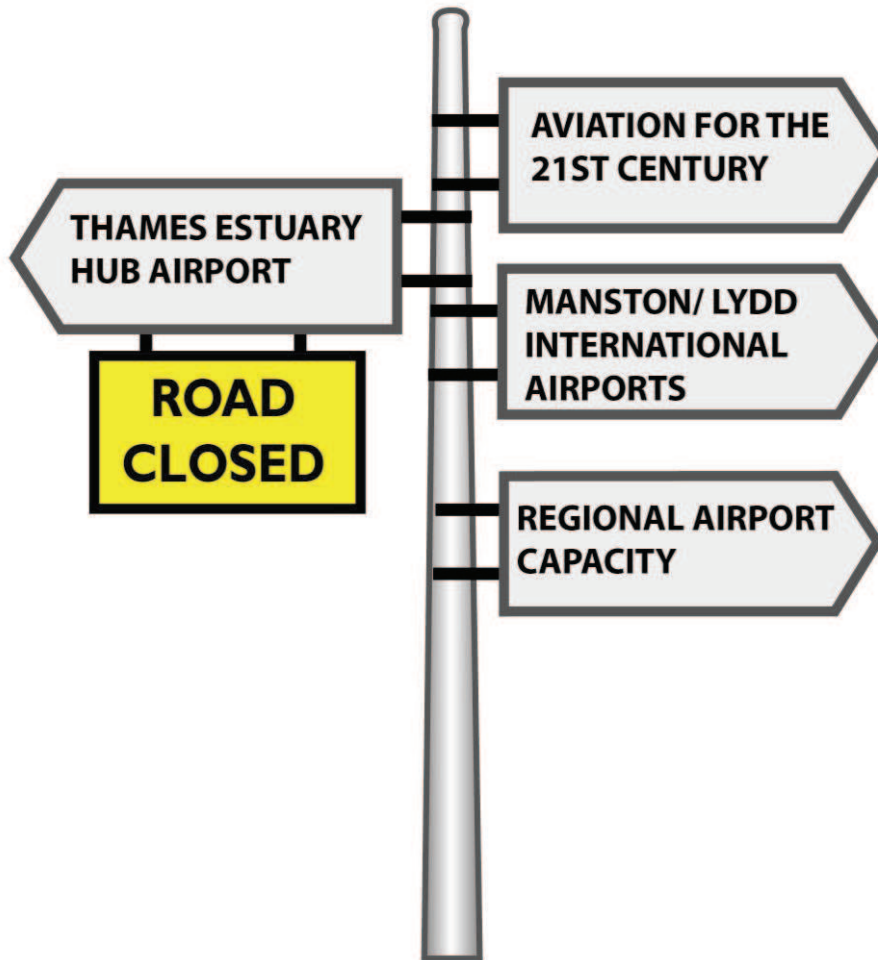
Bold Steps for Aviation is a discussion paper from Kent County Council, which suggests how the UK's aviation capacity needs could be met without the need to develop a new hub airport in the Thames Estuary. It is intended to contribute to the national debate and is published in response to the recent proposals from Lord Foster and the Mayor of London. If you would like to make any comments on this discussion document, please email them to aviation@kent.go.uk

Recommendations: Members to note the content of the attached report.

Contact officer: Elizabeth Milne

Tel: 08458 247800

This page is intentionally left blank



Bold Steps for Aviation

Discussion document

May 2012



Agenda Item 8

Contents

	Executive summary	3
1	Introduction	4
2	Background to aviation in the UK	5
3	Background to Bold Steps for Aviation proposals	8
4	Bold Steps for Aviation proposals	10
5	Recommendations	17

Executive summary

In **Bold Steps for Aviation** Kent County Council discusses how the UK can meet its aviation needs through the connection of Gatwick and Heathrow with a high speed rail link; better use of Manston and Lydd Airports and other regional airports, including London City, Southend, Stansted, Luton, Southampton and Birmingham; and improved connections of these regional airports with London.

In doing so it recommends to Government:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

Agenda Item 8

1 Introduction

The UK's position as a premier world aviation hub is threatened by its inability to meet increasing capacity demands. Heathrow is operating at 98.5% of its capacity and there is a significant lack of runways in the south east, meaning that the UK economy is losing £1.2 billion a year to the Netherlands, France and Germany¹.

Adjusting schedules and changing flight slots will not solve Heathrow's lack of capacity but neither will building a new multi runway hub airport in the Thames Estuary, which cannot be delivered in time to stop the UK's continued slide against its competitors². The UK needs to be able to connect with emerging markets now and the quickest way of addressing this is to build on our current aviation infrastructure.

As also recently proposed by Victoria Borwick (London Assembly Member)², Terry Farrell, Medway Council and other like minded individuals and organisations, Kent County Council considers that the way forward is to adopt an integrated aviation strategy that builds on, and improves, existing airport infrastructure and links Heathrow and Gatwick with a high speed rail link, effectively creating one airport.

This document discusses how the UK can take **Bold Steps for Aviation**.

¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

² Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

2 Background to aviation in the UK

2.1 The importance of aviation to the UK economy

A healthy and dynamic aviation sector is vital to the UK economy. In 2009, aviation contributed around £18 billion to UK output. The aviation sector employs over 250,000 people directly and supports an estimated 200,000 additional jobs through its extensive supply chain. The value added by employees in the sector is around one-and-a-half times the economy-wide average, amounting to 2% of Gross Value Added (GVA)³. Economically, the aviation industry is pivotal to the UK's growth and employment opportunities.

The UK has the sixth highest number of international visitors in the world; and in 2009 approximately 22 million foreign tourists visited the UK by air, generating some £14 billion of annual expenditure across the economy⁴. Tourism directly provides 1.5 million jobs in the UK, representing 5% of employment nationally.

Good air connectivity is frequently cited as an important factor in business location decisions and companies' ability to attract highly skilled labour from abroad. The growth of regional airport services across Europe has helped to attract inward investment and, together with complementary road and rail improvements, has enabled the integration of many previously peripheral cities and regions into the global economy. The ongoing expansion of these services in the UK can play a significant role in rebalancing regional economies in favour of the private sector.

2.2 The demand for air travel

Overall, global aviation is expected to grow at an average compound annual growth rate of 5.6% for the period to 2025⁵. Rising incomes in the UK and internationally will result in higher rates of business and tourist travel to and from Britain, while the emergence of greater wealth in China, India, Russia and Brazil will further increase worldwide demand for aviation. The DfT's 2011 aviation passenger demand forecasts indicated that, in a scenario without capacity constraints, UK-wide demand for air travel would almost double between 2007 and 2030, increasing from 211 million passengers per annum (mppa) in 2010 to approximately 335 mppa in 2030⁶. The propensity to fly is significantly higher for residents of London and the South East than for other regions of the UK and demand at London's airports represents some 60% of UK-wide demand⁷.

³ HM Treasury, Reform of Air Passenger Duty: a consultation, 2011

⁴ Office for National Statistics, *Travel Trends*, 2009

⁵ Greater London Authority, *A New Airport for London*, 2011

⁶ DfT, *UK Aviation Forecasts*, 2011

⁷ Civil Aviation Authority, *2009 Demand*

Agenda Item 8

2.3 Airport capacity

It is irrefutable that existing runway capacity at London's airports acts as the primary constraint on their ability to accommodate future demand for air travel. No new runways have been added since 1988 (at City Airport) and those at Heathrow and Gatwick are operating at capacity for much of the day. London's airports collectively accommodate more passengers than those of any other city in the world and this, along with the lack of excess capacity, means that they are particularly susceptible to disruption and delays.

Heathrow is currently handling 75,000 more passengers a day than it was built for⁸. Its runways operate at 98.5% capacity, compared to 70-75% at other European hub airports and during busy periods, aircraft can be held in one of its four stacks for 30 to 45 minutes awaiting a landing slot. Heathrow also suffers from lengthy queues for take-off slots. These delays have environmental costs and financial costs to both airline and passenger.

	Current passenger numbers (mppa)	Runways	Destinations served	Percentage of capacity used
Heathrow	67.3	2	180	98.5%
Frankfurt	51.9	3	262	74.2%
Paris CDG	53.5	4	223	73.5%
Amsterdam Schiphol	44.1	5	222	70%

Table 1 – Illustration of Heathrow's capacity in comparison to other Northern European hub airports⁹

As table 1 shows, Heathrow currently handles the largest proportion of passenger numbers out of Europe's major hub airports and is Europe's busiest airport but by 2021 is predicted to fall to third place behind Frankfurt and Paris Charles de Gaulle¹⁰. However, as demand increases Heathrow has little room to accommodate additional passengers whereas Frankfurt, Paris CDG and Amsterdam Schiphol have sufficient available capacity (between 25-30%) to continue to take advantage of this growing market. This severely disadvantages Heathrow in supporting UK businesses to trade with growing markets.

A recently commissioned report by airport operator BAA and carried out by Frontier Economics, found that UK businesses trade 20 times as much with emerging market countries that have direct daily flights to the UK¹¹. Paris and Frankfurt already have 1,000 more annual flights to the three largest cities in China than Heathrow¹¹; Heathrow has five flights per day to China serving two destinations, whilst Paris has 11 serving four

⁸ Greater London Authority, A New Airport for London, 2011

⁹ Bridget Roswell, Chairman, Volterra Partners - Why we need to be visionary and think big. A presentation to the Transport Times Conference - A New Strategy for Aviation - The case of new hub capacity. London, 18 April 2012

¹⁰ Protecting London's position as a world city: creating the first "virtual hub airport", Victoria Borwick, March 2012

¹¹ Frontier Economics, Connecting for growth: the role of Britain's hub airport in economic recovery, September 2011

destinations and Frankfurt 10 serving 6 destinations¹². Sao Paolo is the only South American destination served directly from London. These startling comparisons clearly illustrate the difficulties the UK is facing right now in remaining competitive and taking advantage of emerging markets.

This lack of capacity does not only affect UK passengers wishing to connect with these new markets but also overseas customers who cannot directly access Heathrow.

Similar problems are experienced at Gatwick, which operates at 78% of capacity (33.64 mppa in 2011¹³) and is the busiest single-runway airport in the world. Growth forecasts project Gatwick carrying 40 mppa by 2020.¹⁴

If additional runway capacity is not provided in anticipation of forecast demand growth, then delays and disruption at London's airports will steadily worsen. As a result the UK will become less accessible than its rivals to strategically important locations in the developing world and future economic prosperity will be threatened. With the current UK economic forecast, it is all the more important that this industry, so vital to our country's economy, is invested in, protected and expanded to meet needs.

Proposals for the development of a new hub airport within the Thames estuary area have been proposed as a solution to this capacity issue. However this will be costly and take at least 10-15 years to develop; it is likely that in this time the UK will have already missed out. We need to act quickly and find a more immediate and cost effective solution. This need gives rise to an opportunity for our regional airports to take more of a share of the capacity, particularly domestic and short haul flights, allowing Gatwick and Heathrow to focus on the long haul international market. And this approach has wider benefits than addressing the capacity issue – development of regional airports will provide local benefits through increased employment opportunities, at a time when unemployment is a significant concern for the country.

¹² A new Airport for London, Greater London Authority, 2011

¹³ Civil Aviation Authority

¹⁴ Stewart Wingate, Chief Executive Gatwick Airport

3 Background to Bold Steps for Aviation proposals

Kent County Council (KCC) recognises that future demand for aviation cannot be met by the existing airport infrastructure as it currently stands. The authority also recognises the need to meet this demand if we are to remain competitive.

An airport within the Thames estuary has once again been put forward for consideration.

The authority does not consider this a viable solution and remains opposed to any airport within this location.

Of key concern is the cost of a new hub airport – estimated at £20bn for the airport and £30bn for the associated infrastructure. Aside from issues of whether these estimates are accurate, the proposals assume that private investment will be forthcoming, which is by no means guaranteed. It also does not address the public funds required for the infrastructure costs. Further to this, it is likely the project would not be completed for 10-15 years therefore not addressing the immediate capacity issues. In the time it takes for the project's completion, London will have already lost its premier position as a hub.

The proposed estuary hub airport would only succeed if Heathrow were closed, with the loss of 116,000 jobs in west London and a significant detrimental effect along the M4 corridor. It has also been shown that nine of the ten major airlines currently based at Heathrow do not want to move.

The development on the Isle of Grain would result in the removal of whole communities, some 40,000 people (homes and businesses), who would need to be re-homed within the Medway area. This is in addition to the employees of the new airport, for who an estimated 70,000 new homes would be required. Such significant housing levels are not currently available and there has been no suggestion as to where this would be located. The existing road infrastructure would not be able to cope with the additional burden a hub airport would place and the Foster's proposal has not made any attempt to address this issue, instead focussing on rail.

There are also significant risk issues associated with locating the airport in the Thames estuary. Richard Deakin (Chief Executive Officer of National Air Traffic Services) has stated that the proposed airport in the Thames estuary would be in the '**very worst spot**' for the south-east's crowded airspace, directly conflicting with Heathrow, Gatwick, Stansted, Luton and London City flight paths (in addition to Schiphol). Further to this, the estuary airport has been assessed to have the highest risk of bird strike in the UK (twelve times higher), even with extensive management measures.

KCC's final point of objection is that the estuary airport would be situated in an area of international environmental importance. The area falls under the EU Habitats Directive and the airport would need to satisfy a number of tests in order to proceed, not least of all that the favourable conservation status of the European Protected Species is maintained within their natural range. In addition the area has significant marine, inter-tidal and terrestrial based heritage assets, some of international importance.

Given all the above, it is difficult to see how an estuary airport could be a viable option. If the UK is to act quickly in order to address current issues and meet future aviation demand in order to retain its premier position as a hub, KCC does not consider that time should be spent on a new airport proposal that will not be able to proceed. Instead the authority proposes that a more strategic approach, that makes better use of our existing airports (in particular, Manston Airport – see 3.2.1) and represents a more pragmatic and deliverable medium-term solution, warrants immediate investigation.

4 Bold Steps for Aviation proposals

Bold Steps for Aviation is based on the following recommended courses of action:

- The construction of a high speed rail link connecting Gatwick and Heathrow.
- A more strategic approach to the use of our airports, maximising the capacity of Manston Airport and existing airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) (and other regional airports, such as Birmingham).
- The construction of high speed rail links connecting Manston Airport (and other regional airports including Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) to London.
- Capacity growth at Gatwick through the addition of a second runway after 2019.

KCC considers these courses of action will enable us to respond more immediately to the capacity issues facing aviation and ensure we remain competitive. Each of these courses of action are discussed in detail below.

4.1 Construction of a high speed rail link connecting Gatwick and Heathrow

Although London's airports are relatively well connected to central London via the strategic road and rail networks, they are poorly connected to each other. This impacts negatively on the extent to which existing airport capacity can be maximised. In 2007, around 1.5 million passengers connected between flights at different London airports; of these, the greatest proportion travelled between Heathrow and Gatwick¹⁵. However, there is no direct rail service between them and, whilst the motorway route is regularly served by express coach services, journey times are unreliable. Without sustained investment in transport infrastructure, there is little scope for London's airports to act in a more coordinated way.

A high-speed rail link (with an estimated travel time of 15 minutes) between Gatwick and Heathrow would effectively provide a hub airport with easy access to central London. This would complement the Crossrail high speed rail connectivity already planned between London and Heathrow and also Birmingham Airport with High Speed Two (HS2).

The cost of providing the high speed rail link between the two airports would be approximately £5.5 billion, based on the unit costs of the current HS2 programme, and could be completed within five to ten years. This offers a more cost effective and time efficient option to that of the Thames Estuary airport proposal.

¹⁵ Civil Aviation Authority, Connecting Passengers at UK Airports, 2008

The success of connecting these two airports would be dependent on refocused use of the airports (3.2), increased use of regional airports (3.2) and a further runway at Gatwick (or Heathrow) (3.3).

4.2 Strategic management of existing airports

A more strategic approach to managing our airports should be applied, focussing charter, low-cost and short haul point to point flights at currently under-used regional airports; thereby freeing up capacity to allow Heathrow to take more long haul flights. With Gatwick and Heathrow linked by a rail line, Gatwick could exist as a feeder airport, with Heathrow focussing on long haul. Regional airports considered appropriate for this use because of existing good connections to London include:

- Manston
- Lydd
- London City
- Southend
- Stansted
- Luton
- Southampton
- Birmingham

In effect, the regional airports around the capital would become point-to-point airports. Such airports have low levels of transfer flights and instead focus on direct services. By absorbing most of the South East's demand for point-to-point operation, capacity would be released at Heathrow and Gatwick to enable a large volume of passengers to make a wide range of connections. The nature of a hub operation is maximised when there is around 25% spare capacity through a number of runways operating simultaneously. This runway capacity is required to facilitate the 'waves' of arriving and departing aircraft.

The increased use of regional airports would be more in line with Government policy and legislation on emissions reduction while also addressing the need for growth and jobs creation in the south east and other areas across the UK.

The capacity of regional airports to assist in meeting increasing demand is discussed further in section 3.2.2.

Agenda Item 8

4.2.1 *Increased use of Manston Airport*

In Kent, Manston Airport has the potential to make a significant contribution, providing excellent connections to Europe destinations and reduced flight times. Manston has one of the longest runways in Europe (at 2,752 metres) and is therefore able to cater for all modern jet aircraft. The airport operates in Class G airspace, outside of the London Control Zone, and has sufficient capacity for the 4.7 mppa and 400,000 tonnes of freight anticipated by the Airport Master Plan by 2033¹⁶. Its local environmental impacts are greatly reduced by its location on the Thanet Peninsula, with much of its uncrowded flight path located over water to the east of Ramsgate. There is a fully-equipped passenger terminal facility with a capacity of around 1 mppa subject to the aircraft used and scheduling arrangements.

Manston enjoys good strategic road links to London and the wider South East via the A299 dual carriageway, which joins the M2 motorway approximately 19 miles west of the airport. There are also three primary rail routes to Ramsgate, located 3 miles east of Manston, which serve the London termini of St Pancras International via domestic high speed services on High Speed One (HS1), Charing Cross and Victoria, therefore offering a total of five trains per hour during off-peak periods.

However these connections will need to be improved if Manston is to truly succeed as a regional airport. Research commissioned by KCC (through an EU funded project seeking to improve sustainable surface access to regional airports) reveals evidence that with a fixed rail link passenger numbers increase as it enables a wider catchment of people to use the airport. Newcastle Airport's passenger numbers increased by 27% after the first full operational year of the Metro link to the airport and passenger numbers have continued to grow year on year. A station near to Manston Airport served by high speed rail services to London will increase the attractiveness of the airport to airlines and passengers.

Line speed enhancements have been secured through a successful Regional Growth Fund bid and should be operational by 2015; and work is underway to take forward the provision of the proposed Thanet Parkway rail station, which subject to funding could also be operational by the end of 2015. KCC is also pushing for improved rail connection (using existing lines) between Ashford and Gatwick, which would link Manston to both Gatwick and Heathrow.

Manston would strongly complement Heathrow and Gatwick as they increasingly focus on accommodating long-haul flights at the expense of domestic and near-European services.

¹⁶ Infratil Airports Europe Ltd, Manston Airport Master Plan, 2009

Development of Manston as a regional airport would create employment opportunities in one of England’s most disadvantaged areas; the airport’s Master Plan forecast for 2033 would see up to 6,000 additional direct and indirect jobs within the area, development for which is generally supported by the local community.

4.2.2 Other regional airports with the ability to serve London and support the wider network

Other regional airports (see map on p15) also have the potential to increase capacity.

Regional airport	Current capacity (mppa)	Current usage (2011) (mppa)	Available capacity (2011) (mppa)	Potential future additional capacity (mppa)	Potential future additional (spare) capacity (mppa)	Potential additional jobs to be created by future additional capacity ¹⁷
Heathrow	89	69	20 ¹⁸	-	20	20,000
Gatwick	40	34	6	43 ¹⁹	49	49,000
Manston	1	-	1	5 ²⁰	6	6,000
Lydd	0.1	-	0.1	2 ²¹	2	2,000
London City	5	3	2	3 ²²	5	5,000
Southend	2	-	2	-	2	2,000
Stansted	35	18	17	-	17	17,000
Luton	10	10	0	21 ²³	21	21,000
Southampton	7	2	5	-	5	5,000
Birmingham	12	9	3	32 ²⁴	35	35,000
TOTAL	201.1	145	56.1	106	162	162,000

Table 2 – Available capacity at selected UK airports²⁵

As table 2 shows there is potentially in excess of 160 mppa available capacity from airports with good connections to London. This compares favourably with the Thames Estuary

¹⁷ Based on 1mppa creates 1,000 jobs.

¹⁸ With 'mixed mode' operations on its two existing runways

¹⁹ With a new wide-spaced runway in addition to the existing runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁰ Manston Airport Master Plan (2009)

²¹ Lydd Airport is currently awaiting the decision of a Public Inquiry to permit runway and terminal extensions to allow 500,000ppa; aspiration for 2mppa

²² London City Airport Master Plan (2006)

²³ With either a relocated or realigned runway - DfT (2003) The Future Development of Air Transport in the UK: South East, 2nd Edition

²⁴ With a new wide-spaced runway in addition to the existing runway - DfT (2002) The Future Development of Air Transport in the UK: Midlands.

²⁵ Figures based on the 2002/03 Consultation documents for the 2003 Future of Air Transport White Paper (as this is Government Policy until superseded) unless otherwise stated

Agenda Item 8

airport proposal, which states it would be capable of serving 150 mppa. Furthermore, airports such as Liverpool, Doncaster and Blackpool could collectively accommodate tens of millions of extra passengers a year.

In addition to meeting capacity needs, better utilisation of our regional airports would result in the creation of much needed employment opportunities. Huw Thomas, of Foster and Partners, made clear at a recent public event²⁶ that the Foster's estuary airport proposal was not about expanding jobs but about protecting those that currently exist because of our hub status. It has also been made clear that the development of a new hub airport in the estuary would result in the closure of Heathrow; therefore, the estuary airport is unlikely to result in a significant net gain of jobs just a relocation of where they are based. However, as the table above shows, if we invest in, and make better use of, our regional airports we could potentially see some further 162,000 job opportunities shared across a region which would be delivered in a shorter timescale.

Lydd Airport, near Ashford in Kent, is awaiting the decision of a Public Inquiry to permit a runway and terminal extension that would allow it to accommodate up to 2 mppa. With improved connections to the high speed international station at Ashford, the airport would be within an hour's travel time of London.

The Stobart Group has invested significantly in Southend Airport with a new terminal with integrated rail station providing rail connectivity to London in under an hour. A modest runway extension will allow the airport to accommodate up to 2 mppa and a major low-cost carrier has already relocated services from Stansted to Southend in time for the 2012 Olympics.

Birmingham Airport is in a position to take an additional 3 mppa immediately and a further 32 mppa in the medium term following the completion of a modest runway extension, for which planning consent has already been granted. Once the initial phase of HS2 between London and the West Midlands has been completed, the airport will be within 38 minutes of the capital, making it an increasingly realistic alternative to Heathrow and Gatwick for air passengers travelling to and from the South East. The completion of the High Speed 2 network would also link up with Manchester (whose own airport could handle 50 million passengers a year by 2050) and Leeds.

Stansted is also operating under capacity by 17 mppa and could therefore meet some of the demand without any need for further development. And with either a relocated or realigned runway, Luton could increase its capacity to 31 mppa.

²⁶ Institute of Civil Engineers, ICE Thames Hub Airport Debate, Monday 23 April 2012, One Great George Street



Figure 1 – Map of airports serving the South of England and high speed rail and train links

Agenda Item 8

4.3 Capacity growth at Gatwick

The potential for Gatwick and Heathrow to complement each other as connected airports can only be realised if a second runway is provided at Gatwick when the present moratorium on planning expires in 2019. Capacity growth at Gatwick represents a more acceptable long-term solution than expansion at Heathrow, due to the significantly lower number of people that would be overflowed by arriving and departing aircraft, the relatively good rail and road access enjoyed by Gatwick, and the huge economic benefits that this solution would bring to deprived communities in Kent, Sussex and South London.

Currently expansion at Heathrow has been ruled out across all political parties. However, at the beginning of March in an open letter to the Sunday Telegraph, seventy business leaders, MPs and trade unionists called on the Government to re-open the debate about building a third runway at Heathrow, suggesting that it should not be excluded from the current review and forthcoming consultation. Following this, Sir Richard Branson announced a willingness to invest £5bn in expansion at Heathrow should the decision on the third runway be reversed. It is necessary for the Government to reconsider its position, including Heathrow when assessing options in its forthcoming consultation, and listen to the requirements of the UK's businesses when deciding on a way forward.

5 Recommendations to Government

To conclude, Kent County Council commends the following recommendations to Government to facilitate **Bold Steps for Aviation**:

- **The construction of a high speed rail link connecting Gatwick and Heathrow.**
- **Improved rail connectivity of other regional airports (Manston, Lydd, London City, Southend, Stansted, Luton, Southampton and Birmingham) with London, Gatwick and Heathrow.**
- **Further development of Manston Airport, other existing regional airports in the South East (Lydd, London City, Southend, Stansted, Luton and Southampton) and those with good connections to London (Birmingham).**
- **Capacity growth at Gatwick through the addition of a second runway after 2019.**
- **Any proposals for a Thames Estuary airport are not progressed any further.**
- **No action is not an option but action to address capacity issues must be taken quickly; rather than depending on an estuary airport that will take years to develop and may not even succeed, better use of our existing hub and regional airports NOW will ensure that the UK retains its premier position as a hub airport.**

The Government is also urged to deliver an aviation strategy that is clear, answers all questions and obtains cross-party support. This is the only way to ensure that the issues are properly resolved, the UK remains competitive and that any plans for aviation development are future-proofed against changes in Government.

This page is intentionally left blank

To: Sevenoaks Joint Transportation Board
By: Spencer Palmer, Head of Highway Operations
Date: 13 June 2012
Subject: Highway Works Programme 2012/13

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2012/13

1. Introduction

This report is an update on that made to previous meetings of the board and summarises the identified schemes that have been programmed for construction by Kent County Council in 2012/13

Highway Maintenance Schemes

Carriageway Schemes – see Appendix A1

Other Works

Drainage – see Appendix B1

Major Capital Projects – see Appendix B2

4. Conclusion

This report is for Members information.

Contact Officers:

The following contact officers can be contacted on **0845 8247 800**

Carol Valentine
John Farmer
Julian Cook
Mary Gillett
Katie Lewis

Highway Manager (West)
Major Capital Project Manager
District Manager
Resurfacing Manager
Drainage Manager

Appendix A – Carriageway Schemes

Appendix A1

Please note that this is an estimated date that Kent County Council plan for the works to commence however if emergency situations occur then dates are likely to change.

Location	Parish	Description of Works	Current Progress	Anticipated Actions for next 3 months (Prior to next JTB)	Original Allocation 2011 - 12	Kent County Council H&T Contact 08458 247800
Hartfield Road	Edenbridge	Outside Old Barn Farm Carriageway Resurfacing	Design Stage	Tender to be let.	N/A	Mick Noonan
London Road	Sevenoaks	Granville Road to Western Traffic Lights Carriageway Resurfacing	Design Stage	Tender to be let.	N/A	Mick Noonan
Fircroft Way	Edenbridge	Micro Asphalt	10/03/2012 - 11/03/2012 (Completed)	Completed	N/A	Mick Noonan
Fawkham Road (POS)	West Kingsdown	Micro Asphalt	14/03/2012 - 14/03/2012 (Completed)	Completed	N/A	Mick Noonan
Greatness Lane	Sevenoaks	Micro Asphalt	16/03/2012 - 19/03/2012 (Completed)	Completed	N/A	Mick Noonan
Lesley Close	Swanley	Micro Asphalt	28/04/2012 - 28/04/2012 (Completed)	Completed	N/A	Mick Noonan
Pennis Lane	Fawkham	Micro Asphalt	28/04/2012 - 28/04/2012 (Completed)	Completed	N/A	Mick Noonan
Hillingdon Rise	Sevenoaks	Micro Asphalt	29/04/2012 - 29/04/2012 (Completed)	Completed	N/A	Mick Noonan

Cedar Drive	Edenbridge	Micro Asphalt	30/04/2012 - 30/04/2012 (Completed)	Completed	N/A	Mick Noonan
Stanbridge Road	Edenbridge	Micro Asphalt	TBA	Whole length (Deferred due to Public Utilities)	N/A	Mick Noonan
Castle Drive	Kemsing	Micro Asphalt	TBA	Deferred due to Public Utilities	N/A	Mick Noonan
Coltstead	Ash – Cum - Ridley	Surface Dressing	30/05/2012 - 30/05/2012	Whole length	N/A	Mick Noonan
Pease Hill	Ash – Cum – Ridley	Surface Dressing	30/05/2012 - 30/05/2012	The Street to Hartley Bottom Road	N/A	Mick Noonan
Maplescombe Lane	Farningham	Surface Dressing	30/05/2012 - 30/05/2012	Donkey Lane to Botsom Lane	N/A	Mick Noonan
Rogues Hill	Penshurst	Surface Dressing	31/05/2012 - 31/05/2012	"Swaylands" development to Penshurst village.	N/A	Mick Noonan
Cow Lane	Hever	Surface Dressing	31/05/2012 - 31/05/2012	Whole length	N/A	Mick Noonan
Cold Arbor Road	Chevening	Surface Dressing	31/05/2012 - 31/05/2012	A25 to bridge over A21.	N/A	Mick Noonan
Roodlands Lane	Hever	Surface Dressing	01/06/2012 - 01/06/2012	Whole length	N/A	Mick Noonan

Agenda Item 9

Appendix B - Drainage

Appendix B1

This information is updated on a weekly basis on the Kent.gov.uk website. If you feel this spreadsheet is not fully updated please visit the website following the link below;

http://www.kent.gov.uk/roads_and_transport/highway_maintenance/roads_and_pavements/drainage/drainage_cleansing_schedules.aspx

HIGHWAY DRAINAGE CLEANSING PROGRAMME			
WEEK COMMENCING :	Monday 14th May 2012		
14/05/2012	CHAPEL WOOD	ASH-CUM-RIDLEY	Sevenoaks
14/05/2012	AYELANDS	ASH-CUM-RIDLEY	Sevenoaks
14/05/2012	TOWER CROFT	EYNSFORD	Sevenoaks
14/05/2012	HIGH STREET	EYNSFORD	Sevenoaks
14/05/2012	MILL LANE	EYNSFORD	Sevenoaks
14/05/2012	SMALL GRAINS	FAWKHAM	Sevenoaks
14/05/2012	BANCKSIDE	HARTLEY	Sevenoaks
14/05/2012	COPSESIDE	HARTLEY	Sevenoaks
15/05/2012	NICOLSON WAY	SEVENOAKS	Sevenoaks
15/05/2012	BAYHAM ROAD	SEVENOAKS	Sevenoaks
15/05/2012	NORTH VIEW ROAD	SEVENOAKS	Sevenoaks
15/05/2012	OTFORD ROAD	SEVENOAKS	Sevenoaks
16/05/2012	CRESCENT ROAD	DUNTON GREEN	Sevenoaks
16/05/2012	LONDON ROAD	DUNTON GREEN	Sevenoaks
16/05/2012	ORCHARD WAY	KEMSING	Sevenoaks
16/05/2012	NIGHTINGALE ROAD	KEMSING	Sevenoaks
16/05/2012	HIGH STREET	OTFORD	Sevenoaks
17/05/2012	EYNSFORD ROAD	EYNSFORD	Sevenoaks
17/05/2012	THE ORCHARD	SWANLEY	Sevenoaks
17/05/2012	HIBBS CLOSE	SWANLEY	Sevenoaks
17/05/2012	WOODVIEW ROAD	SWANLEY	Sevenoaks
17/05/2012	MAIDSTONE ROAD LINK	SWANLEY	Sevenoaks
17/05/2012	SOUTHFIELDS ROAD	WEST KINGSDOWN	Sevenoaks
18/05/2012	BUCKHURST LANE	COWDEN	Sevenoaks
18/05/2012	CRAY ROAD	CROCKENHILL	Sevenoaks
18/05/2012	HIGH FIRS	SWANLEY	Sevenoaks
18/05/2012	PINKS HILL	SWANLEY	Sevenoaks

Major Capital Projects

Appendix B2

There are no Major Capital Projects in the Sevenoaks area.

Contact: Carol Valentine / Julian Cook 08458 247 800

This page is intentionally left blank

By: David Beaver - Commercial Manager

To: **Sevenoaks Joint Transportation Board**

Subject: **Results from the Highway Tracker Survey 2011**

Classification: Unrestricted

Summary: Inform Joint Transportation Boards of the key results of the 2011 Resident, County Member and Parish/Town Council Highway Tracker Survey. The full survey report is published on the KCC website.

Introduction

1. Satisfaction surveys, to gauge perception of the highway service have been carried out since 1987. The 2011 survey was undertaken between November 2011 and January 2012 and sought views from residents, County Members and Parish/Town Councils.
2. To reduce the overall costs much of the survey was undertaken by the KCC Contact Centre. An independent market research company called BMG was used to undertake the specialist face to face survey work with residents.
3. A summary of the results are presented in this report. This information will be used by the Director and Divisional Management team to identify actions to help improve service delivery. Indeed the 2010 survey was used to help shape the structure of Highways and Transportation as implemented last summer.
4. A total of 1,205 face to face interviews were carried out on a representative sample of Kent residents with approximately 100 interviews in each of the twelve Districts, reflecting the age, gender and economic status.
5. In addition to residents views the same survey questions were asked of all County and Parish/Town Councils. A total of 49 County Members responded (a response rate of 58%) and for Parish/Town Councils a total of 164 completed the survey (a response rate of 54%). Both of these response rates are higher than last year.
6. The questionnaire comprised 30 questions, ranging from satisfaction with the condition of roads, pavements, streetlights and local bus and train services through to views on congestion, safety cameras, Member Highway Fund and the Parish Annual Meeting.

The 2011 survey results

7. To ensure independence in the analysis of the survey results the independent market research company (BMG) was commissioned to identify key issues emerging from the three stakeholder groups. The

Agenda Item 10

graphs in the following appendix present the results as % satisfied (green line) and % dissatisfied (red line). Results will not add up to 100% as respondents are also offered a neither satisfied or dissatisfied option if they have no strong positive or negative views. Across all stakeholder groups BMG identified the following key points;

- a) Road satisfaction is fairly positive following a substantial dip in 2010 albeit Parish/Town Councils are the least satisfied with concern for country lanes (Fig. 1, 4, 7 and 10). For pavements the results are more mixed with a fall in overall net satisfaction from Parish/Town Councils, with County Members most concerned about pavements in town centres, shopping/ pedestrianised areas (Figs 2, 5, 8 and 11). Views on streetlights are also highly inconsistent, positive overall but far more so amongst County Members (Figs 3, 6, 9 and 12).
 - b) The overall improvement in perception of the service amongst Parish/Town Councils and County Members continues and builds on the benefits of closer liaison with the District Managers and Stewards. There is more to be done to build on and improve communication as in many cases there are new faces and relationships still to be fully developed (especially with Parish/Town Councils).
 - c) Currently only 21% of residents know about the single 08458 number to contact KCC about a fault and only 12% of residents have contacted them in the last 12 months to log an enquiry. Whilst satisfaction with the service received by those who have reported a problem remains strong across all three groups more work is needed to raise awareness of how and who to contact. The KCC plan for 'unified communications' and the roll out of 0300 numbers will provide an opportunity to raise awareness of the telephone number and on-line fault reporting.
 - c) Satisfaction with those who use local train and bus services remains strong. However the cost of fares and frequency of public transport services continue to be areas of concern for all stakeholder groups using public transport.
 - d) Different Districts are experiencing problems with off-peak congestion compared to those with peak-time congestion. Over 60% of Residents and County Members agree that safety cameras are helping to make Kent road safer but this falls to 44% of Parish/Town Councils.
8. Examples of some of the main results included in the full report are set out in Appendix 1. Figures 1-3 show the combined County Members, Residents and Parish/Town Councils satisfaction results for Roads, Pavements and Streetlights. Figures 4 to 6 set out resident satisfaction results with roads, pavements and streetlights. Figures 7-9 show the results from Parish Councils and Figures 10-12 for County Members.

Conclusions from the Director of Highways and Transportation

9. Overall the results show a positive trend, this is a significant achievement in light of the worst winter for almost a generation, and significant reductions (over 20%) in both budget and staffing levels. During this time the business has been totally restructured, a new works contractor appointed and significant financial savings delivered. It has been a year of transformation and putting in place the foundations for a service that will meet public needs and excel in service delivery.

10. Clearly there is always room for improvement and the Highways and Transportation Division is continuing to develop its service delivery ethos and focus on delivering ever improving outcomes for our ultimate customers, the public of Kent. The contents of this report will be used to help shape our future actions and improvement plans and as such is greatly valued.

Further Information

11. The full tracker survey report is very large and contains much more information along with a more detailed executive summary of the issues identified from the results by BMG. A copy of the report is available on the KCC website

Background Documents: None

Other Useful Information: Highways & Transportation Highway Tracker Survey 2011

Author Contact Details

David Thomas, Business Manager, Kent County Council Highways & Transportation

Contact: David Thomas – 0845 8247 800

Appendix 1

Results from the Highway Tracker Survey 2011

Figure 1 – Combined Results - Satisfaction with the condition of roads in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

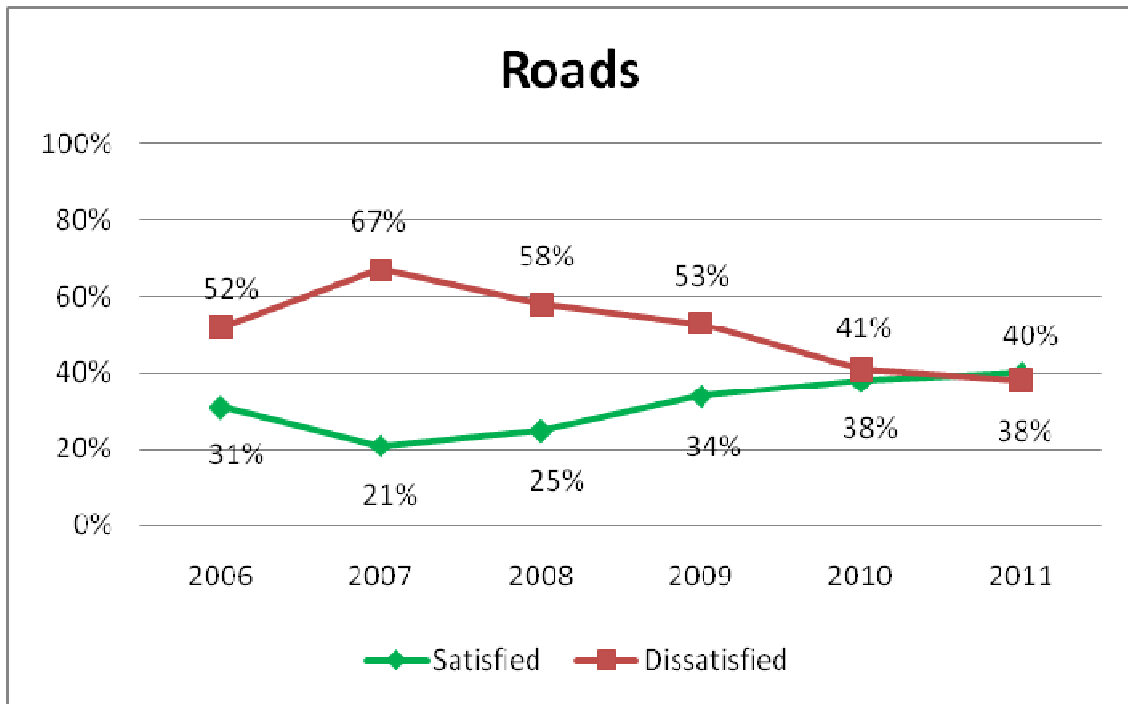


Figure 2 - Combined Results - Satisfaction with the condition of pavements in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

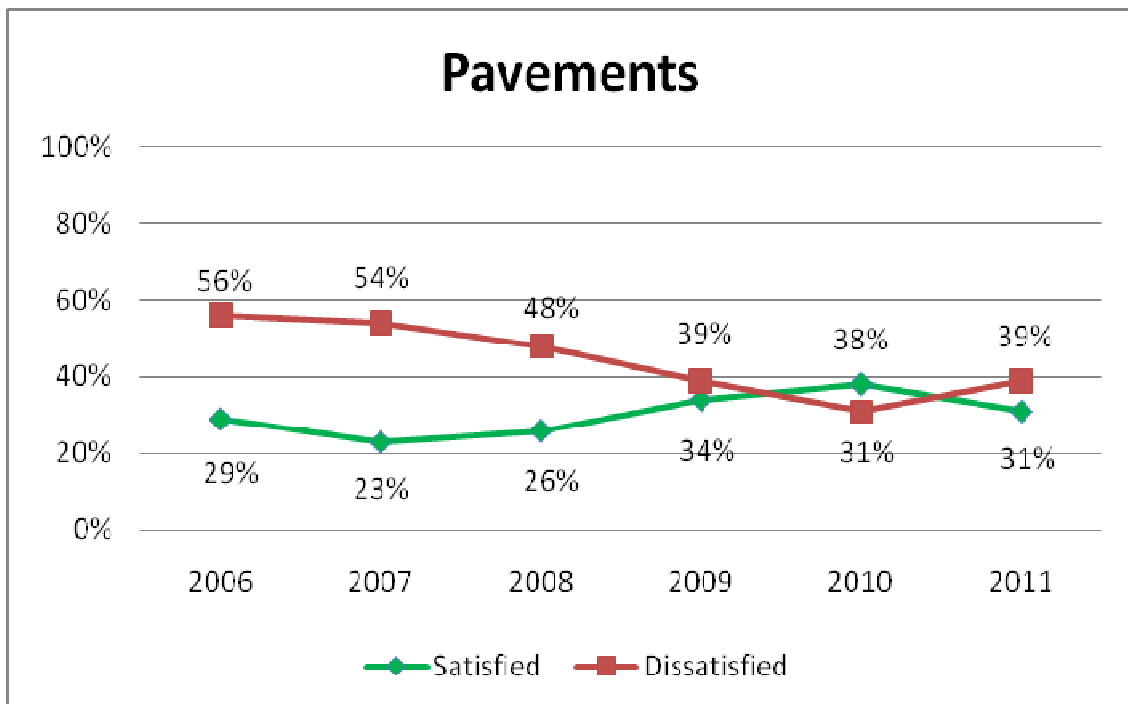


Figure 3 - Combined Results - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison (average of residents, County Members & Parish/Town Councils)

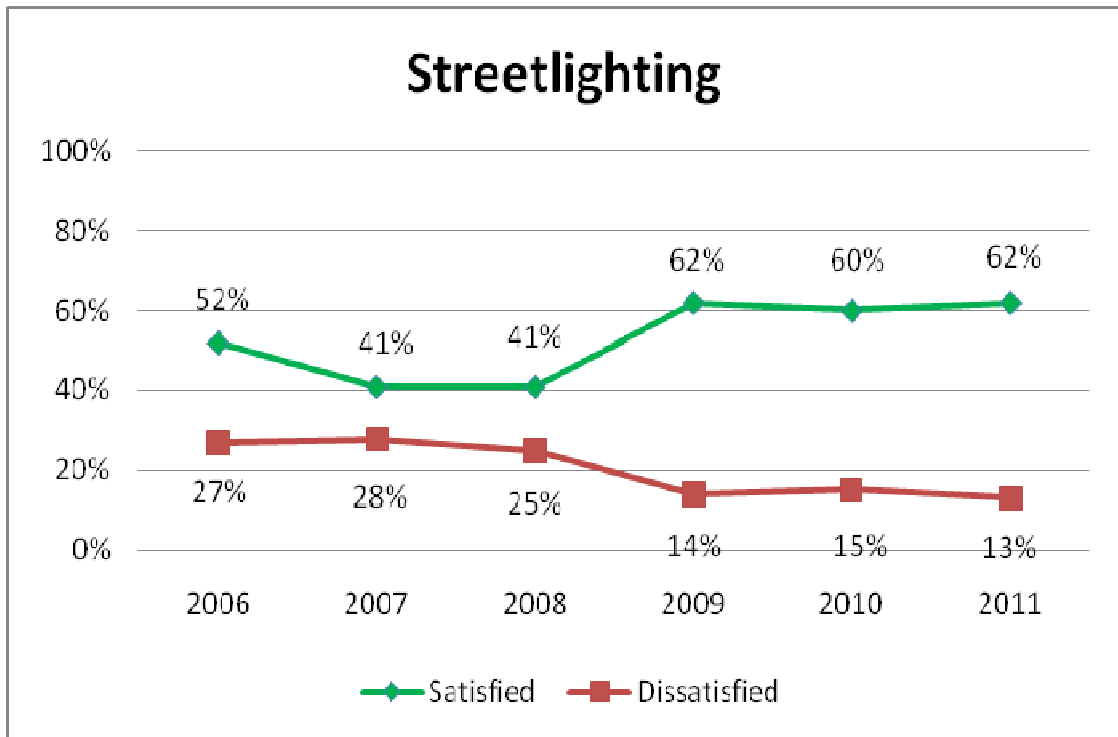


Figure 4 -Residents - Satisfaction with the condition of roads in the local area – year-on-year comparison

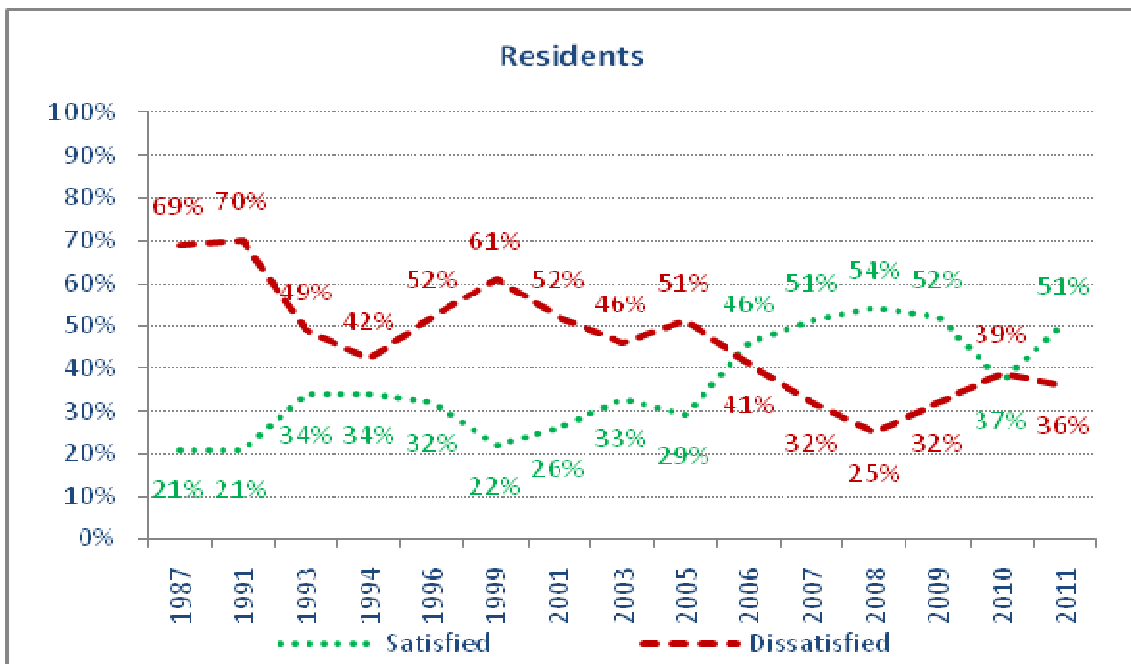


Figure 5 - Residents - Satisfaction with the condition of pavements in the local area – year-on-year comparison

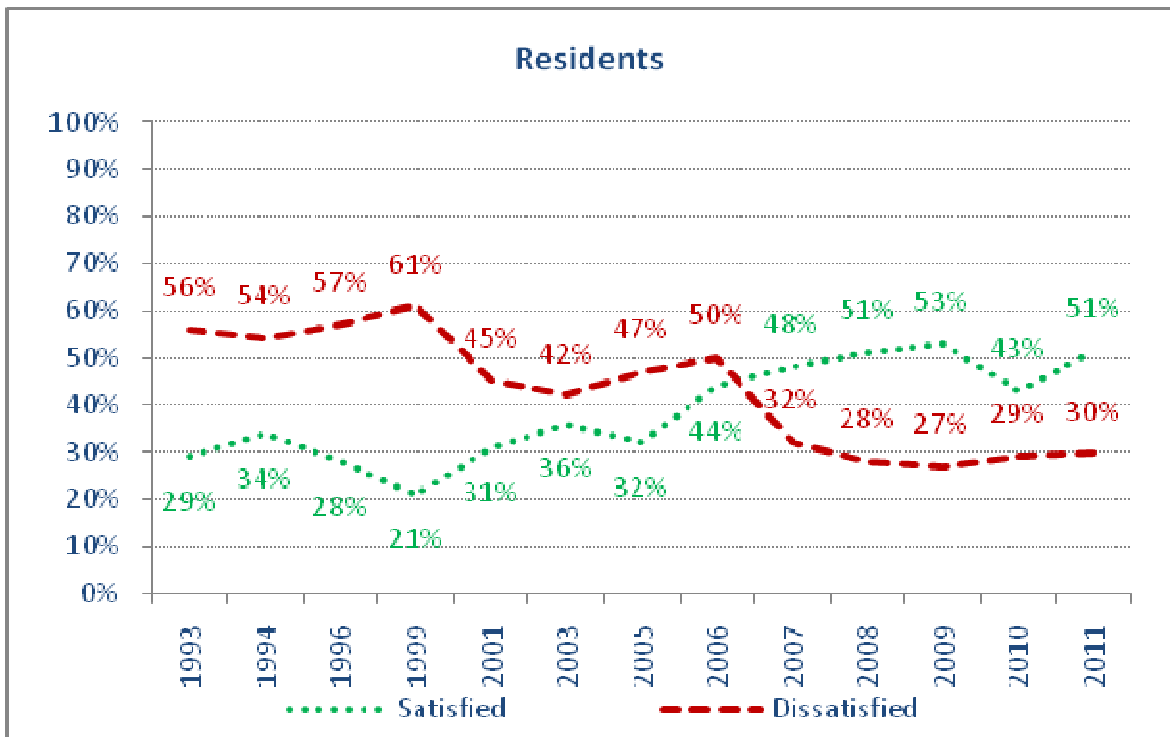


Figure 6 - Residents - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

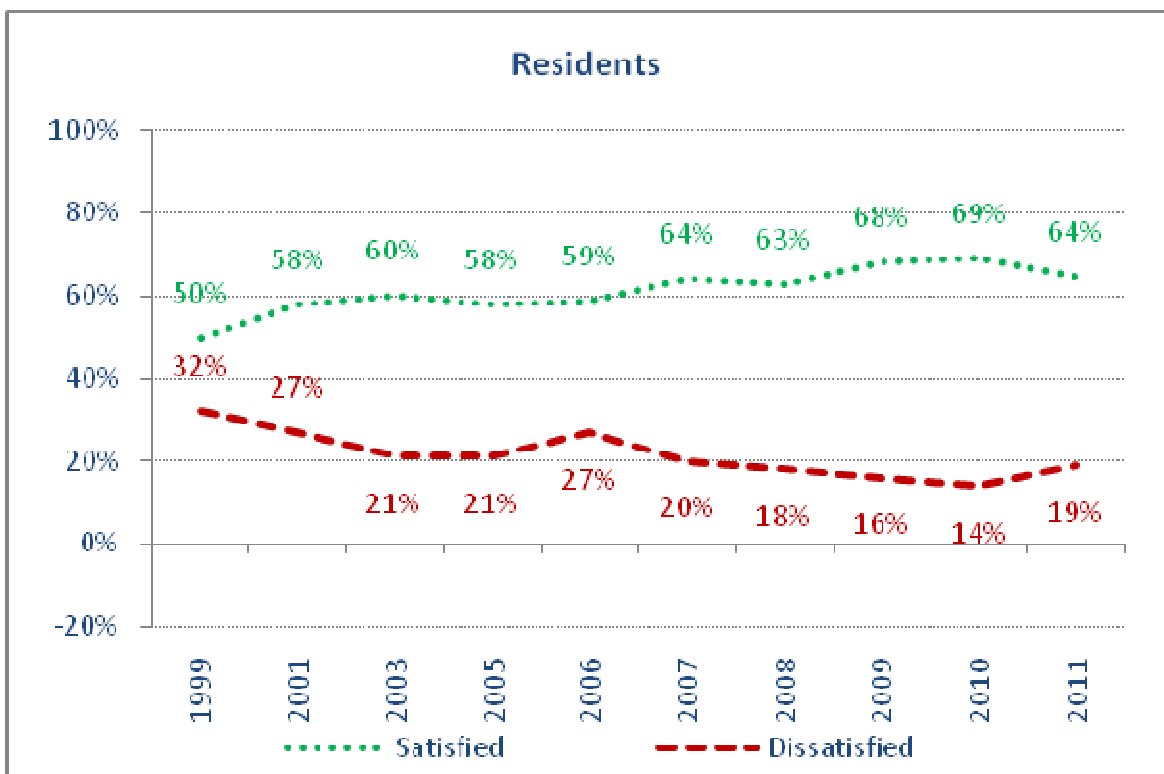


Figure 7 –Parish/Town Councils - Satisfaction with the condition of roads in the local area – year-on-year comparison

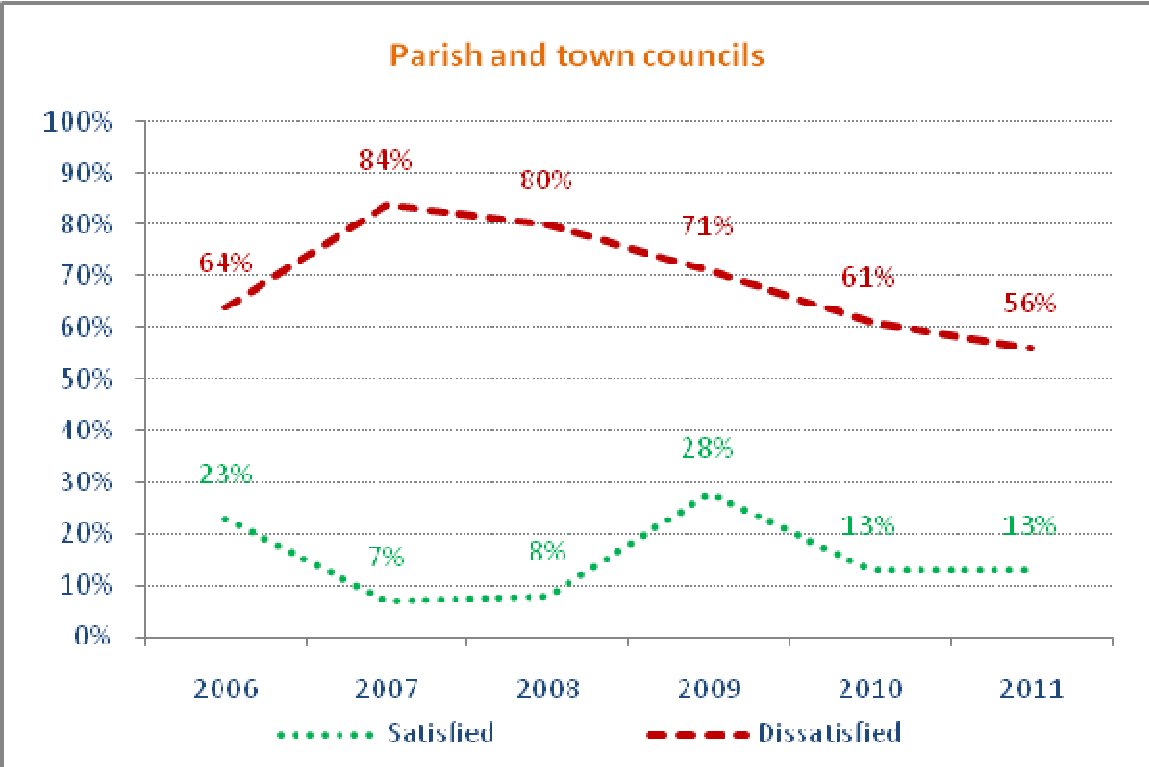


Figure 8 - Parish/Town Councils - Satisfaction with the condition of pavements in the local area – year-on-year comparison

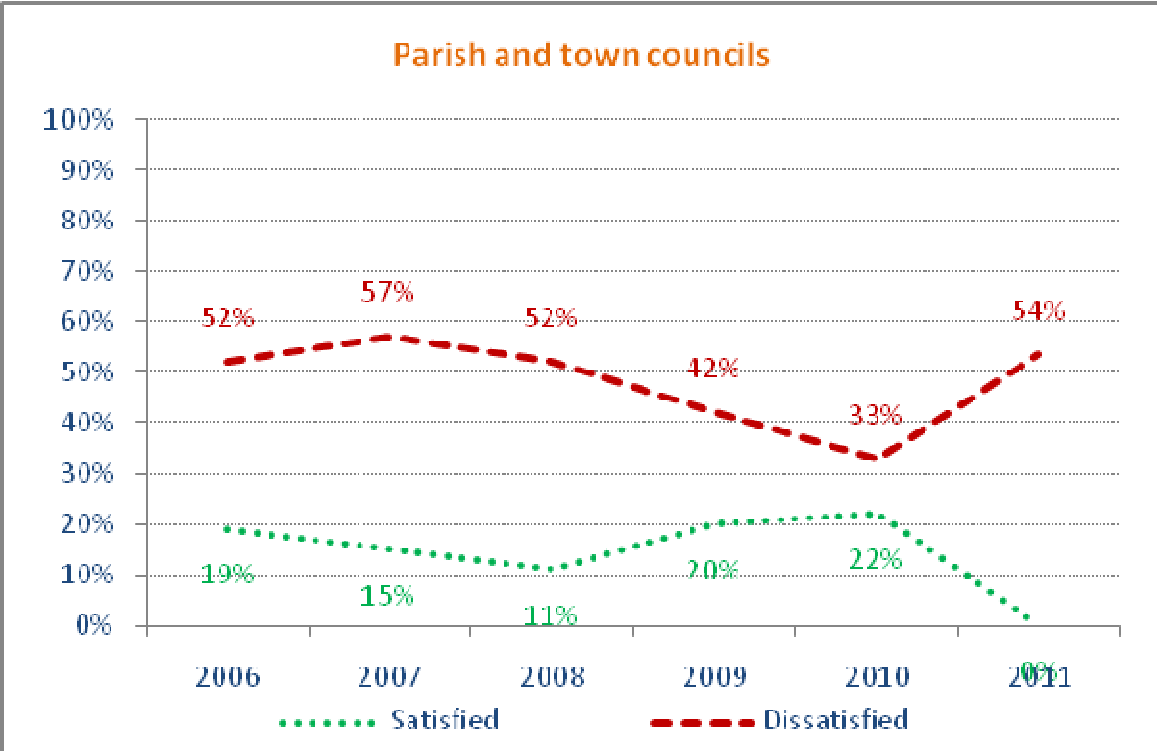


Figure 9 - Parish/Town Councils - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison

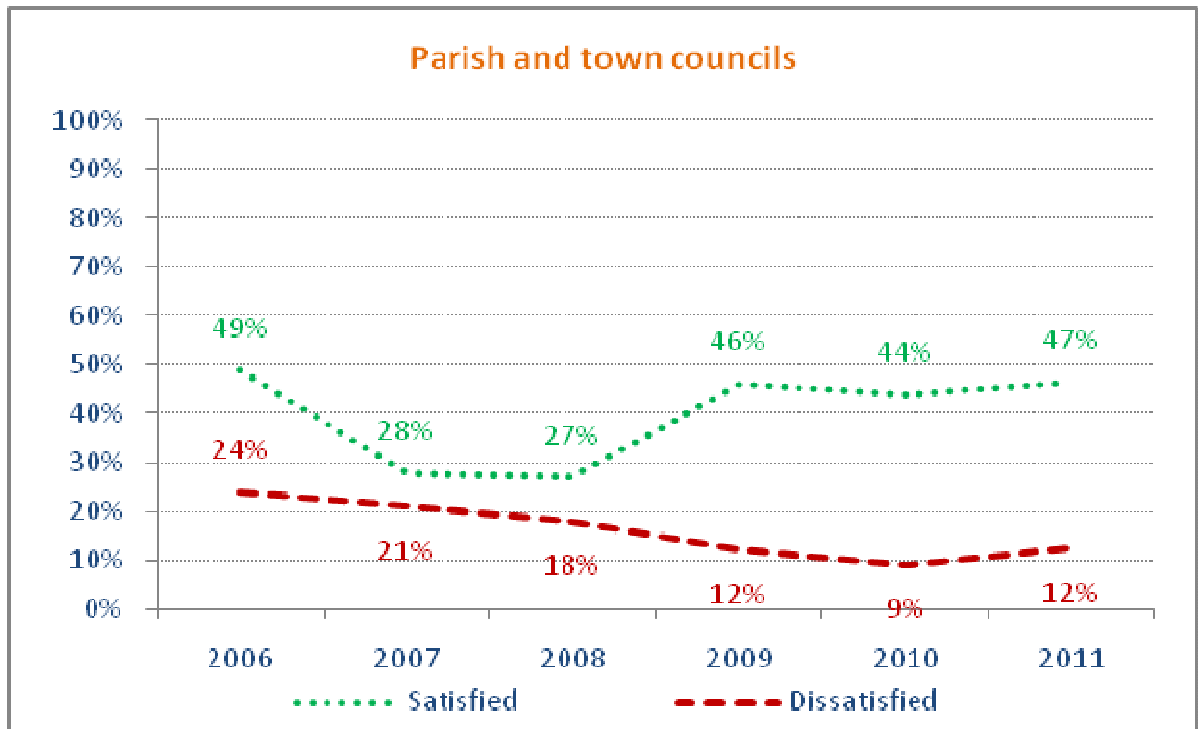


Figure 10 –County Members - Satisfaction with the condition of roads in the local area – year-on-year comparison

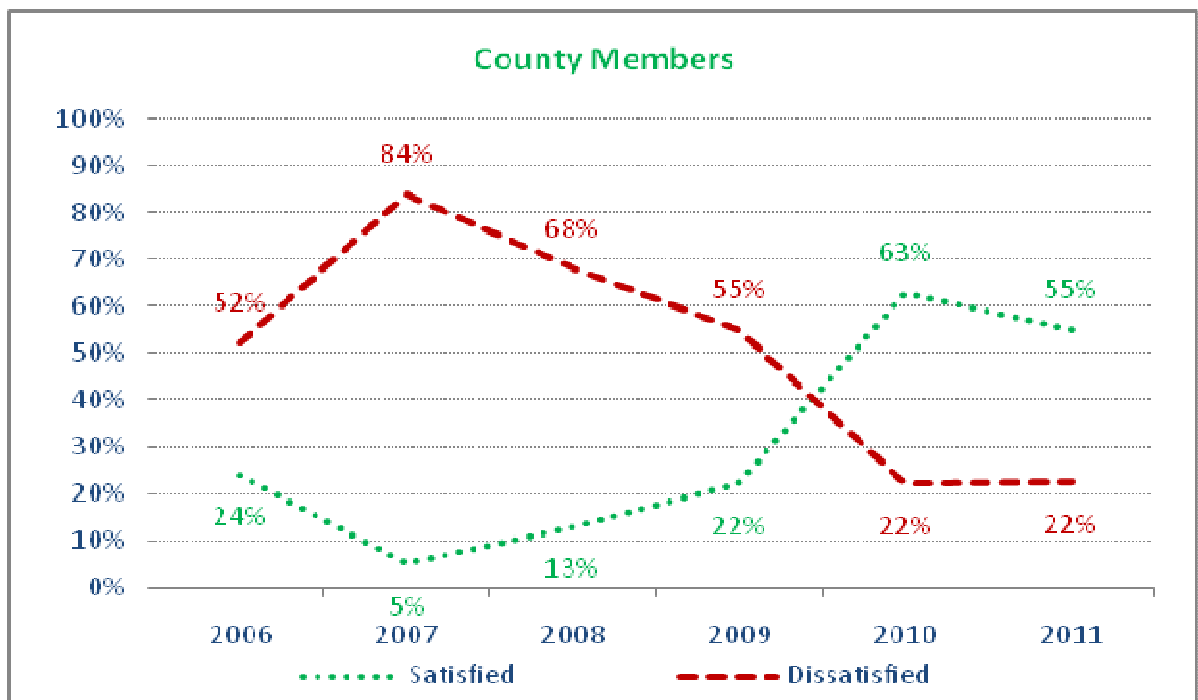


Figure 11 - County Members - Satisfaction with the condition of pavements in the local area – year-on-year comparison

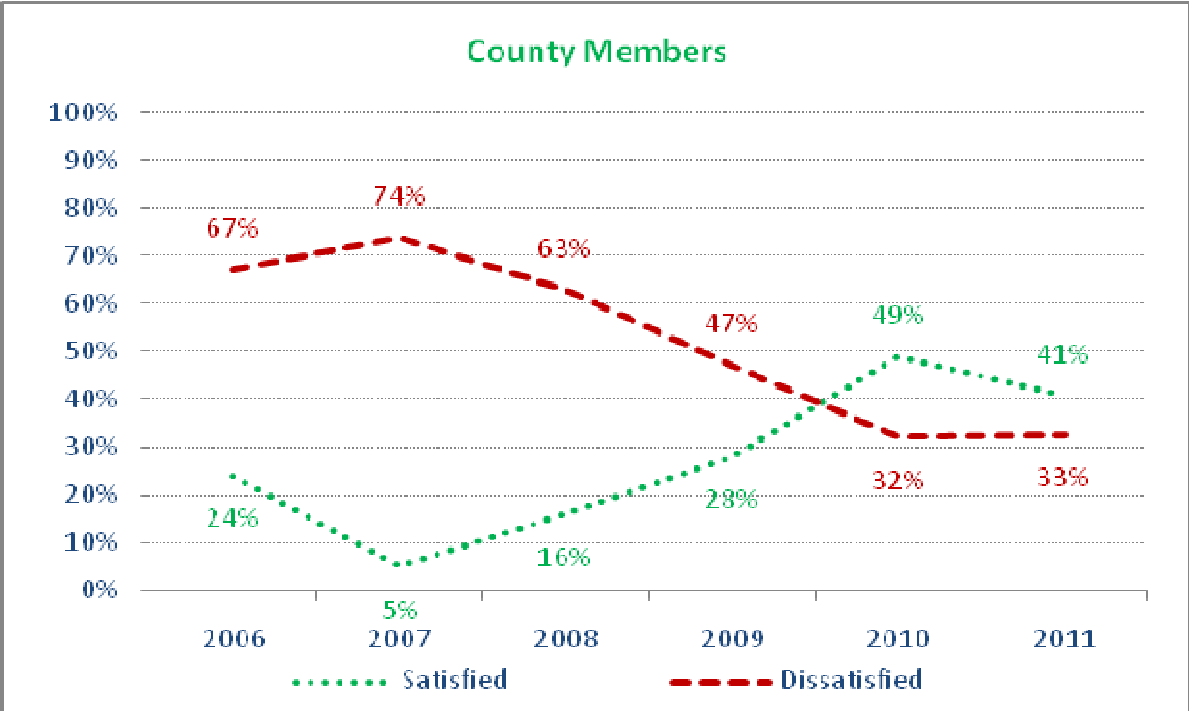
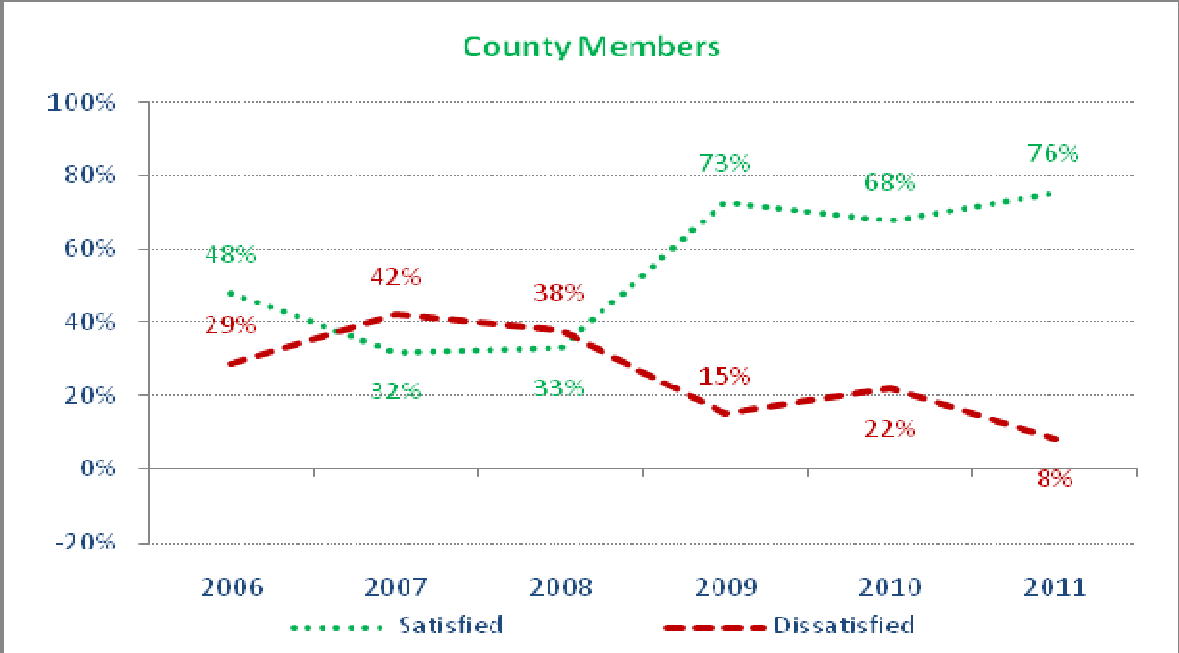


Figure 12 - County Members - overall satisfaction with the condition of street lighting in the local area – year-on-year comparison



This page is intentionally left blank