

SEVENOAKS JOINT TRANSPORTATION BOARD

12 December 2012 at 7.00 pm

Conference Room, Argyle Road, Sevenoaks

AGENDA

Membership

Chairman: County Cllr. Parry Vice-Chairman: Cllr. (James) London

District Councillors Members

Mrs. Davison, Edwards-Winsor, Searles, Towell, Underwood and Williamson

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

Brazier, Brookbank, Chard, Gough, Lake and (John) London

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

Cllr. Robson

	<u>Pages</u>	<u>Contact</u>
Apologies for Absence		
1. Minutes Minutes of the meeting held on 12 September 2012.	(Pages 1 - 6)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 7 - 8)	
4. Childsbridge Lane TN15 Speed and Road Layout	(Pages 9 - 14)	
5. Badgers Mount Residents Association - Road Safety Appeal & Petition	(Pages 15 - 54)	
6. Bat and Ball Junction TO FOLLOW		
7. Pedestrian Crossing at the Pembroke Road/High Street/Suffolk Way Traffic Signal Junction	(Pages 55 - 62)	
8. Highway Improvement Scheme Progress Report	(Pages 63 - 70)	

9. **Highway Works Programme 2012/13** (Pages 71 - 76)
10. **Briefing Paper by the Sevenoaks Rail Travellers Association on rail matters including Brighton Mainline 2** (Pages 77 - 80)

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.)

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 held on 12 September 2012 commencing at 7.00 pm

Present: County Cllr. Parry (Chairman)

Cllr. London (Vice Chairman)

District Cllrs. Mrs. Davison, Edwards-Winser, Searles, Towell and Underwood.

County Cllrs. Brazier, Brookbank, Chard, Gough, Lake, London (John).

The representative from the Kent Association of Parish Councils: Cllr. Robson.

Apologies for absence were received from County Cllr. Brookbank and District Cllr Williamson.

District Cllrs. Davison and Hunter were also present.

9. Minutes

Resolved: That the Minutes of the meeting of the Sevenoaks Joint Transportation Board held on 13 June 2012 be approved and signed by the Chairman as a correct record, subject to Minute 8, first line, being amended to read 'Members discussed the paper'.

10. Declarations of interest

No new declarations were made.

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

Resolved: That the actions from previous meeting be noted.

12. Proposed Parking Restrictions in Chevening and Riverhead

The Senior Parking and Traffic Engineer (SDC) updated the Board on the new and amended existing parking restrictions in the Witches Lane, Westerham Road, Cranmer Road and St Marys Drive areas of Chevening and Riverhead parishes which had been agreed at the meeting in December 2011. He advised that the restrictions had been effective. There had been complaints at St Mary's Drive of the access being blocked which could be solved with a white protection line, and the resident had been advised to contact Kent Highways Services (KHS) with regard to this. A separate issue that had arisen and may need future investigation was possible displacement parking caused by changes to the 'Harvester' private car park nearby.

13. Changes to parking restrictions at various locations in Sevenoaks District - Amendment 25

The Senior Parking and Traffic Engineer, Sevenoaks District Council (SDC) presented the report which considered the formal consultation on changes to parking restrictions at 28 locations across the District, forming Amendment 25 to the on-street Traffic Regulation Order. Further to the report he advised the Board that Halstead Parish Council had requested that despite not being supported at the informal consultation stage, they would still like the proposals for Otford Lane and Church Lane crossroads to be considered. The Chairman put this to the Board who agreed on a show of hands that the proposals for Otford Lane and Church Lane crossroads, Halstead, should be taken forward to the formal consultation process.

The Senior Parking and Traffic Engineer (SDC) reported that in relation to Sycamore Drive, Swanley, County Councillor Brookbank had asked that a parking bay be reduced in size but this had fallen outside of the consultation process but could be incorporated into the next amendment process.

The Board was addressed by a local resident, Mr. Metcher concerning the parking bay at High Firs Swanley. Local District and County Members spoke to this item and were in favour of removing the parking bay for safety reasons. The Chairman put this to the Board who agreed on a show of hands to remove the parking bay.

The Board was also addressed by Mrs. Brooker concerning the new double yellow lines proposed for the Main Road at Knockholt supporting the changes but requesting them to be introduced at the earliest opportunity.

Members of the Board considered the recommendations contained within the report, subject to the amendments above and

Resolved: That

- a) the proposals included for information in the report, be noted;
- b) the proposals for Otford Lane and Church Lane crossroads be taken forward to the formal consultation process; and
- c) the objections received to the proposals detailed within the report be noted and the following decisions taken

Location		Decision
Edenbridge	Robyns Way & Hever Road	Set aside objection and introduce proposals
Farningham	High Street	Uphold objection and abandon proposals

Location		Decision
Otford	Sevenoaks Road & Warham Road	Uphold objections and introduce restrictions in part
Sevenoaks	Bayham Road & Serpentine Road	Set aside objections and introduce modified proposals
	Granville Road	Set aside objection and introduce proposals
Shoreham & Halstead	Badgers Rise & Old London Road	Set aside objection and introduce proposals
Swanley	Court Crescent	Uphold objections and abandon proposals
	High Firs	Set aside objections and introduce proposals
	Sycamore Drive & Bonney Way	Set aside objection and introduce proposals
West Kingsdown	Church Road & Chancel Close	Set aside objection and introduce proposals

14. Bat and Ball Junction - Verbal Update

Further to the report received, the Strategic Transport and Development Planner for Sevenoaks (KCC) presented the Board with a number of possible options being considered to help improve the traffic and air quality of the junction with the use of the s.106 funding.

Members discussed the information presented, expressed various concerns but agreed in principle to the concept/options being explored. It was agreed that a much more detailed and in depth report was required for decision. Members hoped that such a report could be circulated in advance of the usual five clear days required for the agenda.

Resolved: That progress to date be noted and a detailed report be submitted to a future meeting of the Board.

15. Pedestrian Crossing at the Pembroke Road/High Street/Suffolk Way Traffic Signal Junction

The Strategic Transport and Development Planner for Sevenoaks (KCC) advised that the decision to implement a pedestrian phase/stage at the junction of Pembroke Road/High Street/Suffolk Way had been considered by the KCC Cabinet Member for Environment,

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Highways and Waste and he had decided not to proceed with it in view of the detrimental impact on traffic and air quality and the cost to upgrade the signals exceeding funds available. However he advised that the contribution could still cover works to enhance the uncontrolled pedestrian facilities at the junction such as surface treatment, road markings and warning signs.

The Board expressed their disappointment at the decision taken.

Resolved: That the Chairman write a letter, on behalf of the Board, urging the KCC Cabinet Member for Environment, Highways and Waste to reconsider his decision and find the extra funds required.

16. A25 Seal to Ightham - Speed Limit Proposals

Members considered the report which provided updated results of the A25 50 mph speed limit consultation. The Board was addressed by Mr. Milligan who did not see a need to restrict this route.

Resolved: That the implementation of the proposed 50 mph speed limit on the A25 between Spring Lane and the By Pass, be agreed.

The Board requested that, as far as practicably possible, Officers use additional signage posts and minimise the need for additional signage posts.

17. Winter Service Plan

Members considered the report that outlined the arrangements made between Kent County Council and Sevenoaks District Council to provide a local winter service plan in the event of an operational snow alert in the borough/district.

Action: District Manager (Sevenoaks) KCC, to check whether red diesel tractors are allowed to drive on public roads.

Resolved: That the report be noted.

18. Highway Improvement Scheme Progress Report

Members considered the report which described the progress to date and anticipated progress over the next three months of all the programmed highway improvements and schemes expected to be included in Kent County Council's 2012/13 Capital Programme.

Resolved: That the report be noted.

19. Brighton Mainline 2 (BML2)

Councillor Robson highlighted the importance for the need of a second Brighton Mainline (BML2) to create more capacity in the south. He had brought leaflets on the issue which he urged Members to read and asked them to help raise interest in this cause.

Resolved: That the Chairman write to the relevant KCC Cabinet Member, on behalf of the Board, expressing support for the Brighton Mainline 2 and requesting it's inclusion on the Kent Local Transport Plan.

THE MEETING WAS CONCLUDED AT 8.37 PM

CHAIRMAN

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ACTION SHEET

ONGOING/ PENDING ACTIONS				
	Action date	Description	Status and last updated	Contact Officer
1.	14.12.11	<u>Sevenoaks Pedestrian Guardrailing Assessment</u> (Minute 14 (b)) consideration of Sites 2 and 4 be deferred until the next meeting of the Board.	Verbal update to be given at the meeting	Julian Cook 08458 247 800
2.	12.09.12	<u>Bat and Ball Junction</u> (Minute 14) a detailed report be submitted to a future meeting of the Board.	A detailed report is on the agenda	Chad Nwanosike 08458 247 800
3.	12.09.12	<u>Winter Service Plan</u> (Minute 17) District Manager (Sevenoaks) KCC, to check whether red diesel tractors are allowed to drive on public roads.	The enquiry has been resolved with the Member concerned.	Julian Cook 08458 247 800

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To: Sevenoaks Joint Transportation Board
By: Tim Read, Head of Transportation
Date: 12th December 2012
Subject: Childsbridge Lane TN15 Speed and Road Layout
Classification: Information only

Summary: Petition to be handed to KCC and presentation by lead petitioner.

Recommendations: None

Contact officer: Steven Noad
Tel: 08458 247800

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Report

Road Safety Childsbridge Lane

Situation:

Childsbridge Lane railway bridge crossing is construed by many in the local community to be a dangerous part of the highway due to the road layout and approaching speed of motorists.

The bridge and its lack of safe pedestrian access across it is a physical and psychological barrier which is preventing the local communities from engaging, causing social and economic detriment to those communities.

Seal and Kemsing have shown great commitment and passion by working together on this campaign for a common goal.

Parents in Kemsing refuse to walk their children to school in Seal through fear of crossing this bridge.

Two pedestrians have been hit by motorists both suffering injury to the extent that a year on one is continuing to receive treatment and undergoing further tests to diagnose skeletal damage.

Mrs Tracey Smith Head Teacher Seal School expressed concern as many children now attend the school from Kemsing and safety over the railway bridge is a recurrent topic of conversation among parents and teachers at the school.

Parents refuse to run the risk of walking their children to school from Kemsing because they do not want to cross this bridge. Today one of the government's key objectives is to encourage young people to engage in daily activity, the hazards associated with this bridge are hindering this and therefore addressing these concerns is a very important for parents, children and the local community.

Objective:

Safety improvements across the railway bridge in order that pedestrians may cross without fear or threat of harm.

A traffic calming scheme is proposed which would hinge around a protected area in which pedestrians may walk across the bridge. As traffic approaches a priority layout across the bridge the scheme would act to reduction the speed of traffic flow into the 30 zone and make the crossing for pedestrians safer.

Actions:

The local communities of Seal & Kemsing have been very keen to get involved and support this local issue.

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A petition has been set up electronically and on paper and is massing a number of signature in support of road layout changes over the bridge.

A Speed Watch Scheme has been set up by members of the community in order to further monitor excessive speed and highlight speed concern to motorists.

Many people have emailed with accounts of near misses and their concerns in relation to venturing over the railway bridge, two of the most concerning case studies are listed below.

The police are in support of this proposal and have conducted speed checks, locals have also monitored traffic flow in order to provide a snap shot of the high number of vehicles using this stretch of road, making it very dangerous for pedestrians to cross.

Results & figures:

Traffic survey carried out by members of the public

Date	Time	Total
06.11.12	0730-0830	Total vehicles 524
06.11.12	1830-1930	Total vehicles 323
10.11.12	1000-1100	Total vehicles 356
12.11.12	1430-1530	Total vehicles 387

Speed checks carried out by local police

22.11.12 Duration speed monitored: half an hour and in that period 5 cars were stopped due to travelling excessive speeds.

Recommendation from Chief Inspector STEENHUIS of Kent Police Sevenoaks District:

Speeding is one of the communities top priorities across the district and we are often asked to conduct enforcement in certain areas. The difficulty is that the enforcement works for a very short period of time in relation to the reduction of speed on the highway. When enforcement officers move on, the speeding vehicles return.

I am sure you will understand that we are unable to provide a constant presence to undertake speeding enforcement, therefore, I would recommend your campaign ensures Highways looks to design out the speeding issue, with the use of traffic calming measures, rather than just reduce the speed limits.

Case studies

Mrs Chevin

On 09/10/1, a Sunday afternoon at around 1645 hours in day light, she was walking with friend & her dog over the bridge southbound. A vehicle hit her causing her a broken arm which remained in plaster for 6 weeks, ongoing physiotherapy treatment, she has seen a specialist who has recommended an injection into her shoulder for

pain. Furthermore she has had an MRI scan, seen her GP on numerous occasions due to the ongoing issue of her hand feeling like a dead weight, she has recently been diagnosed with severe damage to the cartilage in her wrist and she is now too afraid to walk across the bridge. Incident reported to police however vehicle failed to stop.

Mr Duke

Walking his dog across the bridge at around 1100 hours on a week day morning April 2012, hit by a vehicle's wing mirror, reported the incident to police however vehicle failed to stop. Unable to work for two weeks due to bruising sustained to shoulder.

Maresfield Parish Council traffic calming scheme

The traffic calming scheme in place in Maresfield was introduced specifically to improve safety for non-motorised road users and target excessive speed.

After the scheme was implemented results obtained over a 24/7 radar speed check showed the average speed was recorded at 2 MPH lower than the 30 mph limit.

Any increment in speed above 30mph greatly increases the chances of death to pedestrians hit by speeding vehicles – such a reduction in speed has made the road safer for those “non-motorised” road users.

Result:

Ongoing support continues for the safety changes proposed, the communities of Seal & Kemisng are committed in calling for a change in road layout in order that the railway bridge on Childsbridge Lane is a safe place to walk across.

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BADGERS MOUNT RESIDENTS ASSOCIATION – ROAD SAFETY APPEAL & PETITION

Sevenoaks Joint Transportation Board – 12 December 2012

Report of the: KCC Head of Transportation – Tim Read

Status: For Decision

Recommendation: That Members note the receipt of the appeal document and petition.

Background

This report follows receipt of a road safety appeal from the Badgers Mount Residents Association (BMRA) by Roger Gough, KCC Member for Darent Valley on 28th September 2012.

The appeal requests a reduction in the current speed limit for the A224 through Badgers Mount from 60mph to 40mph together with additional safety measures on both A224 and Old London Road.

Attached to this appeal document is a petition, organised by the BMRA and it is entitled “Reduction of Speed Limit on A224 Orpington by Pass to 40mph together with Traffic Calming / Road Safety Measures to both the A224 and Old London Road”, it contains 355 locally collected signatures.

Subsequent to the receipt of the report and petition Roger Gough met with Steven Noad in his capacity as Traffic Engineer for Sevenoaks to discuss the way forward.

Neither of the roads in question feature within the latest Crash Remedial Cluster review for Kent Roads, using the previous three years of police STATS19 data, correct to 30th June 2012. However, in view of the fatal accident on the A224 on 24th July these roads will be included in the review process.

Automated traffic surveys have already been commissioned to further understand traffic volumes and speeds for both roads. The results are expected before Christmas but should we experience severe weather it may be necessary to delay the surveys to ensure representative data.

Recommendation

Kent County Council Highways & Transportation request that the Board note the receipt of the appeal document and petition. A further report will be presented at a later date containing recommendations for actions subject to the necessary funding being available.

Sources of Information: Kent County Council Highways & Transportation

Contact Officer(s): Steven Noad - 08458 247 800

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APPEAL

by the Badgers Mount Residents Association

**To Reduce the Speed Limit on the
A224 through Badgers Mount
from 60 mph to 40mph**

**Together with Additional Safety Measures
on both the A224 and Old London Road**

Reason for Appeal

Following the fatal accident which occurred on the Orpington By Pass (A224) by Badgers Road, on Tuesday 24th July 2012, causing the tragic and unnecessary death of one of our long standing residents, the Badgers Mount Residents Association (BMRA) wish to put forward their representation for the lowering of the speed limit on the A224 to 40 mph, together with associated traffic calming and road safety measures on both the A224 and the Badgers Mount section of Old London Road.

A224 - Road Safety Concerns

- The A224 cuts through the centre of a residential area / village
- Pedestrians crossing the A224 to access public transport and social links
- Public Footpaths link both sides of the A224
- Amount of traffic accessing the A224 from side roads
- Use of A224 by HGVs and similar
- Speed limits on surrounding and / or comparable roads
- Accident history of the A224

A224 - Road Safety Measures Suggested

- Reduction in speed limit to 40 mph
- Traffic lights & pedestrian crossing at Badgers Road Junction (Option 1)
- Mini roundabout & pedestrian crossing at Badgers Road Junction (Option 2)
- New traffic island
- Cleaning / maintenance / upgrading of existing road signs / islands
- New road signs
- Maintenance of trees / undergrowth to allow safe sight lines
- Footpath to the east side of the A224
- Road markings
- Additional traffic calming measures

Old London Road, Badgers Mount - Road Safety Concerns

- Pedestrians crossing Old London Road to access public transport
- Public Footpaths link both sides of the Old London Road
- Current 40 mph limit not encouraged or enforced
- Used as a 'rat run' by many vehicles including HGVs
- Recent accidents on Old London Road

Old London Road, Badgers Mount - Road Safety Measures Suggested

- Traffic islands at three locations, linking footpaths and bus stops
- Cleaning / maintenance / upgrading of existing road signs / markings
- New road signs / road markings
- Additional traffic calming measures

A224 - Road Safety Concerns

1. The A224 Cuts Through the Centre of a Residential Area

The A224, despite being named the Orpington By Pass, runs through the centre of the village of Badgers Mount, with residential properties fronting both sides of the road. It cannot be treated as a traditional 'By Pass' for speed limit reasons, it must be regarded as a residential road utilised, on a pedestrian and vehicular basis, by a considerable number of Badgers Mount residents, both young and old. It bears no resemblance to the A21 south of the A25, the Sevenoaks and Tonbridge By Passes, and it certainly does not bypass Orpington. To rectify this anomaly perhaps Kent County Council could consider re-naming this road.

Please see Appendices 1 & 2 showing the layout of Badgers Mount and how the A224 cuts through the centre of the village. Appendix 3 shows an aerial photograph of Badgers Mount, again showing the layout of both the A224 and Old London Road in relation to the residential properties.

It should also be borne in mind that this area is also a haven for wildlife. Deer charge across the roads, indeed there are deer warning road signs in place on the A224. Should a vehicle hit a deer at 60 mph it could cause serious injury or possibly even death to the driver, especially a motorcyclist, and of course the animal involved.

2. Pedestrian Crossing of the A224

The A224 is used by many pedestrians, i.e.

- a) The only bus stops serving Badgers Mount are situated in Old London Road. These bus stops are used by the following residents:
 - i) Schoolchildren from the east side of the A224 need to cross the road, often in hours of darkness during the winter months, and in traditional dark school clothing / uniforms.
 - ii) Commuters from the east side of the A224 also need to cross the road to access Knockholt Station, again often in hours of darkness during the winter months.

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- b) Residents accessing the Badgers Mount Memorial Hall at the corner of the A224 and Highland Road from Old London Road and the west side of the A224 also need to cross this road. It should be noted that there are steps leading from the Memorial Hall directly onto the A224, encouraging hall users to cross the road at this point. This access is hidden by overgrown trees and therefore drivers may be unaware of people exiting at this point.
- c) Dog walkers and residents wishing to avail themselves of the facilities offered at Andrews Wood and other woodland areas on the east side of the A224 will need to cross this road
- d) Residents wishing to access Polhill Garden Centre (Badgers Mount nearest shopping facility) or the Toby Carvery (Badgers Mount nearest public house) on the other side of Polhill Roundabout may also need to cross the A224.

It should be noted that a high percentage of Badgers Mount residents are older and therefore need additional time to cross a fast 60 mph road. Residents with young children also need sufficient time to cross the A224 – something that is not possible with traffic travelling at 60 mph. The Department for Transport Circular 01/2006 'Setting Local Speed Limits', which has been adopted by Kent County Council (KCC), advises that there should be an assessment of the conditions and facilities for vulnerable road users when setting local speed limits.

Residents are literally too scared to use the pedestrian islands as they feel too vulnerable when large vehicles such as HGVs, rush past at 60 mph. The level of 'public anxiety' should therefore be taken into account when assessing local speed limits (DFT Circular 01/2006 Setting Local Speed Limits).

3. Public Footpaths Link Both Sides of the A224

As can be seen from the attached maps (Appendices 1 & 2) there are numerous footpaths traversing Badgers Mount which encourage residents to cross at various points along this road, thus acknowledging the need for safe crossing facilities.

- SR7 / SR7A / SR596
Crosses the A224 and links with the bus stops on both sides of Old London Road as well as access to Knockholt station
- SR669
Crosses the A224 and links with the bus stops on both sides of Old London Road
- SR8
Crosses both the A224 and Old London Road to link with Halstead

4. Traffic Accessing the A224 From Side Roads

There is a considerable amount of residential traffic accessing the A224 between Polhill roundabout and its junction with Woodlands View:

a) Residential properties

- i) All the residential properties fronting directly onto the A224 (32 properties)
- ii) All the residential properties in :

Badgers Road	(29 properties)
Johnsons Avenue	(19)
Milton Avenue	(22)
Highland Road	(47)
Charles Road	(3)

access the A224 via two points - Badgers Road and Highland Road.

Total number of properties accessing the A224 from these two points is therefore 120.

- iii) All the residential properties from Sandersons Avenue, Christies Avenue and Woodlands View also access the A224 (27 no.)

Thus, 179 residential properties access the A224 within the section of road where the BMRA would like to see the speed limit reduced.

- b) The position of Elite Motors and D & G Car Wash which are situated opposite Badgers Road, also means that many cars enter and exit the A224 at this point. It should be pointed out that drivers often find it difficult to get out into the fast stream of traffic when exiting the premises and turning right across the direction of traffic. These waiting vehicles also make it difficult for pedestrians exiting the footpath to the north of the car showroom to cross east on the A224 to see traffic approaching at high speed. (Appendix 9)
- c) The Memorial Hall, the very hub of Badgers Mount life hosts very many events on a daily basis. Many events are accessed by residents on foot, however many are accessed via cars. Turning into Highland Road from the A224 from a northerly direction can be dangerous, due to the very sharp turn and the need to slow down almost to a stop in order to take the turn. Vehicles travelling at 60 mph, particularly HGVs, do not always travel at the safe distance from the vehicle in front – this is likely to cause further safety issues.

5. Use of A224 by HGVs & Similar

Since the old MOD site in Shacklands Road was sold to FM Conway Ltd and unlimited 24hr vehicle movements have been allowed, there has been a sharp increase in the amount of HGVs using the A224, some of which are articulated lorries with 40 foot trailers, which if fully loaded could be 44 tonnes. All vehicles are capable of being 'lethal weapons' if they are involved with a pedestrian or another vehicle, and HGVs (20 / 30 ton) require a braking distance of 300 – 360 feet on dry roads when travelling at 60 mph.

This does not take into account reaction time of the driver, other road conditions, sun blind spots or reduced visibility due to weather conditions or the hours of darkness. There could therefore be insufficient time to allow a vulnerable pedestrian such as a schoolchild, elderly resident or a parent with young children to cross safely. The BMRA do not believe this to be realistic in such a residential area where the A224 is used as almost a 'footpath' between the different parts of the village.

Motor bikes are also a particular danger, often reaching speeds in excess of 100 mph within metres of accessing the A224 northwards from Polhill roundabout. It is worth noting that residential properties with driveways onto the A224 start at approximately 100 metres northwards from this roundabout.

6. Speed Limits on Comparable and Surrounding Roads:

a) Old London Road - 40 mph limit

There are just 43 houses mainly along one side of Old London Road in Badgers Mount, with two side roads – Crest Close and Badgers Rise, contributing a further 19 houses, whose residents need to enter and exit into / from Old London Road. This makes a total of 62 houses fronting or accessing the Badgers Mount section of the Old London Road with a 40 mph limit.

This is in stark contrast to the figures quoted above for a similar length of the A224, i.e. 179 houses fronting the A224 and accessing the road from Badgers Road, Highland Road, etc.

The 40 mph limit currently in force was reduced from 50 mph several years ago.

b) A21 from the Hewitts roundabout towards Bromley - initially dual carriageway with no residential properties fronting has a 50 mph limit, however when the road reduces to single carriageway (a similar width to the A224 between Polhill and Hewitts roundabouts, complete with grass verges) and there are residential properties fronting the road (mainly on one side), and with side road accesses, the speed limit reduces to 40 mph.

- c) A224 from Hewitts roundabout towards Orpington – initially 60 mph, however the limit reduces to 40 mph when approaching side road accesses and at least one kilometre before any residential properties front the road. This road is of a similar width with grass verges to the section of the A224 between the Polhill and Hewitts roundabouts.
- d) A26 from its junction with the A21 at Tonbridge towards Tunbridge Wells - initially dual carriageway with no residential properties fronting has a 40 mph limit. This limit is maintained when the road becomes single carriageway with residential properties fronting, along with side road accesses.
- e) B2173 London Road, west of Swanley – whilst a B road it has a 40 mph speed limit and is of a similar width, with grass verges, crossing islands, side access and light controlled pedestrian crossings, albeit with fewer residential properties fronting.

7. Accident History of A224

Accident data obtained from Kent Police under Freedom of Information shows there have been 28 accidents on this section of the A224 during the last 10 years, not including the fatality on 24.07.12. Of these 28 accidents, 5 were classed as 'serious', which the BMRA believe to be an unacceptable level, showing the need for speed reduction and enforcement by traffic calming measures. (Appendix 10)

A224 - Road Safety Measures Suggested

1. Reduction in Speed Limit to 40mph

The BMRA request a reduction in the speed limit from 60 mph to 40 mph on the A224, between its junction with Polhill Roundabout and 150 metres to the north of the junction with Woodlands View . It may also be appropriate for the remaining part of the A224 up to Hewitts to be restricted to 50 mph.

2. Badgers Road Junction - Option 1

Traffic Lights with Light Controlled Pedestrian Crossing

Traffic lights to be positioned on the A224 at the junction with Badgers Road and exit from Elite Motors, together with a pedestrian crossing, as shown in Appendix 5.

This would have a double impact by making traffic slow / stop at this danger point, encouraging adherence to the reduced speed limit in the approach to the traffic lights, as well as allowing safe egress for drivers from both Badgers Road and Elite Motors / Car Wash.

The introduction of a light controlled pedestrian crossing at the traffic lights would provide a safe crossing point for pedestrians at the exact location that is most often used, i.e. crossing from Badgers Road (footpath SR7A) to footpath SR596 to access the bus stops and Knockholt station in Old London Road. This would also allow more vulnerable pedestrians, such as the elderly, visually impaired, residents with children and pushchairs sufficient time to cross this road in a safer and more controlled manner.

3. Badgers Road Junction - Option 2

Light Controlled Pedestrian Crossing

A light controlled pedestrian crossing to be positioned at the existing central island to the south of the junction of Elite Motors / Badgers Road to make a safe route from Badgers Road to the footpath leading to Old London Road. (Appendices 6 & 7)

This would have a double impact by making traffic / drivers slow down and adhere to the speed limit, as a reduction to 40mph by itself would not slow down all drivers, as well as providing a safer crossing point for pedestrians.

There is an example of pedestrian crossings and traffic calming along the A25 at the entrance and exit to the villages of Brasted and Sundridge. (See Appendix 14)

Mini Roundabout

This would allow safer egress for vehicles from both Badgers Road and Elite Motors / Car Wash, as well as helping to slow vehicles down at one of the most dangerous points of the A224. Please see Appendices 5 & 8 showing suggested positioning and layout of the proposed mini roundabout.

4. New Traffic Island

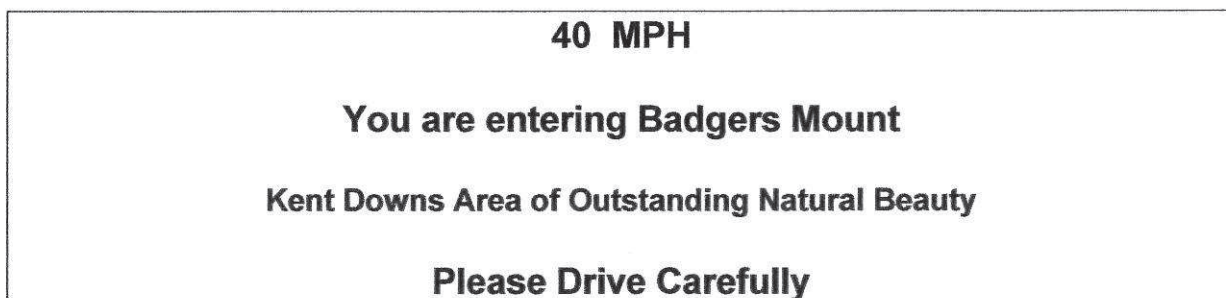
To be positioned to link Public Footpath SR8 which connects both sides of the A224. It has been noted by the BMRA that many pedestrians use this point to cross the road and follow SR8, and there are no other traffic islands within a reasonable distance. (Appendix 2)

5. Existing Road Signs / Islands

- a) Existing illuminated islands are not cleaned / maintained on a regular basis, thus reducing their effectiveness. It has been noted that some have even been out of order for several months at a time.
- b) The newer type central islands are not illuminated, only reflective, and again if not cleaned / maintained on a regular basis also reduces their effectiveness.
- c) Road / parking signs are not cleaned / maintained on a regular basis.

6. New Road Signs

- a) We would suggest that new speed limit signs are placed on the A224 at both ends of Badgers Mount, possibly replacing the existing signs, as per the example of the A25 in Brasted (Appendix 13) – to read:



- b) 'Entrance only' and 'exit only' signs at Elite motors to encourage correct use of entrance and exit as per revised road signage

7. Maintenance of Sight Lines Restricted by Trees / Undergrowth

At certain points along the A224 trees and undergrowth are restricting sight lines, particularly on the eastern side of the road. (Appendices 11 & 12) Trees and undergrowth should be regularly monitored and maintained in order to provide a safe environment for both drivers and pedestrians alike, and not left until a fatality occurs before being cut back. The BMRA noted that the overhanging trees at the junction of Badgers Road and the A224 were actually cut back within 24 hours of the fatal accident on 24.07.12. The BMRA believe cost cutting measures resulting in a reduction in maintaining sight lines should not even be considered when people's lives are at risk.

There is also the problem of overhanging / overgrown vegetation along the footpath on the western side of the A224 causing vulnerable / elderly residents, particularly those who are visually impaired, to have to walk on the uneven grass verge, and more crucially, along the verge of the eastern side which could cause pedestrians to have to walk on the very edge of the road, if not actually on the road, thus putting themselves at risk from traffic collision.

8. Footpath to the East Side of the A224

The BMRA have previously requested a footpath / pavement to the eastern side of the A224 between Polhill roundabout to join up with the section of footpath which runs in a southerly direction from Woodlands View to just beyond Badgers Road. This extended footpath, which combined with the regular monitoring and maintenance of sight lines, would allow pedestrians, particularly the elderly and those with pushchairs, to walk safely on the eastern side of the A224 and not have to un-necessarily cross the road twice in order to walk on a level / safe surface.

9. Road Markings

The positioning of road markings should be revisited, particularly in the area of Elite Motors / Car Wash, as these markings do not correspond with the way the premises is being used. (It was noted that the current markings were painted on Thursday 26th July, two days after the fatal accident)

Appendix 4 shows the existing layout of road markings between Sandersons / Christies Avenues and Badgers Road. Appendix 5 shows Option 1 being the suggested layout of traffic lights, pedestrian crossing and road markings, and Appendix 6 (Option 2) shows the suggested mini roundabout, pedestrian crossing and road markings in order to provide a safer environment for both pedestrians and vehicles alike.

10. Traffic Calming Measures

In order to support the reduced 40mph speed limit it may be necessary to introduce additional traffic calming measures.

- a) Flashing speed restriction sign at both entrances to Badgers Mount
- b) Speed limit marked on road surface (as per those recently installed on Polhill)
- c) Speed camera signs (which alert in car satellite navigation systems)

Old London Road, Badgers Mount - Road Safety Concerns

1. Pedestrians Crossing Old London Road to access Public Transport

Bus stops are situated on both eastern and western sides of Old London Road. These bus stops are utilised by school children, pedestrians with pushchairs and the elderly. As an example there are 9 children in Woodlands View, out of a total of just 12 residential properties, who have to cross both the A224 and Old London Road to get to the bus stops utilising footpath SR596. There are no traffic islands or pedestrian crossings whatsoever along the Badgers Mount section of Old London Road

2. Public Footpaths Linking Both Sides of Old London Road

Footpath SR8 crosses Old London Road and leads into Halstead, providing access to the church, nursery and primary schools, village pubs, tea rooms, shop and the nearest post office. Please see Appendix 1 showing the footpaths within Badgers Mount. Note that SR8 also crosses the A224 eastwards and continues into the woods beyond, making this a popular route for dog walkers.

Agenda Item 5

3. Current 40mph Limit Not Enforced

Whilst the speed limit is 40 mph there are no measures to encourage or enforce this and vehicles often travel at considerably higher speeds.

4. Use as a 'Rat Run'

Old London Road is used as a 'rat run' particularly by HGVs, cars, motorbikes and the skip lorries from BSP, the local waste depot at Knockholt Station, who wish to avoid the traffic congestion that occurs at the Hewitts roundabout on the A224.

5. Recent Accidents

During the preparation of this report, in August 2012, there have been two accidents on the Old London Road within 12 hours of each other, both of which occurred in daylight with good visibility.

16.08.12	20.00 hrs	Fatal collision between car and cyclist
17.08.12	07.30 hrs	Collision between car and BSP skip lorry Driver transported to hospital on a spinal board with the vehicle damaged beyond repair

Please see Appendix 15 showing photographs of the accident and positioning of vehicles driving along the Old London Road due to displacement Knockholt station parking.

Old London Road - Road Safety Measures Suggested

1. Traffic Islands

Traffic islands, with associated road markings, at three locations where footpaths cross Old London Road to assist pedestrians accessing the bus stops and footpath to Halstead:

- a) Two islands either side of the entrance to Crest Close, to allow safer crossing for those pedestrians accessing the bus stop and SR669
- b) One island located near to 52/54 Old London Road, to allow safer crossing for those pedestrians using SR8
- c) Two islands either side of the entrance to Badgers Rise, to allow safer crossing for those pedestrians accessing the bus stop and SR596, and extension of footpath / pavement to the west side of Old London Road to join up with the existing.

Please see Appendix 2 showing proposed locations.

2. Maintenance / Upgrading of Existing Road Signs / Markings

- a) Speed signs on road – to be re-painted where faded.
- b) Overhanging trees / undergrowth to be cut back to allow clear visibility of speed / road signs (Appendix 16 shows speed signs obliterated by foliage)

3. New Road Signs / Road Markings

- a) Additional speed signs to be painted on road in appropriate locations

4. Additional Traffic Calming Measures

- a) Speed camera signs – as per requested for the A224
- b) Flashing speed restriction sign – as per requested for the A224

Summary

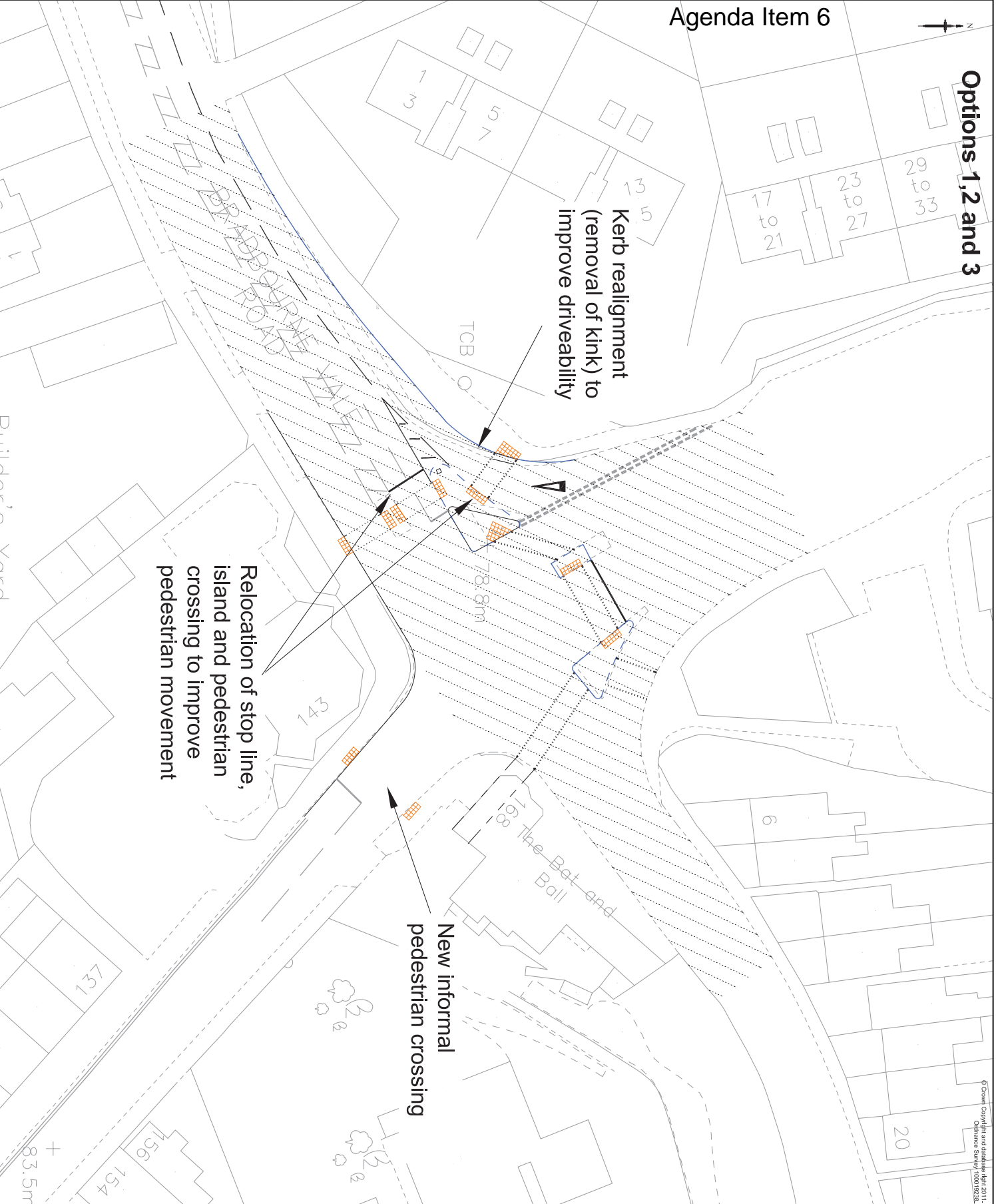
The key objectives of the DFT Circular 01/2006, which has been adopted by KCC, include:

- the setting of more appropriate local speed limits, including reduced or increased limits where conditions dictate
- local speed limits that better reflect the needs of all road users, not just motorised vehicles
- improved quality of life for local communities and a better balance between road safety, accessibility and environmental objectives, especially in rural communities
- Appendix D 'Speed Limits for Single Carriageway Roads in Rural Areas' states that 60mph is recommended for only the best quality strategic A and B roads with few bends, junctions or accesses, whereas 40mph is recommended where there are a high number of accesses, or where there are considerable numbers of vulnerable road users

Badgers Mount is not just the A224 Orpington By Pass and Old London Road with a few houses, we are a community of over 240 houses and at least 600 residents, including children, who are all entitled to live in a safe environment.

The BMRA believe that by implementing the simple measures as outlined above it would go a long way to help ensure the safety of residents and road users alike and could assist in saving lives. We would urge Kent Highways to take our appeal seriously otherwise the lives of every Badgers Mount resident, including children, the vulnerable and the elderly, will continue to be at risk every time they attempt to cross, or drive along, the A224.

The BMRA would welcome the opportunity of meeting with a Kent Highways representative to discuss our reasons for concern, and suggestions for increased road safety and traffic calming measures, in more detail. The BMRA would also like to show Kent Highways first hand how the A224 and Old London Road differ from many other similar roads in that they are both used as a footpath between different areas of the village by schoolchildren, families with children and pushchairs, dog owners, pedestrians, cyclists, and particularly the vulnerable sections of our community such as the elderly, visually impaired, disabled or children who are unable to access different points by vehicle.



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A1/KHS/106/BB/703

Area of Resurfacing to accommodate island works and kerb realignment

Implementation Costs
All civil Works
£120k



Kent County Council
Headquarters, The Old County Hall
High Street, Maidstone, Kent
ME1 1LX
Tel: 01622 8347 800

Bat and Ball Junction

Junction Improvements
Island modifications &
Resurfacing
Options 1, 2 & 3

Preliminary

1:200 at A1

Do not scale

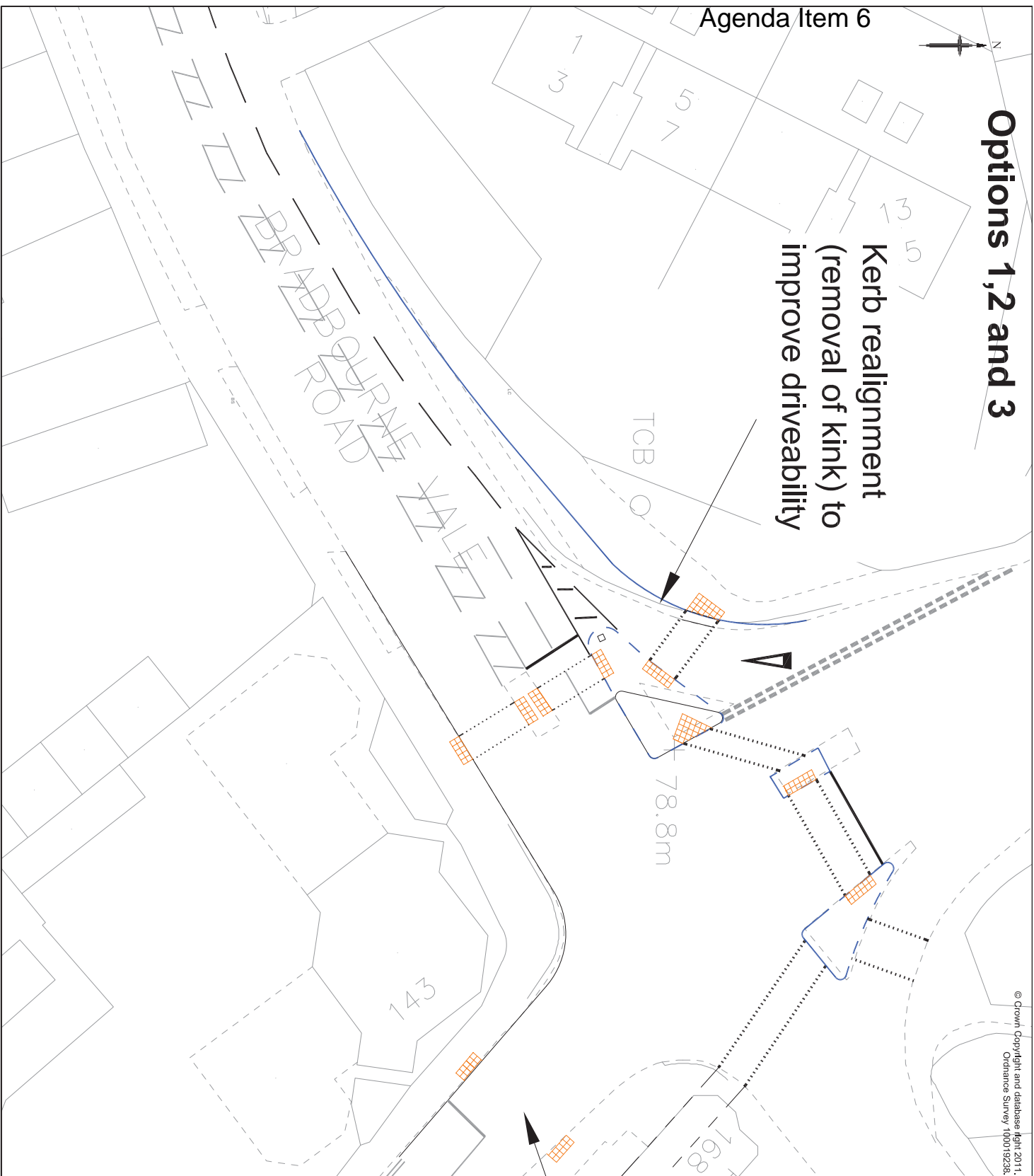
A1/KHS/106/BB/703

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Options 1,2 and 3

Kerb realignment
(removal of kink)
to improve driveability

Agenda Item 6



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Ordnance Survey 100019238.

Drawing number
A2/KHS/106/BB/702

Drawing number		A2/KHS/106/BB/702	
Revision		0	
Rev	ED/AM/RY	Purpose of revision	Drawn
0	ED/AM/RY		Checked
	Revision Date		Approved
 <p>Kent County Council kent.gov.uk</p>			
<p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800</p>			
<p>Project Bat and Ball Junction S106 Funding</p>			
<p>Drawing title Junction Realignment & Tactile Paving Works Options 1, 2 & 3</p>			
<p>Drawing status Preliminary</p>			
Scale		1:200 @ A2	
Drawing number		Do not scale	
A2/KHS/106/BB/702		Rev	
0			

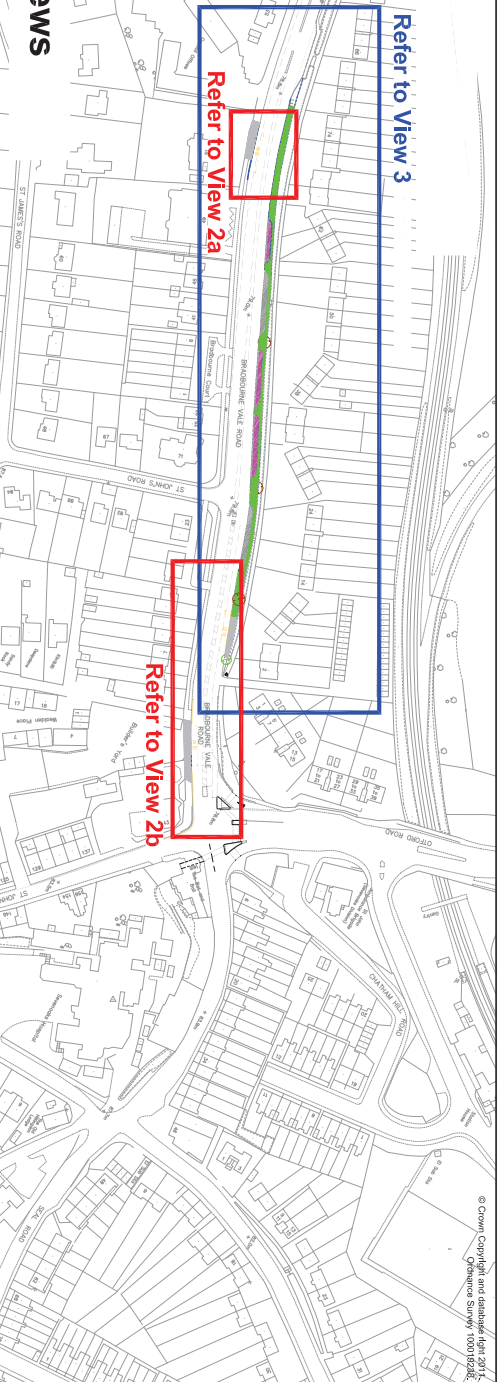
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Options 4 & 5



Agenda Item 6

View 1 - Layout and views



Refer to View 3

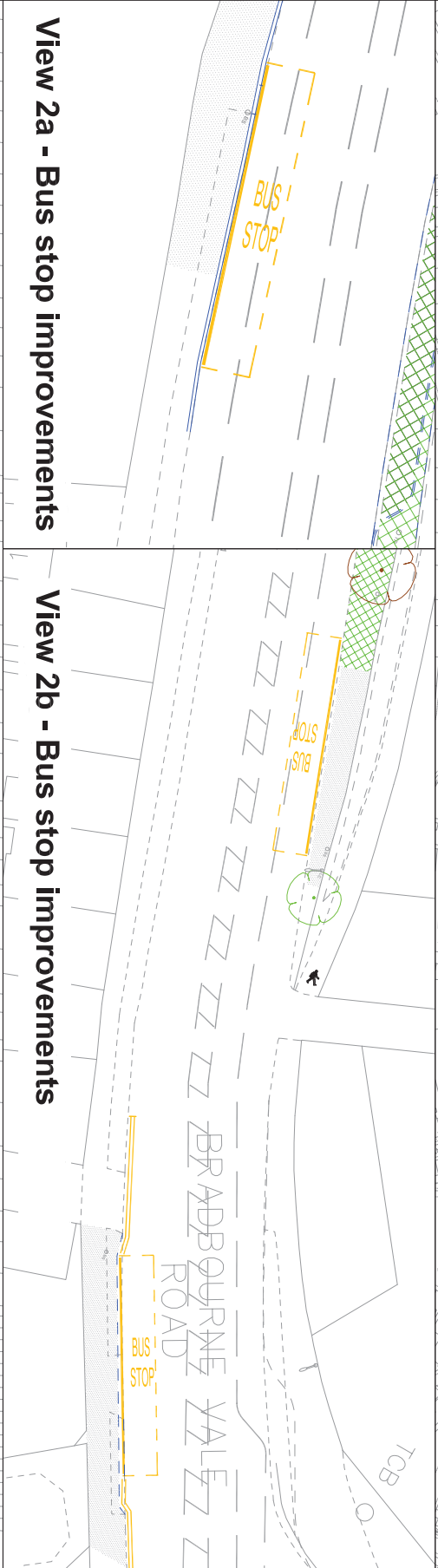
Refer to View 2a

Refer to View 2b

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- Existing lay-by
- Proposed lay-by with 1m walking strip
- Proposed Geotextile verge hardening
- Proposed footway construction
- Existing Tree

A1/KHS/106/BB/701



View 2a - Bus stop improvements

View 2b - Bus stop improvements

View 3 - Formal lay-bys to accommodate existing parking habits



Implementation Costs
All civil Works
£57k
TRO Amendments (if required) £3k
Total £60k



Kent County Council
 Kent County Council
 Maidstone Regional Office
 Heronwood Industrial Estate
 Maidstone ME16 9JL
 Tel: 01622 547 800

Bat and Ball Junction
 S106 Improvements
 Lay-by & Bus Stop Improvements
 Options 4&5

NO	DESCRIPTION	DATE	BY	CHECKED	REVISION
0	see views at A1				
0	Preliminary				Do not scale

Drawn by: A1/KHS/106/BB/701

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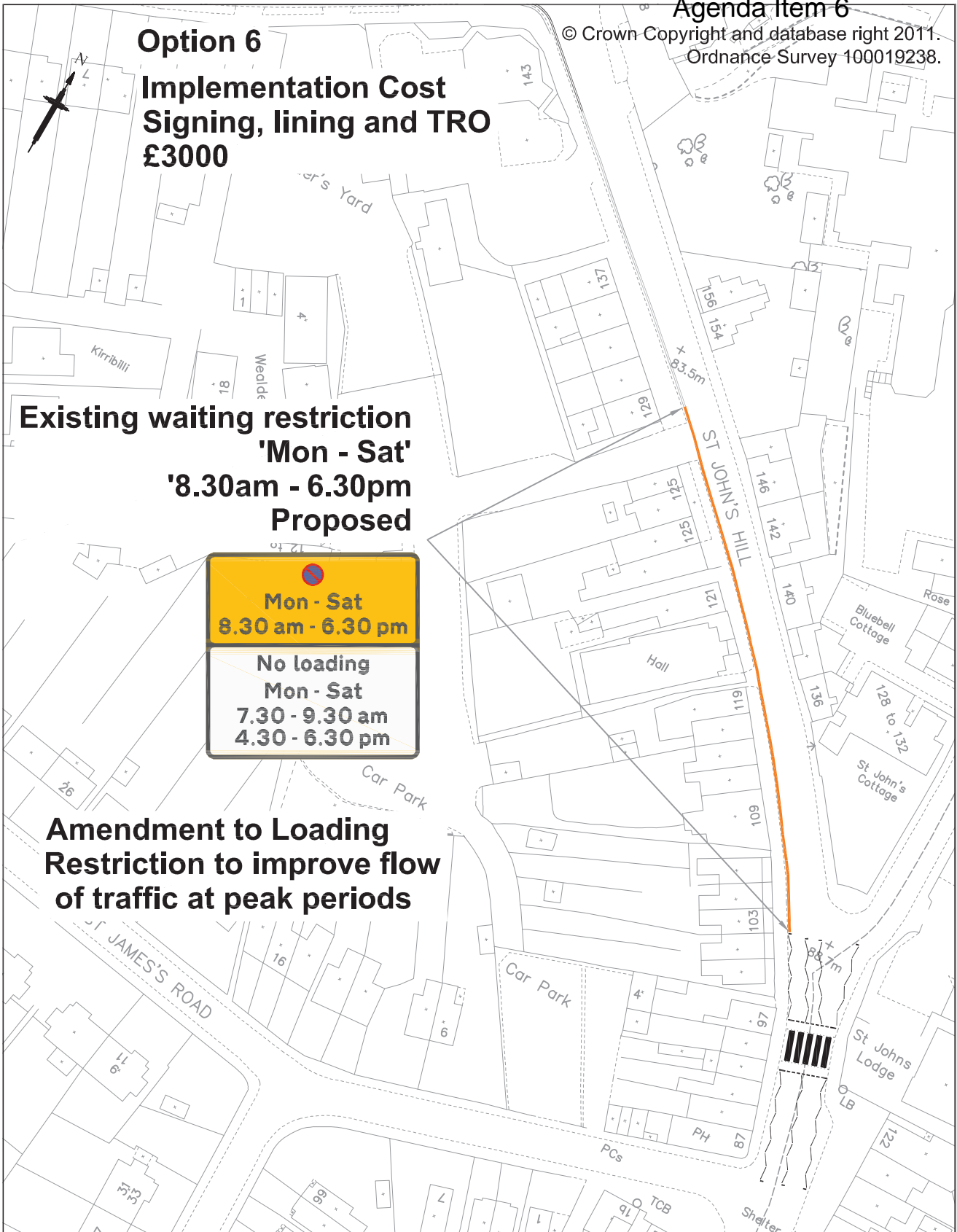
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Option 6
Implementation Cost
Signing, lining and TRO
£3000

Existing waiting restriction
'Mon - Sat'
'8.30am - 6.30pm
Proposed



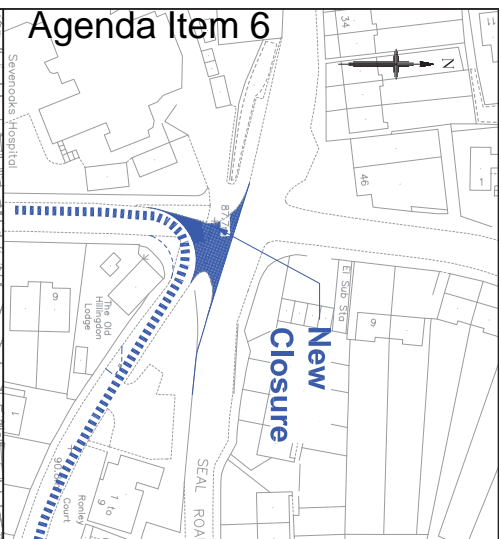
Amendment to Loading
Restriction to improve flow
of traffic at peak periods



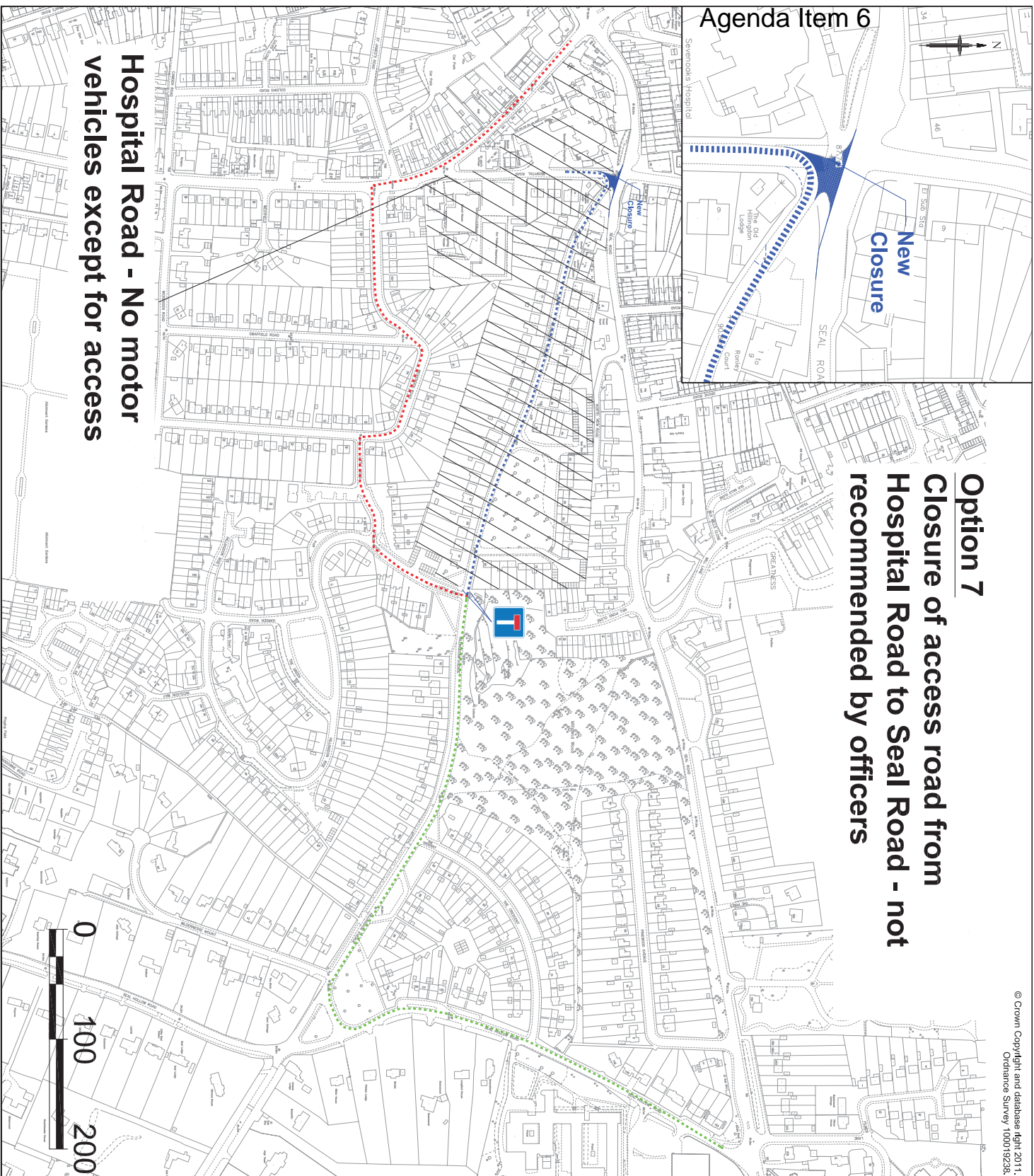
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Rev	Revision Date	Purpose of revision		Drawn	Check'd	App'd
 Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800		Drawing title <p style="text-align: center;">Loading Restrictions St John's Hill Option 6</p>				
Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 08458 247 800		Drawing status Scale 1:1000 at A4 Do not scale				
Project	Bat & Ball Junction S106 Funding		Drawing number A4-KHS-106-BB/1200		Rev	

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
Agenda Item 6



Option 7
Closure of access road from
Hospital Road to Seal Road - not
recommended by officers



Hospital Road - No motor vehicles except for access

-  Alternative route (all vehicles)
-  Alternative route (East)
-  Alternative route (north, south & west)
-  Affected businesses and residents



Kent County Council
Ashford Highway Depot
Henwood Industrial Estate
Ashford TN24 8AD
Tel: 08458 247 800

Hospital Road
S106 Funding

One way system and alternative routes
Option 7

Preliminary

Scale: NTS at A2 Do not scale

Drawing number	A2/KHS/106/BB/1201	Rev	0
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Figure 1

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

Sevenoaks Joint Transportation Board – 12 December 2012

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

Status: For Member decision

Head of Service: Head of KCC Transportation – Tim Read

Members recommendation on the implementation of the scheme is requested

Background

1. 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 are therefore uncontrolled and include tactile paving, guard railing and refuge islands.
2. Section 106 contribution of £35,000 was secured from Waitrose (which opened in September 2011) for incorporating a pedestrian phase at the junction. This was based on a total scheme cost of £70,000 and Local Transport Plan (LTP) capital funding of £35,000. However, the LTP funding was withdrawn following the in year budget cuts in 2010.
3. There is no time limit on when this contribution has to be spent, and the wording of the S106 does not specify the nature of highway improvement so the contribution could be used for other improvement measures.

Purpose of Report

4. The aim of this report is to alert Members of the financial and capacity implications should a pedestrian traffic signal phase be introduced at this junction and to seek their advice as to whether the pedestrian crossing phase should be implemented regardless of these implications.
5. If Members advise against a pedestrian traffic signal phase the S106 contribution can be used for improving the uncontrolled pedestrian crossing facilities at the junction which will have no impact on junction capacity.

Financial Implication

6. Revised estimate for the scheme has been carried out by Telent (KCC traffic signal contractor). The total cost for installation of the pedestrian phase is estimated at £116,000. The S106 contribution is £35,000. There is, therefore a shortfall in funding of £81,000.

Agenda Item 7

Highway Capacity Implication

7. 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.
8. A study was therefore commissioned and it used an industry accepted traffic program (LINSIG) 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		With Ped Phase	
	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%

9. 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.

Table 2 – Queue Length

Approach Arm	Existing		With Ped Phase	
	AM(8-9)	PM(5-7)	AM	PM
High Street North (Dartford Road)	54m	69m	92m	115m
High Street South	181m	82m	886m	251m
Suffolk Way	13m	100m	17m	317m
Pembroke Road	50m	77m	321m	218m

10. Table 2 shows the likely queue length on each arm of the junction for the existing and with pedestrian phase scenarios and should be read in conjunction with the plans in Appendix A. The plans show a schematic representation of queues lengths in relation to the road layout.
11. From Tables 1 and Table 2 it is quite clear that the implementation of pedestrian phase would have a significant detrimental impact on operation of the junction. This would lead to increased congestion at this location and would in turn have a knock on effect on other junctions including London Road/Pembroke Road and High Street/London Road.

Recommendation

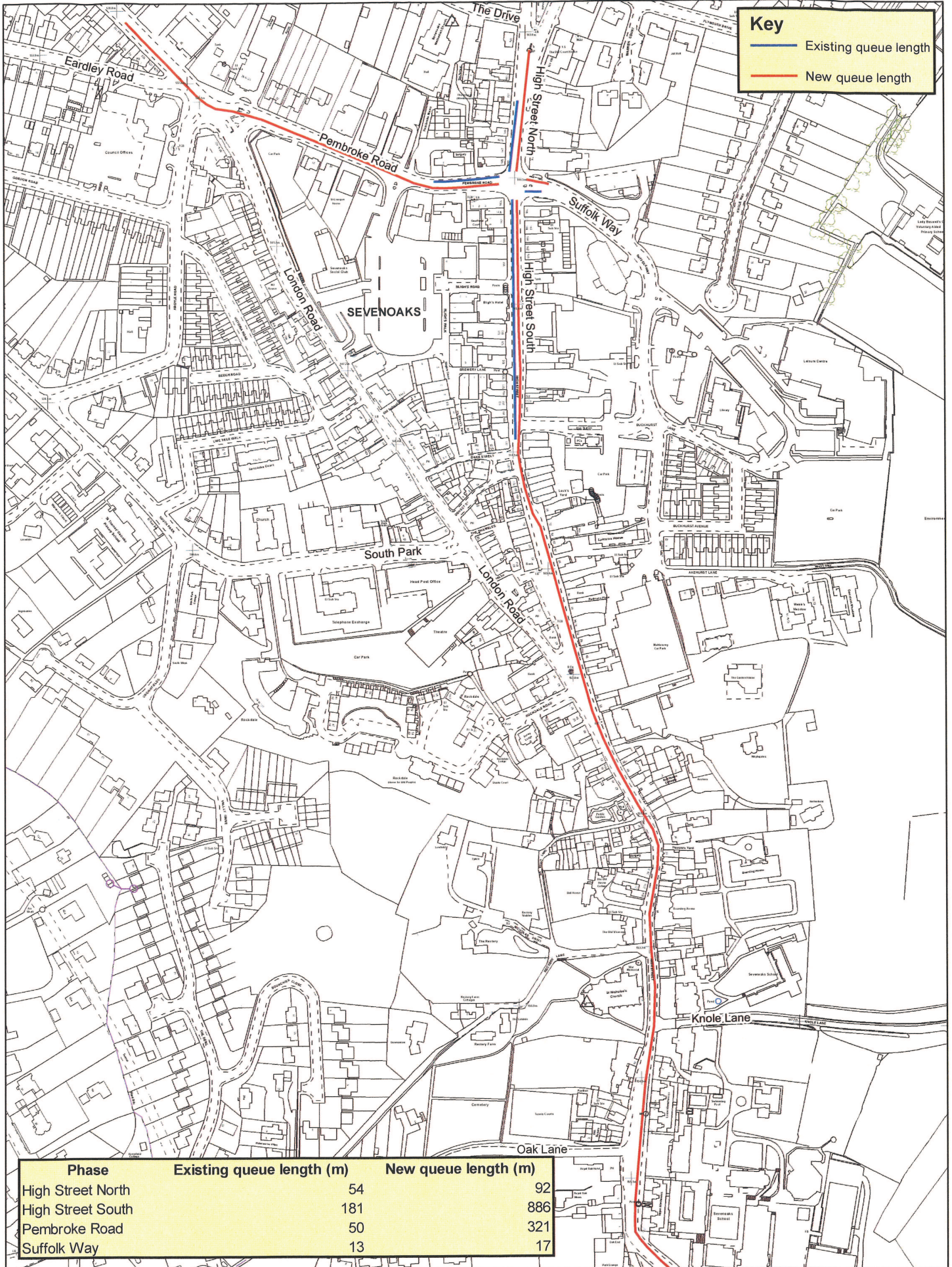
12. In view of the detrimental traffic impact of incorporating a pedestrian phase/stage at the junction, Member's advice with respect to whether or not the scheme should go ahead is requested.
13. If Members are mindful to advise not to go ahead with the scheme, the contribution could instead be used to enhance uncontrolled pedestrian facilities at the junction (e.g. surface treatment, road marking and warning signs).

Sources of Information: Kent County Council

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

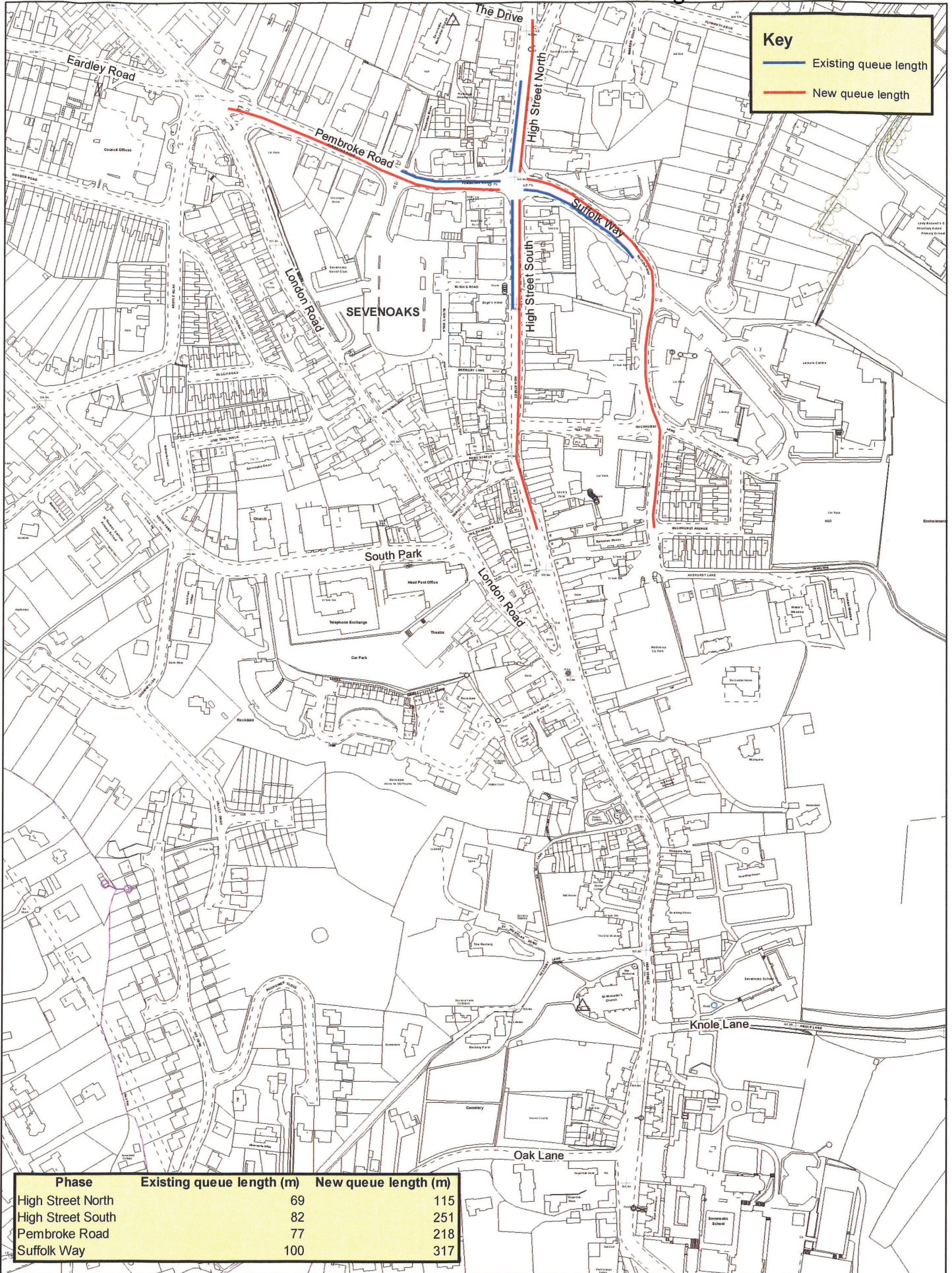
Director of Highways and Transportation John Burr

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High Street/Pembroke Road/Suffolk Way Junction
 Queue Lengths - AM Peak
 Page 47

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High Street/Pembroke Road/Suffolk Way Junction
 Queue Lengths - PM Peak
 Page 49

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HIGHWAY IMPROVEMENT SCHEME PROGRESS REPORT

Sevenoaks Joint Transportation Board – 12 December 2012

Report of the: KCC Head of Transportation – Tim Read

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 2012-3 Capital Programme.

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

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

Introduction

1. This report gives details of the specific schemes which will be progressed in Sevenoaks including schemes carried over from 2011/12 financial year, as well as new schemes identified as crash remedial schemes.
2. Appendix A summarises the scheme and provides 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 for Sevenoaks as well as details of application which are currently being progressed.

Key Implications

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

4. Non for Sevenoaks District Council or Kent County Council as a result of this report.

Risk Assessment Statement

5. None

Appendices

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

Agenda Item 8

Sources of Information: None

Contact Officers Laura Squires & Steven Noad

08458 247 800

Appendix A – Highway Improvement Programme: Sevenoaks district 2012-13

Location	Description of works	Current progress	Anticipated Actions for next 3 months prior to JTB	Original allocation 2012-13	Forecast out-turn 2012-13	Officer
B2173 London Road junction with Birchwood Road, Swanley	Junction improvements	Designer has identified significant utilities that will require diversions. Estimates have been sought for this works and are awaited	Outline design complete Difficulties with utilities and quotations for diversions requested. Additional funding allocated to scheme.	£40K	£65K	Darren Hickman Steven Noad
A25 Westerham Road junction with Westerham Road (Homedean Road)	Cash remedial measures; New interactive junction warning sign	Likely location identified for sign unit	Interactive junction warning sign.	£6K	£6K	Darren Hickman Steven Noad
B2173 Bartholomew Way roundabout junction with B258 Swanley Lane, Swanley	Crash remedial measures; Junction improvements at roundabout	Jacobs commissioned to outline design. Implementation likely to be 2013/14.	Jacobs commissioned to outline design	£175K	£10K	Darren Hickman Steven Noad

Appendix B Member Highway Fund programme update for Sevenoaks District.

The following schemes are those which have been approved by both the relevant Member and have been approved by John Burr the Director for Highways and Transportation. This information is up to date as of 12th November 2012.

More detail on the schemes below can be found within the individual Member update sheets sent to County Councillors. For any further information please liaise with the Member Highway Fund Officer.

David Brazier – Sevenoaks North East

Scheme	CSM	Cost	Status
2012/13			
Milestone Roundabout Ash – Traffic management to enable safe delivery of landscaping works	12400894	£2,400	Complete
London Road – Shrub and vegetation clearance	12400894	£2,700	Complete
West Kingdown – School Wig Wags	16900704	£4,750	Ongoing
Hazelden Close, West Kingsdown – new salt bin	16900803	£350	Ongoing

John London – Sevenoaks Central

Scheme	CSM	Cost	Status
2012/13			
Amherst Hill – High Friction surfacing	12400703	£14,000.00	Complete
The Vine - Lamp Column painting	16900600	£1,400.00	Complete
The Vine - Brickwork Repair	16900522	£3,500.00	Ongoing
Redlands Road/Brittons Lane and London Road/Aisher Way - tree planting	16900807	£2,350	Ongoing

Nick Chard – Sevenoaks East

Scheme	CSM	Cost	Status
Outstanding schemes 2011			
A25 Seal - request to lower speed limit	10005302	£18,500	Ongoing
2012/13			
Otford Village – Install village gateway signs.	16900672	TBC	Ongoing

Peter Lake – Sevenoaks South

Scheme	CSM	Cost	Status
Outstanding schemes 2011			
Four Elms Cross Roads - Investigate road safety improvements.	10004401	£23,625	Ongoing
Hildenborough Road, Leigh - road safety improvements Laundry Cottages area	13000736	£7,500	Ongoing
Cowden Village, B2026 - To reduce speeds through the village and improve signage	13000737	£5,750	Ongoing
B2028 Marsh Green Road, Edenbridge - reduced speed limits	16900038	£4,700	Ongoing

Agenda Item 8

Fordcombe to Penshurst Village - dual legend illuminating speed sign	16900039	£4,500	Ongoing
2012/13			
Lingfield Road, Sevenoaks - Request for 4 new gateway signs.	16900329	£ 1,800	Ongoing
Four Elms Cross Roads - Investigate road safety improvements.	12400973	£3,375	Ongoing
Chiddingstone Causeway/ Moorden Lane - Request for reduction from 40 mph to 30 mph along the existing restricted area.	12400975	TBC	Ongoing
Penshurst/Fordcombe Road – Pedestrian warning signs.	16900728	TBC	Ongoing
Leigh/Chiddingstone/Penshurst/Cowden/Hever – Caretaker Crews	16900685	£3,100	Complete
Cowden Pound B2026 – Vehicle activated sign.	16900684	TBC	Ongoing
Glebelands & Walters Green Road, Penshurst – 2 new salt bins	16900682	£700	Ongoing

Richard Parry – Sevenoaks West

Scheme	CSM	Cost	Status
Outstanding schemes 2011			
Station Road, Halstead - request for interactive sign	10005235	£4,000	Ongoing
Knockholt Road, Halstead - new interactive sign	16900384	£4,500	Ongoing
Cold Arbor Road – Road safety improvements	13000660	£9,000	Ongoing
Ide Hill School - Improved road signage and lines	16900149	£2,500	Ongoing
Main Road, Crockham Hill - Provide a new interactive speed sign	16900383	£5,400	Ongoing
Crockham village - Provide a new interactive dual legend sign unit	16900150	£4,500	Ongoing
Chevening Road, Riverhead - review existing width restrictions and Traffic Order	16900284	£5,000	Ongoing
Crockham Hill - upgrade school amber flashing Wig-Wag signals	16900151	£3,500	Ongoing
Brasted - upgrade pedestrian crossing lighting and surrounding street lighting	16900403	£8,000	Ongoing
2012/13			
London Road, Westerham – Refresh high friction surfacing	16900727	£10,000	Ongoing
B2042 through Goathurst Common – reduction in speed limit to 40mph.	16900726	£5,000	Ongoing
Main Road, Knockholt (outside St Katherine's School) – Improve safety for children crossing.	16900725	TBC	Ongoing

Robert Brookbank - Swanley

Scheme	CSM	Cost	Status
Outstanding schemes 2011			
Main Road/Top Dartford Road, Hextable - request to look at signage for Hextable	10004709	£10,735	Ongoing
Lower Road/Top Dartford Road, Hextable - new ornamental pedestrian railings	16900155	£13,700	Ongoing
High Street, Swanley - Options to improve the bus stop to improve capacity and assist with pedestrian flows	13000611	£20,500	Complete
London road, Swanley - new bus shelter in London Road near the Bull Hotel	16900251	£4,000	Ongoing
2012/13			
Areawide – contribution to a Sunday bus service.	16900766	£4,735	Complete
Sycamore Drive, Swanley – Feasibility of interactive warning signs at St Bartholomew's.	16900715	TBC	Ongoing
Northview, Swanley – safe pedestrian crossing point near play area.	16900638	TBC	Ongoing

Roger Gough – Darent Valley

Scheme	CSM	Cost	Status
Outstanding schemes 2011			
Cray Road, Crockenhill - request for change of priority for junction	10004164	£19,773	Ongoing
Horton Kirby & South Darent - Place speed limit roundels on road at numerous locations	16900153	£3,600	Ongoing
Horton Kirby - Provide a new interactive speed sign in the school area	16900154	£5,400	Ongoing
2012/13			
Eynsford Road, Crockenhill – new salt bin.	12401025	£350	Complete
Broadway, Crockenhill – Replace pedestrian guard railing.	12401024	£200	Ongoing
Stones Cross Road, Crockenhill – Bollards outside the school.	12401023	£3,800	Ongoing
Areawide – contribution to a Sunday bus service.	16900765	£3,000	Complete
St Georges Road, Swanley – reduce tree level.	16900710	£6,592	Ongoing
Highlands Hill & Swanley Village Road, Swanley Village – two automatic traffic surveys.	12401020	£620	Complete

Agenda Item 8

East Hill, Horton Kirby – automatic traffic survey.	12401020	£310	Complete
Priory Lane, Eynsford – new salt bin.	12401022	£350	Complete

HIGHWAY WORKS PROGRAMME 2012/13

Sevenoaks Joint Transportation Board – 12 December 2012

Report of the: KCC Head of Highway Operations – Spencer Palmer

Status: For Information

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

Recommendation: To note the report.

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

Street Lighting – see Appendix B2

Conclusion

This report is for Members information.

Contact Officers:

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

Carol Valentine
Julian Cook
Mary Gillett
Katie Lewis

Highway Manager (West)
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	Delivery Date	Source	Kent County Council H&T Contact 08458 247800
Stones Cross Road	Crockenhill	Micro Asphalt – Extents – B258 to Green Court Road	To be programmed	Spring 2013	£6m Programme	Neil Tree
White Post Hill	Farningham	Micro Asphalt – Extents – whole length	To be programmed	Spring 2013	£6m Programme	Neil Tree
High Street	Farningham	Micro Asphalt – Extents – A225 Eynsford Road – Sparepenny Lane	To be programmed	Spring 2013	£6m Programme	Neil Tree
Church Road	Sundridge	Micro Asphalt – Extents – 50m south of school to New Road	Partially Complete. Remainder to be programmed	01/10/12 to 05/10/12 remainder in Spring 2013	£6m Programme	Neil Tree
High Street	Sevenoaks	Footway Improvements	Programmed	04/02/2013	N/A	Wendy Bousted
Tudor Crescent	Otford	Footway Improvements	Programmed	07/01/2013	N/A	Wendy Bousted
A25 Seal Rd	Seal	Resurfacing	Programmed	18/03/13	N/A	Byron Lovell

A25 The Square	Sevenoaks	Resurfacing	N/A	18/02/13	N/A	Byron Lovell
Billet Hill	Fawkham	Resurfacing	N/A	20/02/13	N/A	Byron Lovell
B2027 Clinton Lane	Hever	Resurfacing	N/A	22/02/13	N/A	Byron Lovell
Shurlock Avenue	Swanley	Resurfacing	N/A	26/02/13	N/A	Byron Lovell
Bridal Road	Seal	Resurfacing	N/A	06/03/13	N/A	Byron Lovell
High St/Bartholomew Road	Swanley	Resurfacing	N/A	07/03/13	N/A	Byron Lovell

Appendix B - Drainage

Appendix B1

Location	Parish	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 H&M Contact 08458 247800
Eynsford Road	Crockenhill	Installation of new soakaways to prevent local flooding outside Wested Meadows.	Design Stage	Issue to contractor for construction		£25-30k	Jamie Finch/Neill Coppin

Street Lighting

Appendix B2

Location	Parish	Description of Works	Current Progress	Kent County Council H&T Contact 08458 247800
Dahila Drive	Swanley	Testing Replacement	14 th /15 th January 2013	Steven Holmwood
Valley Drive	Sevenoaks	Testing Replacement	15 th January 2013	Steven Holmwood

Contact: Carol Valentine / Julian Cook 08458 247 800

Sevenoaks Rail Travellers Association

*Sevenoaks Rail Travellers Association (SRTA) represents the interests of commuters and other rail travellers using **Sevenoaks** and stations nearby - **Bat and Ball, Dunton Green, Eynsford, Kemsing, Otford, and Shoreham**. According to the latest available annual statistics, **more than 4.5 million train journeys** began or ended at our stations.*

Rail transport in the Sevenoaks is in a period of dramatic transition. Firstly we face having up to three new train operating companies (TOC) at Sevenoaks in place of one at present. The South Eastern franchise is due to finish in 2014. The First Capital Connect franchise (providing the Bat & Ball service) is due to finish in 2013 after which it will be combined with the current Southern franchise and jointly re-let. Both refranchising processes are currently stopped following the mistakes found in the West Coast franchising procedures. A delay of up to a year is being predicted. Since the new SE franchise was only running for around 5-6 years this franchising exercise may have to be modified. SRTA believe this could well result in SER remaining our principle train operator until around 2020.

The third potential TOC results from Transport for London expressing keenness to take over responsibility from the DfT for providing the existing SE Metro services including the slow services from Sevenoaks from as early as 2015. TfL would not be responsible for Sevenoaks station, just to Dunton Green. TfL told us their policy is to staff all stations during opening hours. SRTA's view is that TfL involvement would probably constrain Sevenoaks area fare rises and lead to the availability of Oyster cards between Sevenoaks and London. However, we remain concerned about how democratic accountability over service provision can be achieved which we believe is vital to safeguarding the interests of passengers from outside the GLA area.

Notwithstanding the changes to the TOCs, in SRTA's view the dominant factor in all discussions of local railway issues until 2018 is the impact of rebuilding of London Bridge station. This is reported to be a £6Billion project. The project will create a magnificent new station at London Bridge and allow trains from the Brighton line to access the Thameslink route through London Bridge and Blackfriars to St Pancras and onwards to the north of London. Undertaking such a massive project whilst keeping the trains running will require significant changes to regular travel patterns by many local commuters. Further they face the potential for major disruption at short notice caused by unplanned engineering problems. The critical period is for three years between 2015 and 2018 although major works have already started.

This paper will address briefly three issues – a general overview of current performance, the impact of the London Bridge rebuilding and finally we have been asked to comment in general terms on the possible impact on the Sevenoaks area of the BML2 (Brighton Main Line 2) campaign. The comments on BML2 are those of the author as the SRTA committee has not had time to discuss the matter.

Current Performance - Mainline

After the initial impact of the recession which reduced passenger numbers, SRTA is once again receiving reports of significant overcrowding on peak period trains between Sevenoaks and London. We accept a recent Network Rail report that there is no short term solution.

Specifically there are three operational pinch points – the two line track between Tonbridge and Orpington has a maximum capacity of 16 trains per hour. This is fully utilised in the peak period. In addition the tracks around St Johns are at full capacity and finally there are no spare platforms at the London termini. Operating at the limit means minor events can cause disproportionate disruption due to limited recovery capacity.

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Train length is limited to 12 carriages which matches the positioning of signals and points. Longer trains cannot be accommodated at London termini. Indeed half of Charing Cross platforms can accommodate only 10 coaches. Most peak trains from Sevenoaks operate at the maximum 12 coach length. Tunnels (over 3 miles in length in the Sevenoaks area alone) and overbridges prevent the use of double deck trains.

In summary, there is very little that can be done to improve the current situation without very large scale investment and long, disruptive engineering projects. Today's railway is stretched to the limit during peak periods. Mainline services from Sevenoaks have no easy upgrade path.

Current Performance - Other Routes

Opportunities for some improvement do exist on neighbouring routes which might reduce the number of commuters who railhead to Sevenoaks from a wide area of west Kent and Sussex. However, experience shows that the potential benefit for many such schemes is limited when set against annual passenger growth of up to 5%. HS1, the high speed service between Ashford and London, is estimated to have reduced passenger numbers on the existing mainline by less than the equivalent of 2 years growth in numbers.

The first option is a **substantial upgrade to services on the Maidstone East line via Otford** with a new half hourly service throughout the day including the peaks running semi-fast to the Thameslink route via Bromley South onward to the north of London. It connects with Crossrail at a rebuilt Farringdon interchange in London allowing commuters to reach Heathrow and Docklands with just one change. This is likely to be the only significant benefit to Kent of the Thameslink project despite the huge inconvenience which we will suffer. This new service from Otford could prove very attractive in the Sevenoaks area. However this proposal planned to start in 2018, while enjoying widespread support including from KCC, is not yet committed and continued lobbying is needed to ensure it goes ahead.

The other involves **enhancing services on the Uckfield line to London Bridge which calls at Edenbridge**. This service has substantial potential for improvement by lengthening trains with new rolling stock, improving the frequency and improving the infrastructure to increase line speeds. These improvements would benefit local residents around Edenbridge as well as having some potential to reduce pressure on the SE mainline services. No substantial investment is currently planned for this but the Southern franchise is being re-let and now is a good time to lobby bidders to make commitments to make significant enhancements.

London Bridge Rebuilding

London Bridge is a very old station in two parts - through lines to Charing Cross, Cannon Street and Blackfriars and terminal platforms serving the Brighton line. Platform 6 is the busiest railway platform in Europe. The station struggles daily to handle far more passengers than it was ever designed for partly due to the new property developments around the station as well as being a major interchange to reach Docklands. Much of the station is elevated above street level and the plan is to create a massive modern concourse beneath the station giving access to the platforms above. In addition, the current through lines are being moved southwards to allow a new island platform to be created to allow Brighton line services to reach the Thameslink route via Blackfriars without interrupting the smooth flow of services into Charing Cross as happens at the moment.

The critical part of the project takes place between 2015 and 2018 when the current Charing Cross and Cannon Street platforms are relocated in turn while ensuring that most of the hundreds of peak time trains continue to run. This period is being divided into two 18 month spells during the first of which Cannon Street

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trains will be unable to stop at London Bridge and during the second no Charing Cross services will be able to stop. Network Rail is currently running roadshows for all affected. Basically there will have to be some reduction in train numbers (especially in the peak) and clearly any unexpected engineering mishap has the potential for widespread chaos.

SRTA is pressing for early consultation on the arrangements. We are keen to comment on the feasibility of alternative arrangements and are pressing for major investment in staff and infrastructure to ensure that there is effective management of passengers during the inevitable periods of unplanned disruption.

Brighton Mainline 2 (BML2)

This is a campaign to create a second mainline between Sussex and London using a mixture of existing, disused and new rail lines which would ultimately link Brighton with Docklands and potentially Stansted.

As a concept it ticks many boxes. Firstly, the existing Brighton mainline is heavily overcrowded with a growing numbers of passengers. There is no simple solution to increasing its capacity. Secondly, employment in London has shifted substantially to the east from the City into Docklands and potentially around the Olympic site in Stratford. While tube and DLR links have been built the first new rail link to these new employment zones will not come until 2018 with the completion of Crossrail linking central London to Canary Wharf. A link from Kent and Sussex would provide local residents direct access to these new work opportunities.

Its potential interest for the Sevenoaks district is that the route incorporates the existing Uckfield line through Edenbridge. While a substantial upgrade to that line would be very beneficial for those living along the line there would be at best a marginal reduction in Sevenoaks mainline commuters.

It is a very ambitious scheme. Network Rail has so far been unconvinced by its financial viability but that is beyond our competence to assess.

Further, the proposal faces some major physical obstacles. Starting from the Brighton end it needs a new 1½ mile tunnel. The proposed route then uses mostly existing or disused rail routes as far as East Croydon from where onwards to Victoria there is no spare capacity. Therefore the proposal is to build a largely new line from East Croydon through Canary Wharf potentially joining the existing line at Stratford towards Stansted.

Without creating additional capacity in the London area this scheme is only displacing capacity from the Brighton line to a line whose infrastructure and hence linespeed mean it will always be an inferior option despite the local benefits provided. The politics of transport in London, in my view, mean that without the active support of the very influential TfL this project cannot progress. However, support from TfL appears unlikely to me since their interests have focussed very largely on creating intensive metro style services serving central London rather than on long distance rail projects.

My personal conclusions are that BML2 is an ambitious and constructive proposal but that regrettably the likely timescale for any progress probably places it outside meaningful planning horizons.

Roger Johnson

Vice Chair, Sevenoaks Rail Travellers Association

November 2012

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