

SEVENOAKS JOINT TRANSPORTATION BOARD

10 March 2015 at 7.00 pm

Conference Room, Argyle Road, Sevenoaks

AGENDA

Membership

Chairman: County Councillor Chard Vice-Chairman: Councillor London

District Councillors Members

Cllrs. Davison, Edwards-Winsor, Searles, Towell, Williamson and a vacancy

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

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

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

Cllr. Robson (Reserve Cllr Dilley)

Apologies for Absence	<u>Pages</u>	<u>Contact</u>
1. Minutes To agree the Minutes of the meeting of the Board held on 9 December 2014, as a correct record	(Pages 1 - 4)	
2. Declarations of interest		
3. Matters Arising/Update (Including Actions from Previous Meetings)	(Pages 5 - 6)	
4. To Receive Any Petitions		
a) Presentation of Petition by Otford Parish Council: Proposed Parking regulations	(Pages 7 - 20)	
b) Presentation of Petition by Cllr. Walshe: Road Surfaces Wickenden and Swaffields Roads	(Pages 21- 22)	
5. On-street parking restriction changes - Traffic Road Order 2013 Amendment 2 (various locations)	(Pages 23 - 106)	Andy Bracey Tel: 01732 227323
6. On-street parking restriction changes - Traffic Road Order 2013 Amendment 12 (Dunton Green)	(Pages 107 - 168)	Andy Bracey Tel: 01732 227323
7. Bat and Ball Improvements	(Pages 169 - 186)	KCC - Adrian Pigott / Nasser Sarrafan

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| | | Tel: 03000413912 |
| 8. Highway Drainage | (Pages 187 - 202) | KCC - Kathryn Lewis
Tel: 03000418181 |
| 9. Sevenoaks Highway Works Programme 2014/15 | (Pages 203 - 208) | KCC - Carol Valentine/ Julian Cook
Tel: 03000418181 |
| 10. Highway Improvement Scheme Progress Report | (Pages 209 - 214) | KCC - Steven Noad
Tel: 03000418181 |

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 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 9 December 2014 commencing at 7.00 pm

Present: Cllr. Chard (Chairman)

Cllr London (Vice Chairman)

Cllrs. Davison, Edwards-Winsor, Searles, Towell, Underwood, Brookbank, Crabtree, Gough, Parry and Dilley

Apologies for absence were received from Cllrs. Brazier, Pearman and Robson

Cllrs. Dickins and Eyre were also present.

18. Minutes

Resolved: That the minutes of the meeting held on 16 September 2014 be approved and signed by the Chairman as a correct record.

19. Declarations of interest

There were no additional declarations of interest.

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

A Member raised concerns, arising from the Results from the Highways & Transportation Annual Satisfaction Survey 2013 considered at the last meeting, relating to the trial switch-off of street lighting around Tonbridge Road and White Hart Close in areas highlighted on a [map](#) which she tabled. This had a negative impact as it was a main artery road in and out of Sevenoaks and affected commuters and school children. She asked that this be altered to a partial switch-off. Another Member asked that Kent Highways Service also adjust the start time for morning street lights, especially in the period either side of the return to GMT, within $\frac{3}{4}$ mile radius of Sevenoaks, Bat & Ball and Dunton Green rail stations so that those who travelled on the 05.03 (and later) rail services to London could walk along lit roads.

Action 1: That the Chairman of the Committee write to the Kent County Council Cabinet Member for Environment and Transport, requesting those changes to the street lighting switch off programme.

The KCC District Manager (Sevenoaks) gave an update on the Working Group formed to discuss the progress of the Sevenoaks Cycling Strategy. The Group would meet as necessary with the first meeting likely to be January or February 2015. The appointed Members were Cllr. Edwards-Winsor and Mr. Morrison of the Sevenoaks Cycle Forum. The representative of the Sevenoaks Cycle Forum asked that a SDC Council officer also be present.

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Resolved: That the actions from the previous meeting be noted.

21. Thameslink Programme: Effect on London Bridge and Kent Rail services - Presentation

Mr. Stephen Gasche, the KCC Principal Transport Planner – Rail gave a presentation on the effects of the Thameslink Programme and the Network Rail plans to rebuild London Bridge Station.

Between 22 and 24 December 2014 Southeastern Trains to Charing Cross were not to stop at London Bridge at the morning peak between 07.54 and 09.01 but until 4 January 2015 certain national tickets were to be accepted on alternative rail, Underground and bus services. From 12 January 2015 until August 2016 trains to Charing Cross would not stop at London Bridge. During this period no further charge was to be made for passengers to complete their journey on certain routes, and season ticket holders were to be given coded tickets to be used on the Underground. Finally, from August 2016 the trains to Cannon Street would no longer stop at London Bridge but those to Charing Cross would and this would continue until January 2018. Once the works were completed then the Thameslink and Southeastern services would have dedicated tracks meaning that problems on one service would not affect the other. It was also hoped that the rail traffic on the Sevenoaks line would be eased once Maidstone had its own direct city service from May 2018.

In response to a question, the KCC Principal Transport Planner – Rail advised that the dedicated tracks meant there would be less resilient capacity in using another track if one had a problem.

The KCC Officer stated that he had passed on the concerns from the Sevenoaks Rail Travellers Association (SRTA) that there would be inadequate passenger capacity in the morning peak time. A [London Bridge Rebuilding, Risks for Sevenoaks Commuters](#) and [Survival Guide to the London Bridge Rebuilding](#), both produced by the SRTA, were tabled. Roger Johnson, of the SRTA, highlighted his estimate that the remaining trains would cover only two thirds or three quarters of the actual need. The tabled documents would be available on their website and would be updated.

The Chairman thanked the Officer for the presentation which would be particularly useful to leisure travellers who had not been advised of the changes.

22. Presentation of Petition by Chevening Parish Council: Residential parking problems around Bessels Green

Parish Cllr. Mrs. Metcalf, Vice Chairman of Chevening Parish Council presented a petition from residents of Bessels Green which requested the Board to approve a residents' parking scheme for the 11 residents of Park Place, Bessels Green who had no off-road parking. This followed concerns that there would be displaced demand for parking after the introduction of parking restrictions around Bessels Green. All residents of Park Place had signed the petition.

The SDC Chief Officer Environmental & Operational Services advised that if approved, due to existing work commitments, consultation on a scheme was unlikely before

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Summer 2015 and subject to comments or objections would not return to the Board before September 2015.

Resolved: That Sevenoaks District Council Officers prepare proposals for consultation for a residents' parking scheme for residents of Park Place, Bessels Green.

23. Parking problems near the Wildernesse School site

The Board considered a request from a member of the public for a transport scheme relating to the Wildernesse School site and for ¼ mile around it. He was concerned at the traffic and parking difficulties which would be caused by the opening of the new school or schools arising from pupil drop off and pick up and parking from older pupils.

Resolved: That the Committee monitor any traffic issues arising from the Wildernesse School site.

24. Oakdene Road - Request from District Councillor

District Cllr. Dickins presented a request to consider the implementation of yellow lines along Oakdene Road, Sevenoaks. The residents of the road had opted not to have parking restrictions introduced when they were brought in for the rest of the Bradbourne Estate. However, since the opening of the Knole Academy he explained that there had been difficulties. He tabled a [photograph of Oakdene Road](#). He stated that there were 70 spaces on the school site there were probably 200 pupils who could have a car and although the headteacher had tried to give advice, she was not able to enforce parking matters. Cllr. Dickins had discussed the matter with Officers but existing workloads were heavy.

The KCC District Manager (Sevenoaks) confirmed that he would consult with the KCC Traffic Engineer to consider whether there was a safety issue.

Action 2: The KCC District Manager (Sevenoaks) to consult with the KCC Traffic Engineer to consider whether there was a safety issue. Officers to consult with local Members and Knole Academy whether the matter can be resolved informally.

25. HGV Signage Cramptons Road - Request from District Councillor

The Board considered a report relating to road signage for Crampton's Road, Sevenoaks. The report had been requested by District Cllr. Dickins following concerns that the residential road was being over used by HGVs when direct access to the A225 Otford Road would be more appropriate. The report advised that £2,000 funding had been allocated for signage, arising from the Section 106 agreement for the local Sainsbury's store. Advisory signs would be located at each end of Crampton's Road and at the exit points of each of the industrial or commercial facilities to direct HGV drivers to use as little of the road as possible. Subject to available resources for design, consultation and implementation the scheme may be able to be delivered in the final quarter of the 2014/15 financial year, or the first quarter of 2015/16.

Resolved: That the report be noted.

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26. Sevenoaks Highway Works Programme 2014/15

Members considered a report which gave an update on the highway works schemes that had been identified and programmed for delivery in 2014/15, and the progress on them.

Resolved: That the report be noted.

27. Highway Improvement Scheme Progress Report

Members considered a report which described the progress to date and anticipated progress over the following three months of all programmed highway improvements and those schemes that were expected to be included in the KCC 2014/15 Capital Programme.

Resolved: That the report be noted.

28. Coordination of work repairs

The KCC District Manager (Sevenoaks) reported on the steps taken by KCC to coordinate road works with statutory undertakers. He advised that Kent held regular liaison meetings with the utility companies and KCC were doing as much as possible to build relationships with them. The Chairman added that there had been a number of occasions when utility companies had carried out emergency repairs without notifying KCC.

THE MEETING WAS CONCLUDED AT 7.56 PM

CHAIRMAN

ACTIONS FROM THE MEETING HELD ON 9 DECEMBER 2014

	Action date	Description	Status and last updated	Contact Officer
1.	09.12.2014	That the Chairman of the Committee write to the Kent County Council Cabinet Member for Environment and Transport, requesting those changes to the street lighting switch off programme. (Minute 20)	Letter sent on 07.01.2015. Acknowledgement received dated 13.01.2015 pending full response.	David Lagzdins Tel: 01732 227350
2.	16.09.2014	The KCC District Manager (Sevenoaks) to consult with the KCC Traffic Engineer to consider whether there was a safety issue. Officers to consult with local Members and Knole Academy whether the matter can be resolved informally. (Minute 10)	An update will be provided at the meeting.	Julian Cook Tel: 03000410475

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**PETITION STATEMENT
PROPOSED PARKING REGULATIONS - OTFORD**

To: The Joint Transportation Board
Sevenoaks District Council

Date: 26th January 2015

Copies: Cllr Michelle Lowe, Cllr John Edwards-Winsor, Cllr Nick Chard, Otford Parish Council

At the JTB meeting held on 9th December, Cllr John Edwards-Winsor gave notice that the parking crisis in Otford would be put on the agenda for the next JTB meeting on 10th March. To support this motion a petition has been drawn up and signed by the affected residents of Otford and will be presented at the meeting by Irene Roy and Sarah Fenn. The petition received 50 signatures representing 83 per cent support in favour of the proposed parking regulations. Further detail provided at Annex D.

1 BACKGROUND

The petition covers several parking issues in the village caused by commuters and other long stay parking. The parking problems began when restrictions were introduced in several roads within easy walking distance of the railway station. Displaced commuters moved onto other areas without parking restrictions. The parking pressure on these roads was compounded last autumn when more commuters were displaced by the introduction of parking charges in the village car park. Further detail provided at Annex A and photographs at Annex B.

2 IMPACT ON RESIDENTS & PARADE BUSINESSES

Warham Road: All day parking has left the residents of Warham Road with nowhere for visitors and for many, care workers to park. Drives are frequently blocked and inconsiderate parking makes it difficult for residents, and in some cases large vehicles, to get through.

Sevenoaks Road at Otford pond: Commuters have taken over this stretch of road taking away much needed parking for school drop offs/pickups and visitors to the High Street.

Holmesdale/Bubblestone House/Cottage Entrance: Exiting onto Sevenoaks Road has become extremely dangerous from this entrance with the solid line of commuters parked opposite. In particular, turning right into oncoming traffic moving at speed has become extremely hazardous.

The Parade: The restricted parking in nearby roads has left Parade staff with nowhere practical to park. The only unrestricted parking area adjacent to the Parade on Bubblestone Road is taken by commuters long before Parade staff arrive for work.

Parade Parking Bays: The limited parking available in front of the shops is being blocked by commuters and others, including staff, seeking free long stay parking. This leaves little or no parking for customers resulting in a loss of business, particularly for the post office, and unless urgent action is taken the village risks losing this vital service and potentially others.

3 ACTION REQUESTED

The Senior Engineer for Traffic & Parking has already approved (verbally with Cllr Edwards-Winsor) the following proposals detailed in the map at Annex C:

- a) Warham Road: Single yellow line no waiting 9am-10am west side and 2pm-3pm east side Mon-Fri.
- b) Sevenoaks Road: 2 hour waiting restriction no return 1 hour Mon-Sat 8.30am-6.30pm.
- c) Holmesdale/Bubblestone House/Cottage Entrance: Double yellow lines opposite entrance.
- d) Bubblestone Road: Single yellow line restricted waiting from 7.30am-8.30am alongside Parade.
- e) Parade parking bays: 2 hour limited waiting no return 1 hour enforced Mon-Sat.

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4 SUMMARY

The residents and businesses of Otford whose lives are affected on a daily basis by the parking nightmare that has been created in the centre of the village appeal to the JTB to approve the proposed parking regulations detailed on the map at Annex C.

To avoid a serious accident and loss of vital services to the village, such as the post office, it is imperative that the parking regulations are implemented without delay.

Irene Roy
Castle House
Sevenoaks Road
Otford TN14 5PB

ANNEXES:

- A: Email to Cllr Michelle Lowe covering Otford parking issues in detail.
- B: Photographs of parking problems.
- C: Map showing proposed parking regulations approved by Senior Engineer for Traffic & Parking.
- D: Results of petition for new parking regulations in Otford.

Dear Michelle,

Thank you for your email and all the time and energy you have put into the parking problems in Otford. It has also taken up a great deal of mine too and I am only dealing with one issue in the district!

I have taken up your suggestion and joined forces with Warham Road residents association and have already met with their representative Sarah Fenn. We are writing to update you, as requested, on the impact of the parking charges on Warham Road and the Parade.

The village car parking charges have apparently had a very positive effect on trade in the High Street, but unfortunately they have had a less desirable impact elsewhere in the village. The combined impact of the parking charges and the parking restrictions in the Bubblestone area (Bubblestone Road, The Butts, The Old Walk, Well Road and Sidney Gardens) have had a detrimental effect on those areas without parking restrictions, in particular Warham Road and Sevenoaks Road. The situation is no longer tenable and has now become dangerous; we have sadly already had our first accident involving three vehicles on Sevenoaks Road near the Warham Road junction. When SDC introduced the parking restrictions in the Bubblestone area the parking charges were not in force and clearly no one envisaged the knock on effect these charges would have on the village. It is now imperative that urgent action is taken in the following roads.

Warham Road

On the very day the parking charges went live in the village Warham Road was bumper to bumper with all-day parking on both sides of the road. As a result, there is now nowhere for visitors to Warham Road to park and residents, many of whom are elderly and infirm, regularly find themselves blocked in by parked vehicles. The vehicles are frequently poorly and inconsiderately parked making it difficult for residents, or other vehicles, to get through, as clearly demonstrated by the attached photos. A fire engine was recently unable to respond to a 999 call due to the poor parking on both sides of the road. It will not be long before there is a more serious consequence to the all-day parking. Warham Road is now the only residential road left in the centre of the village not to have parking restrictions and as such has become targeted by those seeking free all-day parking. As the last residential road left standing the introduction of parking restrictions here would not move the problem elsewhere as was the case following the piecemeal introduction of restrictions in Tudor Drive, then Bubblestone Road, The Butts, Well Road and so on.

As you know from the meeting you attended on 29th July 2013 Warham Road obtained a formal response from all 38 properties in Warham Road concerning parking enforcement and achieved a consensus from 76% of the residents. By contrast Bubblestone Road only had a 55% consensus. As documented in the Parking Meeting minutes of 31st July you kindly confirmed that SDC had added Warham Road to the parking enforcement waiting list and that a formal submission concerning the final proposal would be requested approximately 18 months later in early 2015.

Following your advice, it was also agreed that Warham Road would align with the parking restrictions in the Bubblestone area to keep monitoring for Traffic Officers to a minimum. It was only through your email of 31st October 2014 that Warham Road learnt that they had been moved to the bottom

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of the parking enforcement waiting list putting their case back 18 months to two years, apparently due to the amount of time already spent in Otford.

Warham Road have had to put up with an awful lot from SDC over the last few years with the extension of the Primary school in their backyard and resulting trucks, lorries and earthwork's vehicles using Warham Road for several months. Now they have become the free village car park for shop workers, local business, teaching staff and commuters from early morning to early evening. At a recent Parking Meeting the view of Warham Road residents was reassessed. All were still in agreement with the proposals put forward in July 2013 and agreed that parking enforcement was now urgent as the all-day parking had got out of control following the parking charges. Contrary to local myth, the residents of Warham Road are in agreement on parking enforcement and are ready to go ahead with the formal submission that was promised for the New Year.

The Parade

I have written many emails to the Parish Council and SDC regarding the parking problems for Parade workers caused by the restricted parking in the Bubblestone area. Rather than finding a permanent solution to these problems, SDC advised the Parade staff to park in Warham Road and Sevenoaks Road where there are no parking restrictions.

Following the introduction of the parking charges, these roads are no longer available for parking as they are now full of parked vehicles long before Parade staff arrive for work. The single yellow lines in the Bubblestone area are now also a target since the charging and are taken early by those who are able to re-park their vehicles throughout the day according to the waiting times. Parade staff and other local businesses now have nowhere practical to park. The commuters may have moved on to pastures new, but the Bubblestone area is still full of parked vehicles throughout the day and it is difficult to see what the residents in this area have gained by the introduction of the yellow lines.

What is clear, however, is that the parking restrictions and parking charges have created more problems than they have solved especially for the small businesses on the Parade who provide a vital service to the village. Trade in the High Street has apparently improved since the parking charges, but the same cannot be said for the businesses on the Parade who are struggling. Whilst commuters are having the last laugh finding every available free parking space, the village is in danger of losing essential services, such as the post office, provided by the Parade of shops.

The section of unrestricted road you refer to on Bubblestone, which apparently was left unpainted by SDC for the Parade, is also taken by commuters long before Parade workers arrive for work. Without a notice making it clear that this section of the road is intended for the Parade there is no point leaving it without parking restrictions only for commuters to benefit. I did mention this to Andy Bracey in my email, but I have not received a reply to this point.

A simple, quick and inexpensive solution to the problem for Parade workers would be to alter the waiting times in the Bubblestone area. I have already made this suggestion in a previous email to Andy Bracey, but he was not happy with the proposed times put forward. The Parade workers have reviewed these times and would now like to propose that the waiting times on one side of the roads in the Bubblestone area are altered from 9am to 10am to 8am to 9am. This slight change would still deter commuters, but would also provide a practical alternative to staff having to re-park throughout the day according the waiting times to avoid parking tickets.

For your information, Parade workers are not interested in parking permits for the parking spaces on the Parade as there would be nowhere for customers to park. They would, however, like the unrestricted road left for them ear marked in some way so that they and their customers can make use of it rather than the space being taken by early birds seeking free parking.

To compound the parking problems of the village the car dealership Beadles, due to expansion, have told their staff to find parking elsewhere and are now parking in Sevenoaks Road, Warham Road and anywhere else they can find free parking.

Holmesdale and Bubblestone Farm Cottage Entrance

Another impact of the charging and the subsequent all-day parking on Sevenoaks Road is the difficult and dangerous situation that has now been created for the residents of the above properties trying to exit onto Sevenoaks Road. I understand that a solution has been put forward to SDC to introduce double yellow lines opposite the entrance.

Whilst parking charges were necessary in the village car park they have exacerbated an already difficult situation in the above roads. The only sensible way forward now is for an urgent review to be carried out and an assessment made based on the priority of the other villages ahead of Otford in the queue for parking enforcement. It would not be unreasonable for the other villages to have to wait a little longer for their issues to be addressed if an assessment was made based on urgency and fairness which we hope would bring Otford to the top of the pile.

Summary of Urgent Action

- 1 Change restricted waiting time on one side of the roads in the Bubblestone area to 8am to 9am.
- 2 Delineation and enforcement of unrestricted parking area in Bubblestone Road for the Parade.
- 3 Parking restrictions for Warham Road to mirror those in the Bubblestone area.
- 4 Double yellow lines opposite the entrance to Holmesdale and Bubblestone Farm.

The above parking enforcement requests would not cause problems elsewhere in the village and would make an enormous difference to the current parking nightmare and safety concerns for Warham Road, the Parade and the village.

I look forward to hearing from you.

Regards,

Irene Roy

Chairman – Otford & Shoreham Conservative Branch

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7.15 am Weekday (Thursday) Morning Mid November 2014



Van shown is the window cleaner

Mid Morning – Weekday (Friday) Mid November 2014





One of these vehicles remained for 11 days day and nights. This was highlighted to Paul the PCSO. It followed another vehicle parking day and night for five days over a weekend - that vehicle was parked opposite a driveway making it very difficult for residents to get out of their driveways and again limited space for visitors over the weekend to park close to the house they were visiting.

Red car is a resident outside own house. Visitor to disabled and elderly resident forced to park on pavement preventing prams & wheelchairs in order to deliver shopping and required care





Gaps left often too narrow for fire engines or other emergency vehicles to get through to the end of Warham Road, also forcing them to reverse to get out of the road. Also such parking prevents residents or causes great difficulty to residents trying to get out of their driveways (eg drive opposite black car).

NB – Double parked vehicle forced to be on pavement to visit and make delivery to a resident without ending up being parked out of the road completely. Totally impractical when such visitors are also collecting elderly residents who cannot walk far.





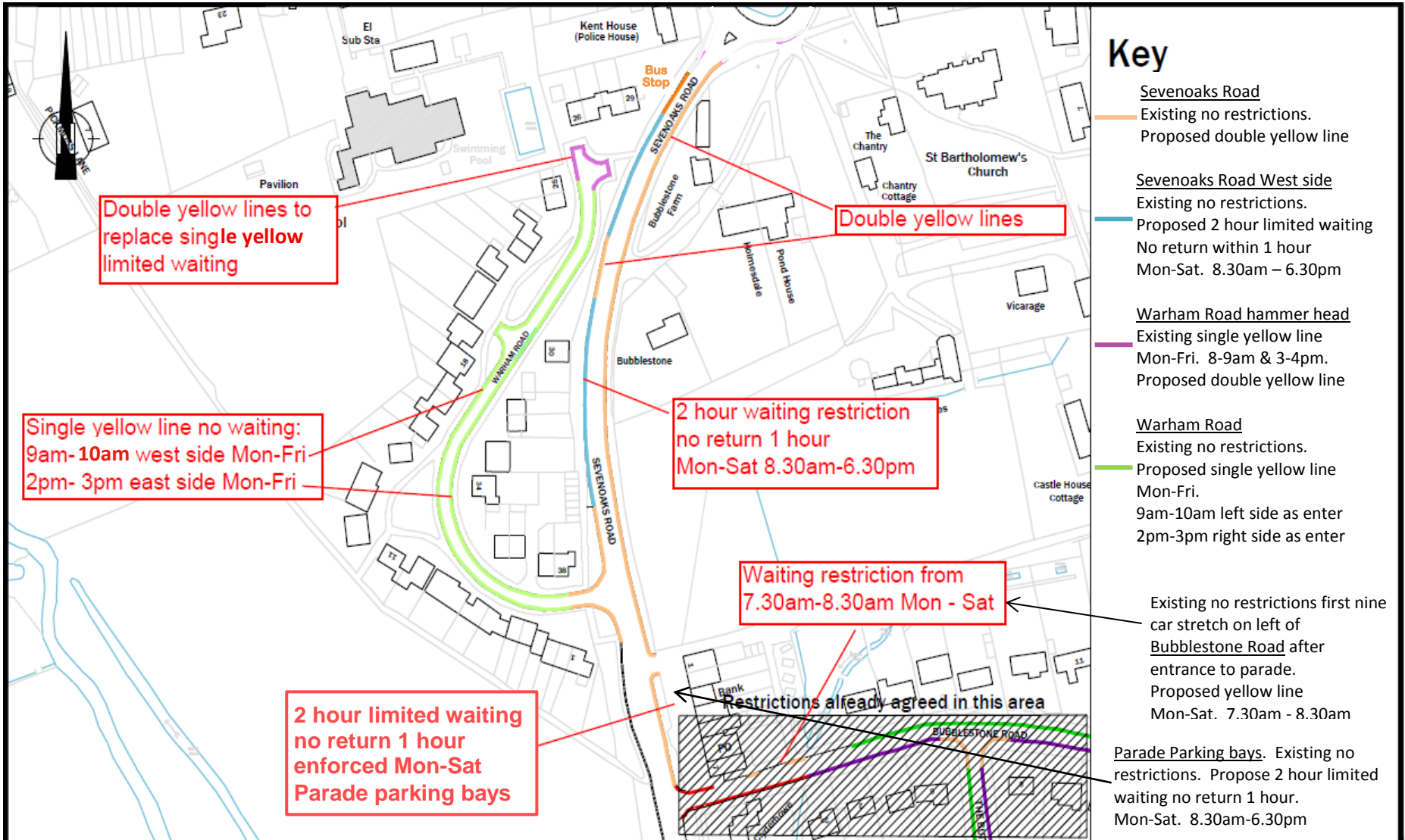
OTFORD MEMORIAL VILLAGE CAR PARK – 2.50pm – CAR PARK PRACTICALLY EMPTY

Mostly drivers parking to collect children from Otford Primary School



Cars at this end of the car park have drivers sitting in them – potentially early for collecting children or just visiting the village.

The area closest to the hall had lots of spaces – difficult to photograph without including people or specific number plates which need to be avoided



Circulated to all affected residents by Sarah Fenn and Irene Roy. Jan 2015.

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Title

Proposed changes to parking restrictions

Otford

For Petition to be reviewed at JTB Meeting 10th March 2015



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ANNEX D

Results of Petition for Proposed Changes to Parking Restrictions in Otford

Road	No. of Residents Affected	No. of Residents Not Signing Petition	No. of Residents Signing Petition	Proportion of Residents in Favour of Proposals
Sevenoaks Road	4	0	4	100%
The Parade	7	0	7	100%
Bubblestone Road	11	0	11	100%
Warham Road	38	10	28	74%
TOTALS	60	10	50	83%

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WICKENDEN ROAD & SWAFFIELD ROAD, Sevenoaks

A petition has been signed by residents in these roads, calling for early resurfacing of the highways. These roads are concrete-based and have seldom been treated over the decades, with equally poor footpath surfaces. Both are residential roads, but in the case of Wickenden Road there is considerable through traffic, as it is a regular rat-run, as well as offering access to the sizeable Hillingdon residential area.

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ON-STREET PARKING RESTRICTION CHANGES – TRO 2013 AMENDMENT 2 (VARIOUS LOCATIONS)

Sevenoaks Joint Transportation Board – 10 March 2015

Report of Chief Officer, Environmental & Operational Services

Status: For Decision

Key Decision: No

Executive Summary: The consideration of objections and responses to proposed parking restriction changes at a number of locations across the District.

This report supports the Key Aims of the Community Plan;

- Safer Communities (by improving road safety issues)
- Caring Communities (by providing or adjusting disabled parking facilities)
- Dynamic Economy (by providing more appropriate restrictions near local retail establishments)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Hogarth

Contact Officer(s) Andy Bracey x7323

Recommendation to Sevenoaks Joint Transportation Board:

That the Board consider objections for the proposed changes, and agree with the Officer recommendations as set out in the table to paragraph 7.

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

Introduction and Background

- 1 The District Council has received a number of requests for changes to parking restrictions at various locations across the District.
- 2 There are proposals in a number of Parishes and Towns across the District; Crockenhill, Edenbridge, Farningham, Sevenoaks, Swanley and Westerham

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- 3 The changes in each Parish are not large enough to warrant a review of parking in a wider area, and so have waited until a package of similar measures could be compiled. We are now in a position to address these issues.

The proposed changes

- 4 The proposals at each location are shown in Appendix A

Consultation on the proposed changes

- 5 Details of the consultations carried out at each location, a summary of the responses and a recommendation for each location are shown in Appendix B, and the full text of each response is within Appendix C. (Due to the size of this appendix, it has not been printed with the agenda but is published online and a paper copy has been placed in the Members' Room)

- 6 The purpose of bringing these responses to the Board is for the Board to consider objections, and to;

- uphold the objections and abandon the proposals
- Note objections and amend the proposals to address the concerns, and implement the amended proposals. (It should be noted that it is only possible to amend proposals by reduction only. Any extension to the proposed restrictions or change of type of restriction would form a new proposal and require re-advertisement.)
- Set aside the objections and agree the implementation as proposed.

No decision is required from the Board at the locations where no objections were received, but these locations have been included for information.

- 7 The locations, issues and recommendations are summarised in the following table, which includes the locations where a decision is required..

	Plan ref	Issue	Recommendation	Decision Required	Board Decision
1.	Sevenoaks 5 Granville Road	Obstructive parking	Implement	No	
2.	Sevenoaks Dartford Road	Change to parking bay layout following development	Implement	No	
3.	Sevenoaks High Street Loading Bay	New evening taxi facility	Abandon proposals	No	
4.	Sevenoaks High Street Market Bay	Changes to accommodate the Sevenoaks Market	Implement	No	
5.	Sevenoaks St Botolphs	Obstructive parking	Implement	No	

	Plan ref	Issue	Recommendation	Decision Required	Board Decision
6.	Sevenoaks Mount Harry Road	Obstructive parking	Implement	No	
7.	Sevenoaks Avenue Road	New vehicle access through parking bays and the removal of a redundant disabled bay	Implement	No	
8.	Sevenoaks Vine Court Road	Obstructive parking	Implement	No	
9.	Sevenoaks Robyns Way	Obstructive parking	Implement	No	
10.	Sevenoaks Morewood Close	Changes associated with a new property development	Implement	No	
11.	Edenbridge Hilders Lane & Ashcombe Drive	Parking around the junction	Implement	No	
12.	Edenbridge Mill Hill (near Fairfield Close)	Changes associated with a new property development	Implement	No	
13.	Sevenoaks 68 Granville Road	New vehicle access through parking bays	Set aside objection and implement	Yes	
14.	Sevenoaks Victoria Road	New vehicle access through driveways	Set aside objection and implement	Yes	
15.	Sevenoaks Cramptons Road	Minor alterations to a disabled bay	Set aside objection and implement	Yes	
16.	Sevenoaks Moor Road	Changes to provide more parking and to accommodate the redevelopment of the former Ambulance station site	Set aside objection and implement	Yes	
17.	Swanley Sycamore Drive	Reduction in parking bays to improve vehicle movements	Seek views of KCC members	Yes	
18.	Edenbridge Hillcrest Road	Parking around the junction	Amend proposals, set aside objections and implement	Yes	
19.	Farningham High Street	Parking in bus stops	Set aside objection and implement	Yes	

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	Plan ref	Issue	Recommendation	Decision Required	Board Decision
20.	Sevenoaks The Drive	New vehicle access through parking bays	Amend proposals, set aside objection and implement	Yes	
21.	Sevenoaks Barrack Corner area	Alterations to parking to provide more short-stay parking to support local businesses and measures to reduce obstruction	Amend proposals, set aside objections and implement	Yes	
22.	Swanley Oakleigh Close	Obstructive parking	Amend proposals, set aside objections and implement	Yes	
23.	Crockenhill Broadway	Adjustment to times of restrictions	Abandon proposals *	No *	
24.	Edenbridge Main Road & Brownings	Junction protection, visibility protection and disabled parking	Amend proposals, set aside objections and implement	Yes	
25.	Edenbridge Mill Hill, Ashbys Close, Victoria Road & Waterlakes	Parking around the junction	Set aside objection and implement	Yes	
26.	Farningham Teardrop Centre	Obstructive parking	Implement *	No *	
27.	Westerham Bartlett Road & Delagarde Road	Long stay parking causing problems for residents	Set aside objections and implement	Yes	
28.	Westerham The Green	Relocation of Police parking bay and alterations to parking bays	Set aside objections and implement	Yes	
29.	Westerham Black Eagle Close	Obstructive parking	Set aside objections and implement	Yes	
30.	Westerham The Paddock	New disabled parking bay	Implement	No	
31.	Westerham Farley Nursery	Obstructive parking	Set aside objections and implement	Yes	

8 The locations 23 (for Broadway) and 26 (Teardrop Centre) are marked with (*) to indicate that the local member or Parish Council have added additional information, outside the terms of the consultation.

With regard to the proposal for Broadway, Crockenhill

- 9 The only responses received during the consultation were objections, but the grounds for these were quite “light”. Cllr Lindsay and the Parish Council commented that they would still support the proposals, and that the local owners of the Post Office had also commented in support of the changes, and that the proposals should not be abandoned.

With regard to the Teardrop Centre, Farningham

- 10 The Parish Council commented against the proposal, but only did so outside the consultation period. They commented that the proposals were unnecessary due to closure of one of the commercial premises at the Teardrop Centre. However, the requirements for access for the Highway depot along the Teardrop Centre access road remain and it is still recommended that the proposed restrictions are introduced.
- 11 As an objection to an “at any time” loading ban, objections received during the consultation period would trigger a public enquiry in to the proposal, but as the Parish’s response was outside the consultation dates this is not necessary. It is suggested that the County Members and the Officers from KCC indicate whether this proposals should be implemented as drawn to protect access or be abandoned.

Implementation

- 12 The proposals that have been reported for information, and those where the Board have agreed to be taken forward will now be prepared for implementation.
- 13 Due to changes within the Parking Services team, it is likely that there may be some delay in the introduction of the changes, but it is hoped that these would appear on-street during the Summer 2015.

Key Implications

Financial

The costs of implementing the changes varies with the decision of the Board as to which proposals to implement, but if all proposals are taken forward to implementation, the expected implication is for;

- approximately 7 days of road marking work, at £750 per day
- and approximately £3200 in changes to on-street signs and posts (some of which would be the removal of redundant street furniture).

The costs of implementation would be met from the District’s on-street parking account.

Legal Implications and Risk Assessment Statement.

The District Council has to be aware of the conflict between differing legislation and the decisions of other Authorities, particularly related to planning issues and access to the public highway.

Agenda Item 5

In locations where the Highway Authority has granted permission for a vehicle crossover, they also establish a right of access to the highway, and this needs to be remembered when altering parking restrictions to reflect that new access. Any objections may be for valid reasons, but these have to be considered as secondary to the right of access.

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

Equality Assessment

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

Key Implications

Safeguarding Children and Vulnerable Adults.

Some of the proposals deal with the introduction or amendment of on-street disabled parking facilities, in line with the County Council's policy and criteria for the provision of disabled parking bays.

Appendices

Appendix A – Plans of proposals

Appendix B – Location Summaries

Appendix C – Consultation responses (available in a hardcopy in the Members' Room and electronically on the Council's website)

Background Papers:

The Traffic Signs Regulations & General Directions 2002 (as amended)

<http://www.legislation.gov.uk/ukSI/2002/3113>

The Highways Act 1980 (as amended)

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

The Road Traffic Act 1988 (as amended)

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

The Road Traffic Regulation Act 1984 (as amended)

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

The Traffic Management Act 2004 (as amended)

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

The Highway Code

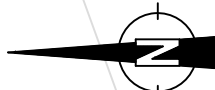
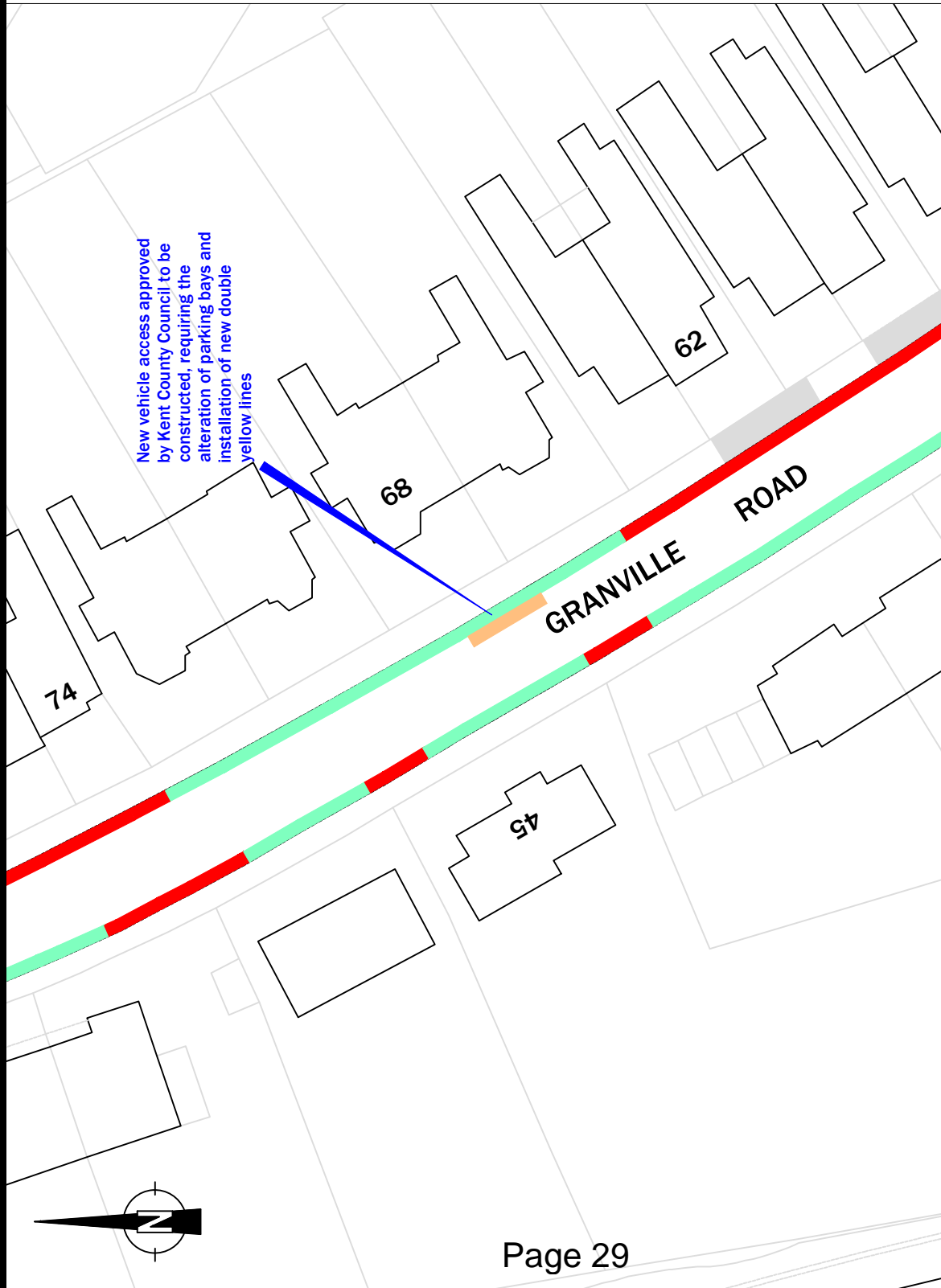

<https://www.gov.uk/browse/driving/highway-code>

Richard Wilson

Chief Officer, Environmental & Operational Services

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "limited waiting" (parking bays) Mon-Sat, 8.30-6.30 and Area A permits

Drawn by : ACB
Scale 1:500 Date : 26/7/13
File ref : T/Sevenoaks

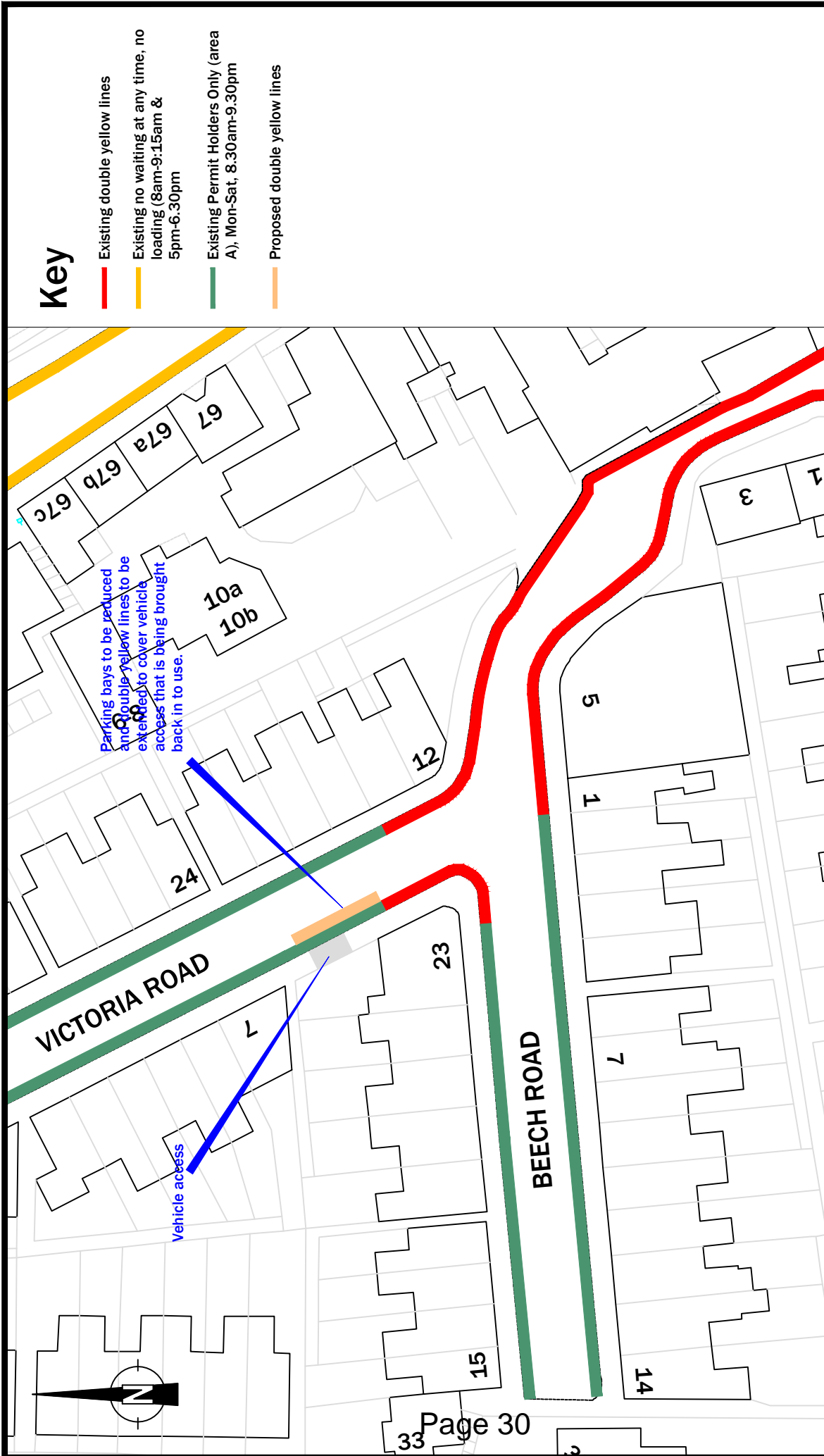
Proposed Waiting Restrictions - Formal Consultation

68 Granville Road Sevenoaks

Date	Revision	Ref	Drawn

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File name : Sevenoaks - Granville Road - 260614.pdf



Drawn by : ACB
 Scale 1:500 Date : 26/4/13
 File ref : T/Sevenoaks



Proposed Waiting Restrictions - Formal Consultation Victoria Road Sevenoaks

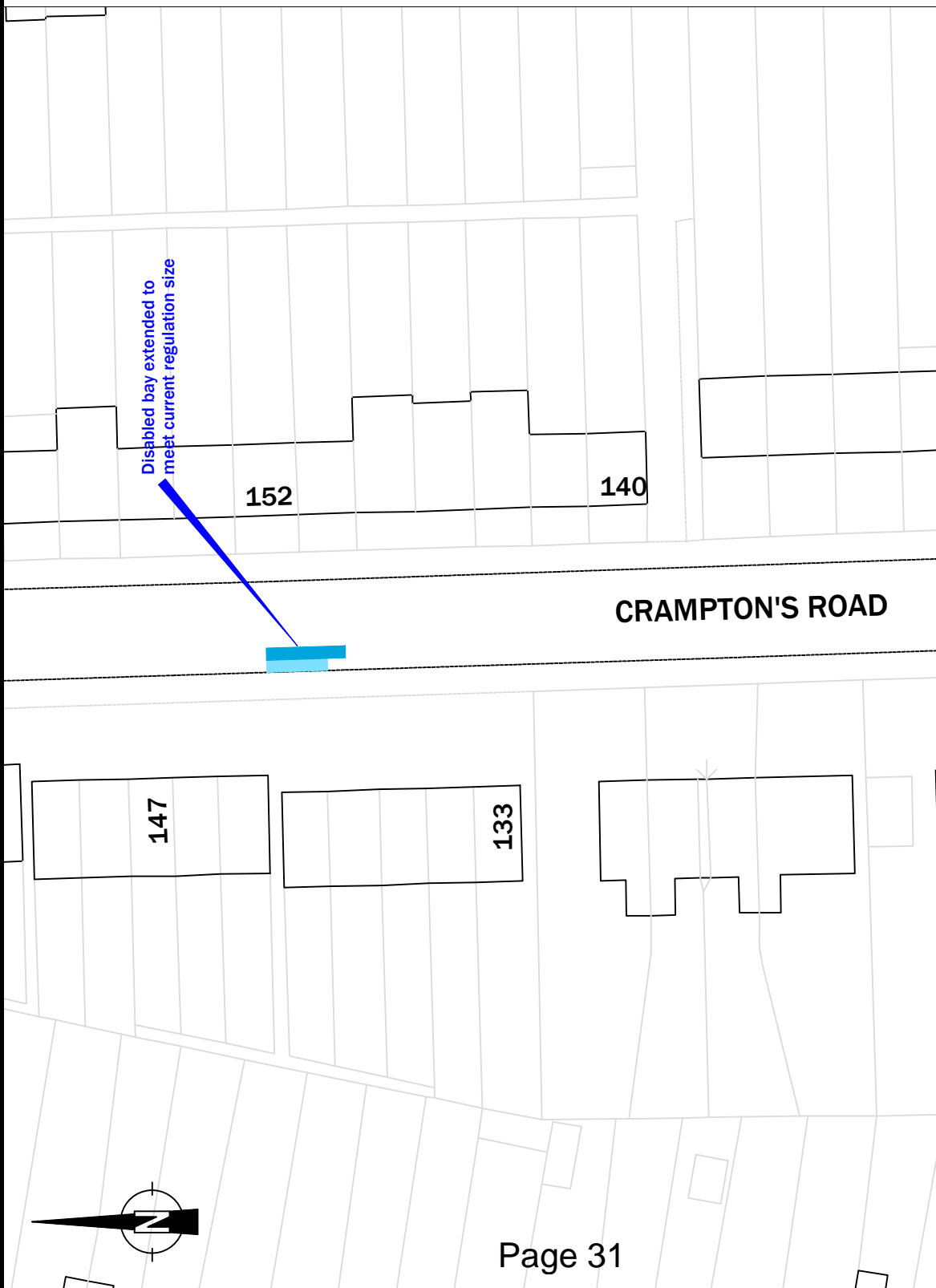

Date	Revision	Ref	Drawn

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 File name : Sevenoaks - Victoria Road - 260614.pdf

Key

-  Existing "disabled parking bay"
-  Proposed enlarged disabled parking bay" to meet current regulations

Drawn by : ACB
 Scale 1:500 Date : 19/2/14
 File ref : T/Sevenoaks/4

Changes to parking restrictions - Formal Consultation Crampton's Road Sevenoaks

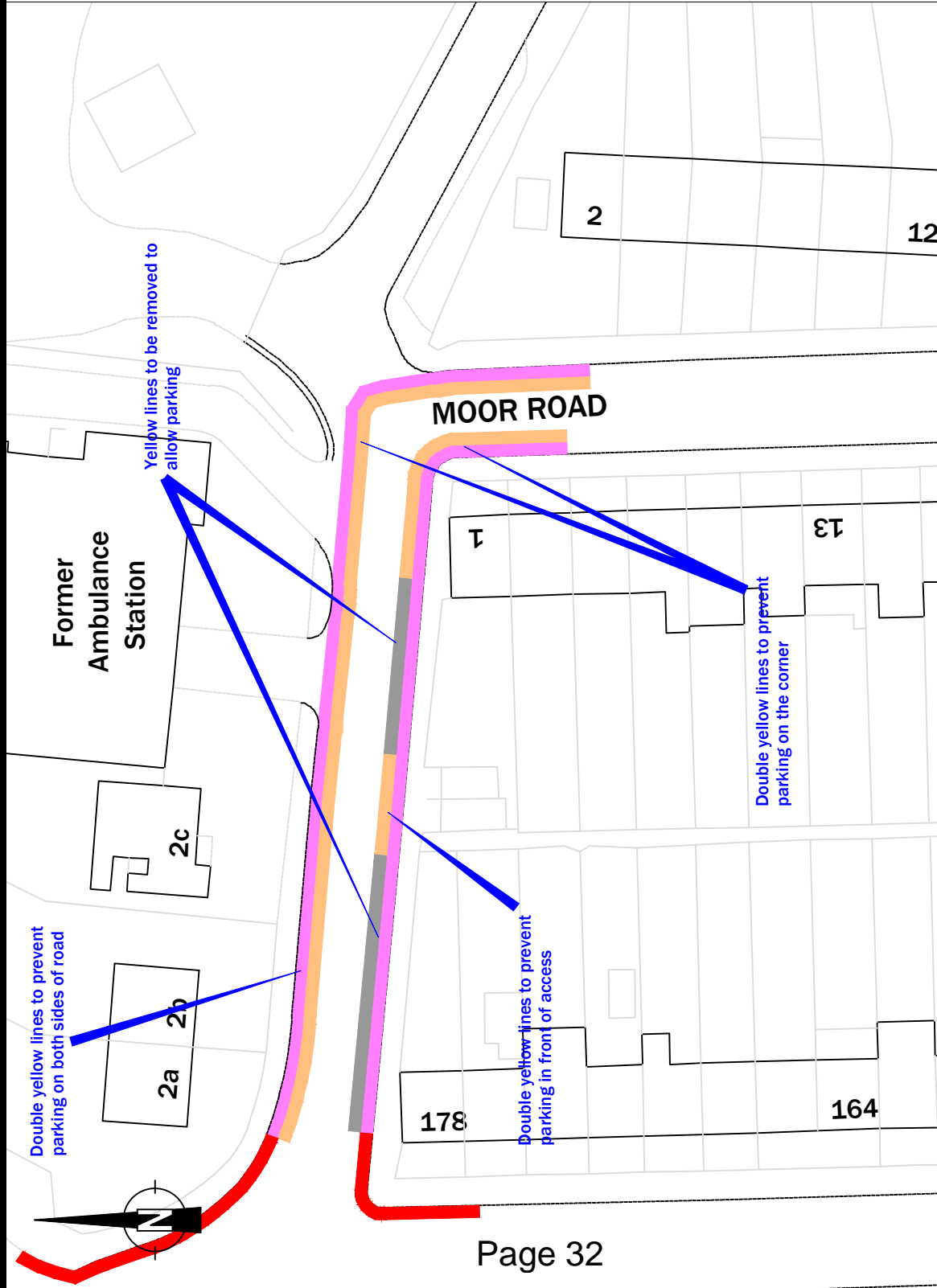
Date	Revision	Ref	Drawn

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Title
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 File name : Sevenoaks - Crampton's Road 260614.pdf

Key

- Existing No waiting, Mon-Sat, 8.30-6.30 (single yellow line)
- Proposed No waiting at any time (double yellow lines)
- Existing No waiting at any time (double yellow lines)
- Existing restriction to be revoked, to become free parking



Drawn by : ACB
 Scale 1:500 Date : 19/2/14
 File ref : T/Sevenoaks/4

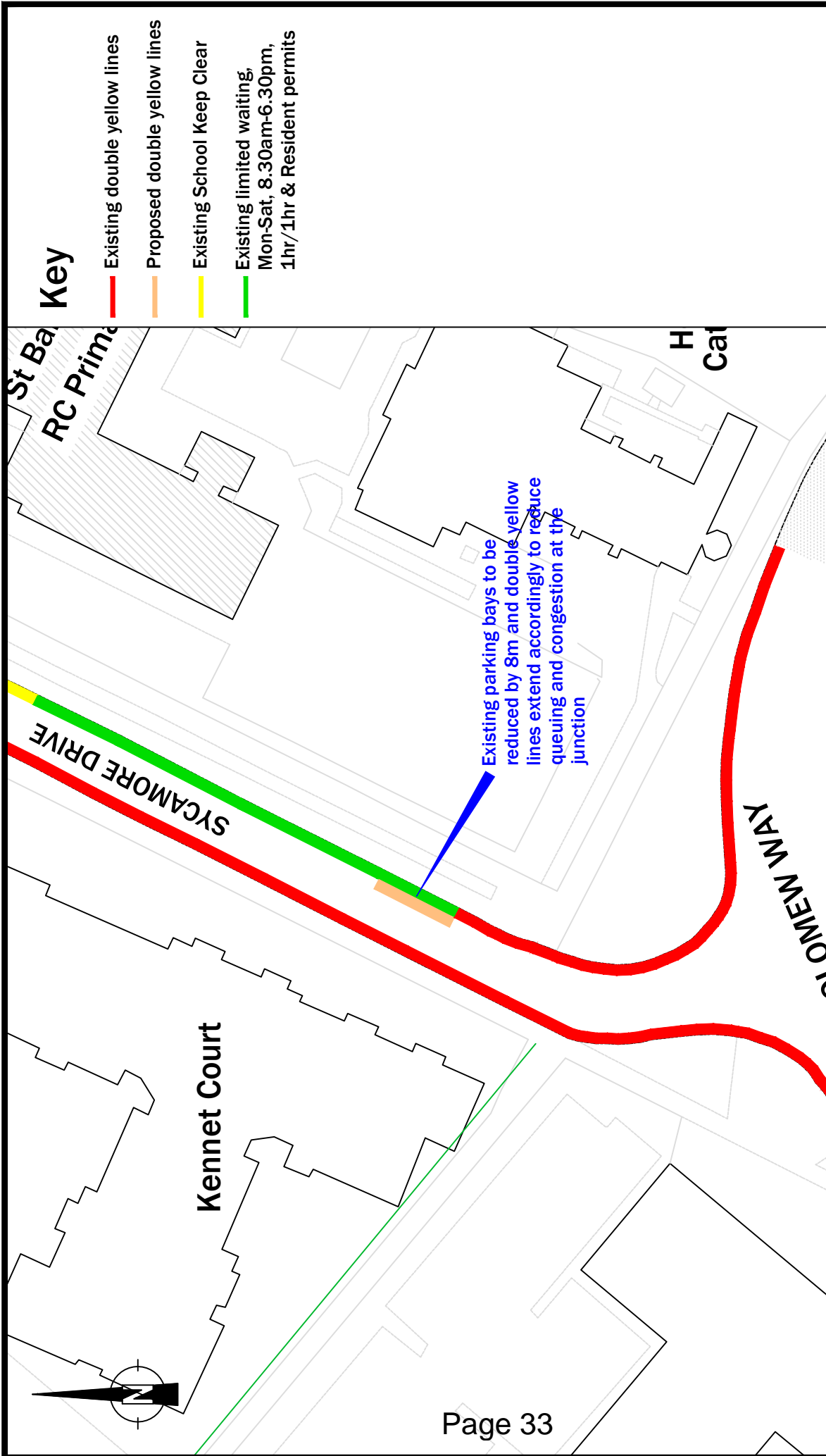
Changes to parking restrictions - Formal Consultation Moor Road Sevenoaks

Date	Revision	Ref	Drawn

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Title

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 File name : Sevenoaks - Moor Road 260614.pdf



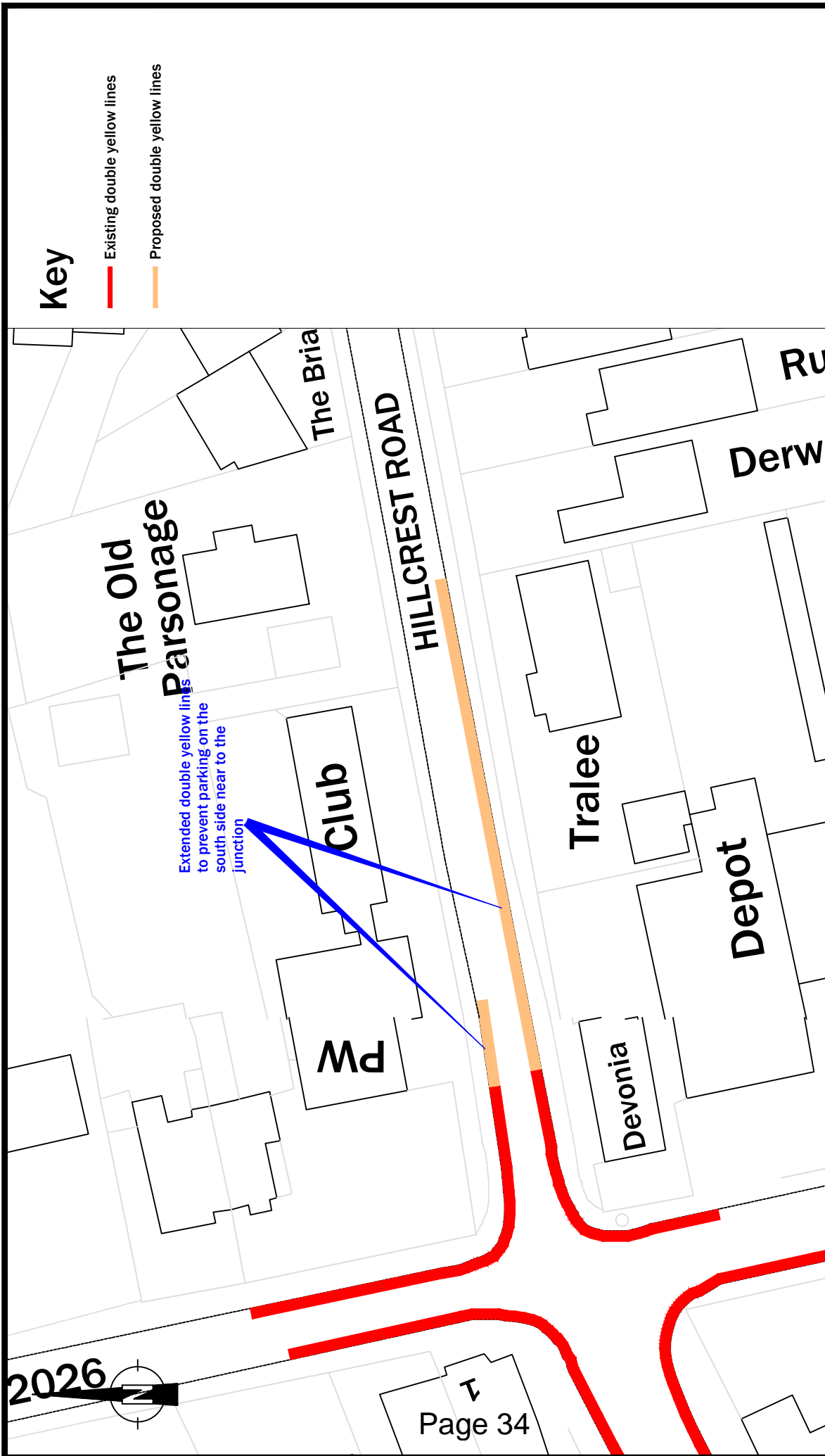
Drawn by : ACB
Scale: 1:500 @ A4 Date: 2/8/13
File ref : T/Swanley

Proposed changes to parking restrictions - Formal Consultation
Sycamore Drive
Swanley

Date	Revision	Ref	Drawn

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File name : Swanley - Sycamore Drive - 260614.pdf



Key

- Existing double yellow lines
- Proposed double yellow lines



Drawn by : ACB
 Scale 1:500
 Date : 20/2/14
 File ref : T/Edenbridge

Proposed Waiting Restrictions - Formal Consultation
Hillcrest Road
Edenbridge

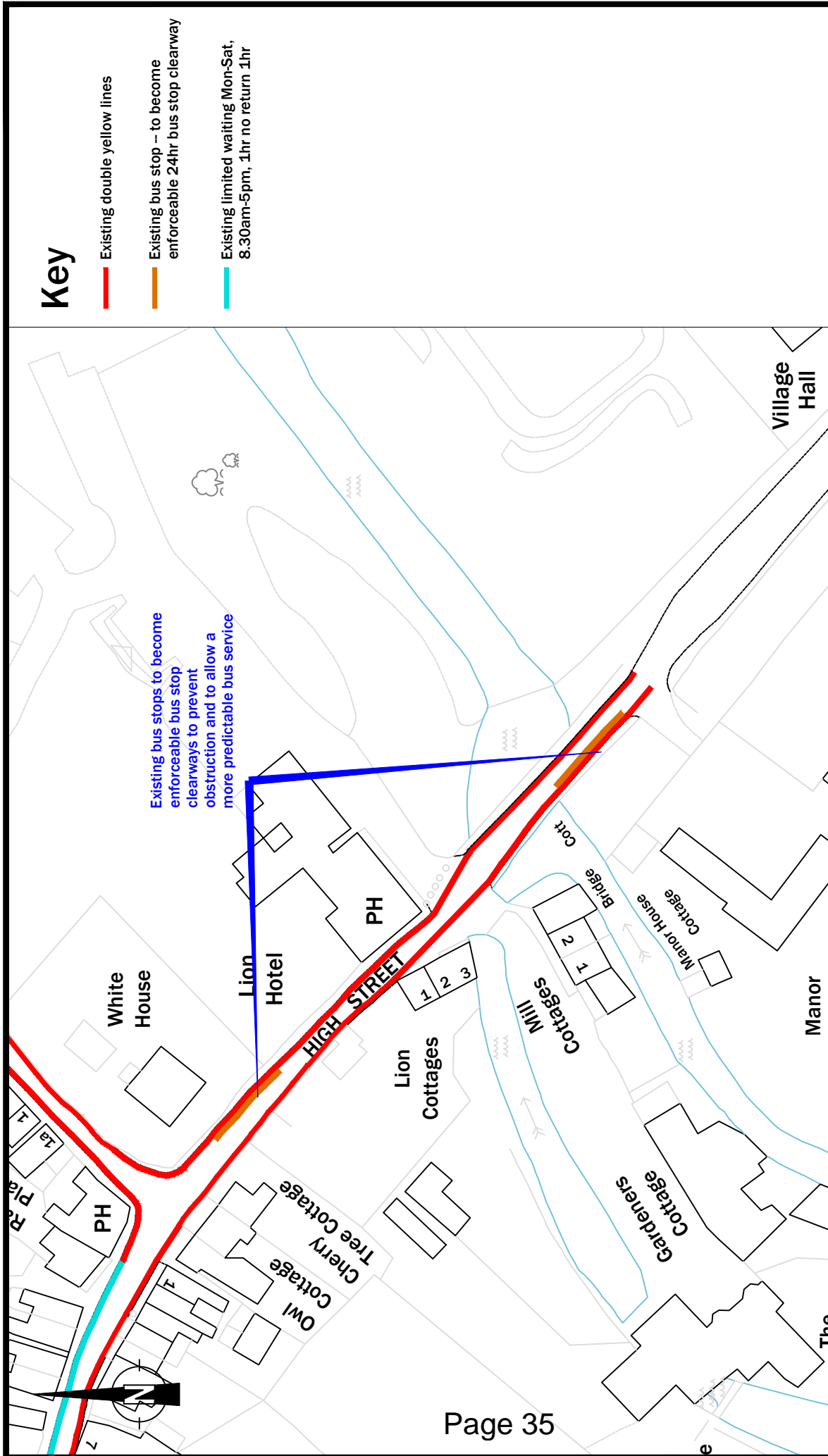
Title

Date	Revision	Ref	Drawn
6/14	DYL extended	A	ACB

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File name : Edenbridge - Hillcrest Road A - 260614.pdf



Key

- Existing double yellow lines
- Existing bus stop -- to become enforceable 24hr bus stop clearway
- Existing limited waiting Mon-Sat, 8.30am-5pm, 1hr no return 1hr

Existing bus stops to become enforceable bus stop clearways to prevent obstruction and to allow a more predictable bus service




Drawn by : ACB
 Scale 1:1000 Date : 20/2/14
 File ref : T/Farningham

Proposed Waiting Restrictions - Formal Consultation High Street Farningham

Date	Revision	Ref	Drawn

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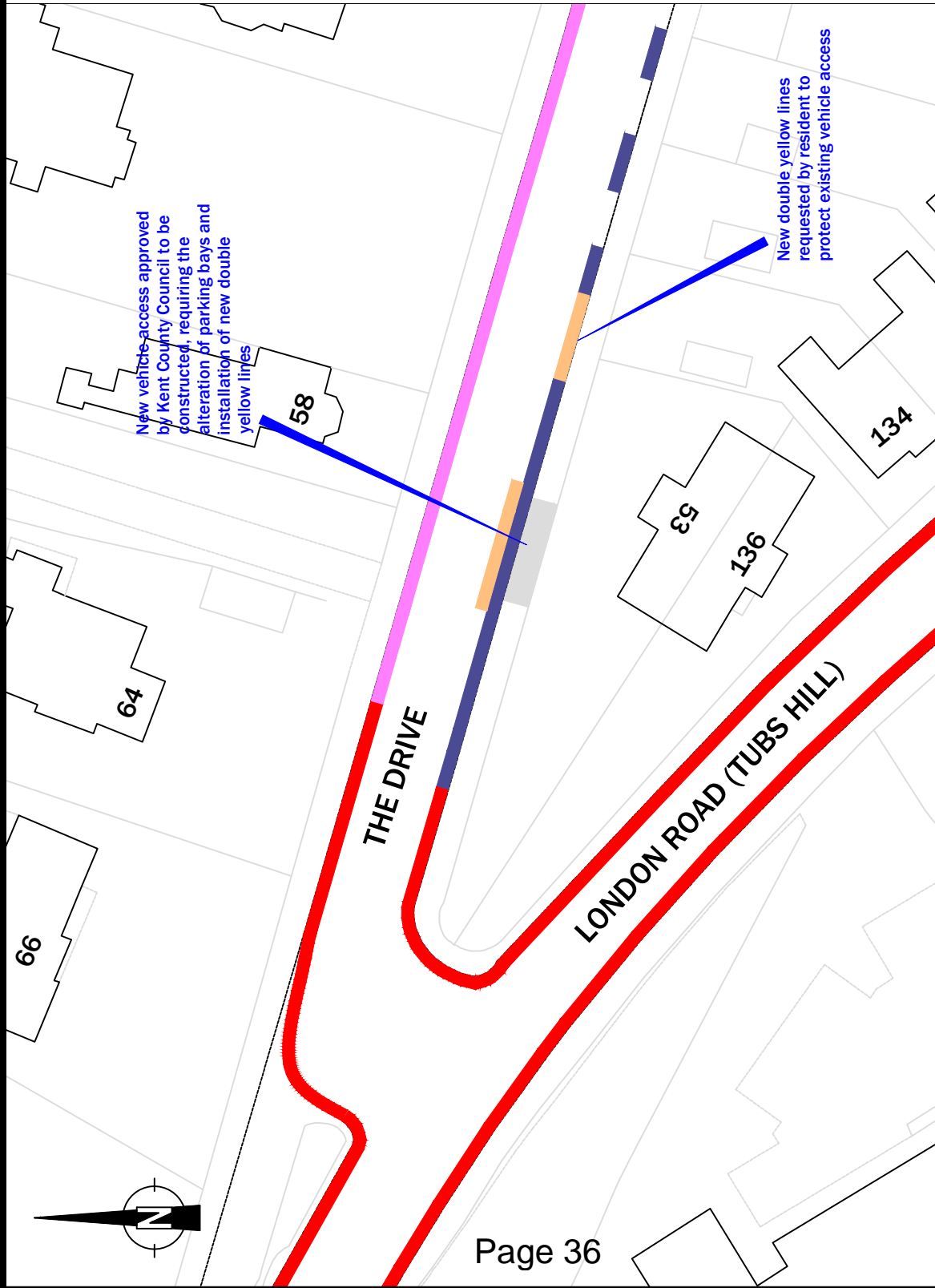
If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Farningham - High Street - 260614.pdf



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 Scale 1:500 Date : 13/3/14
 File ref : T/Sevenoaks

Key

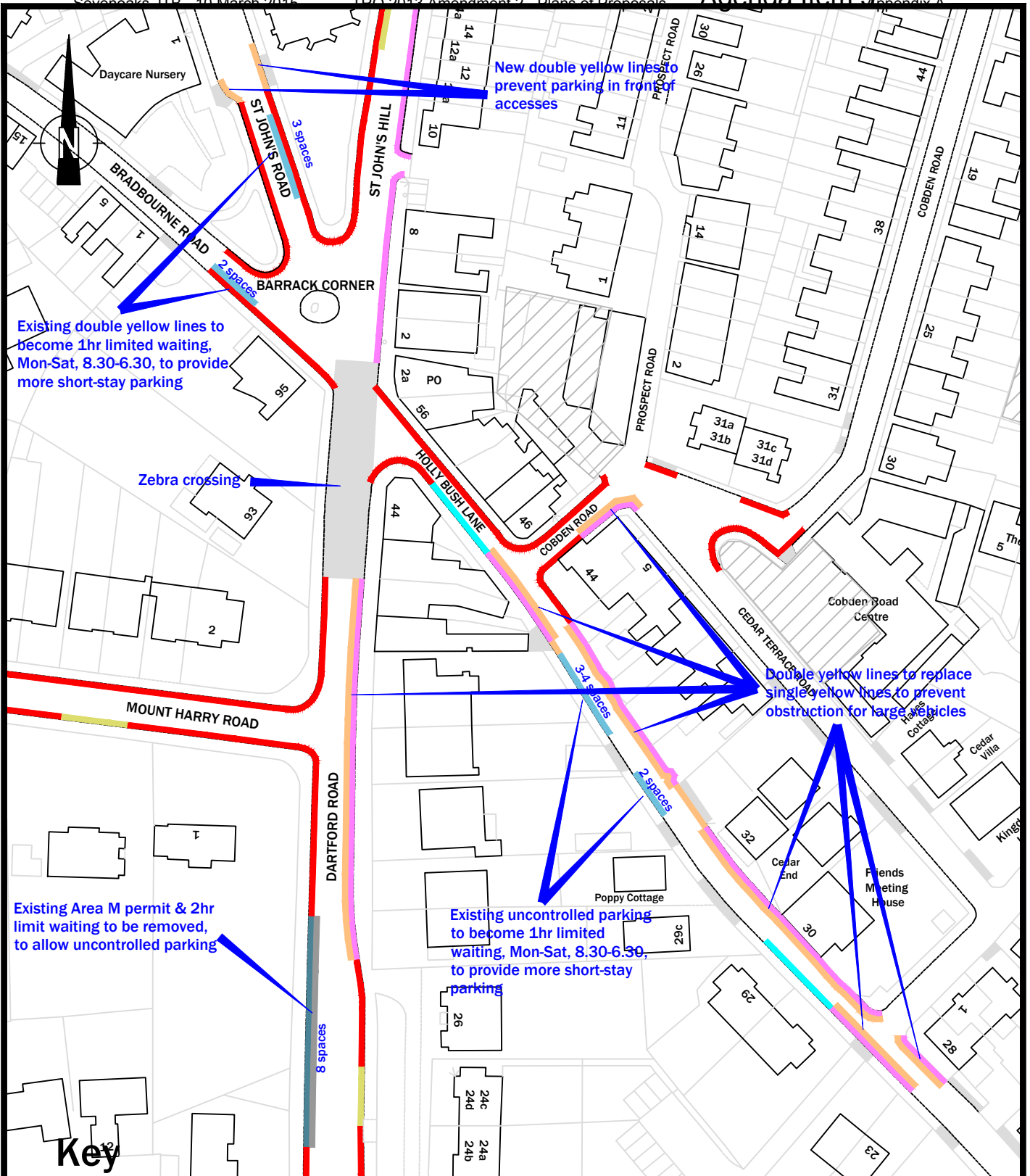
- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Existing "limited waiting" (parking bays) Mon-Sat, 8.30-6.30 and Area E permits
- Existing "No waiting, Mon - Sat, 8.30am - 6.30pm" (single yellow lines)
- Proposed new vehicle access



Proposed Waiting Restrictions - Formal Consultation 53 The Drive Sevenoaks

Date		Revision		Ref		Drawn	
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Title
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 File name : Sevenoaks - The Drive - 260614.pdf



Existing "No waiting at any time" (double yellow line)	Existing "Limited Waiting, Mon-Sat, 8.30-6.30, 1hour, not return within 1 hour" (short stay parking bay)	Existing "Limited Waiting, Mon-Sat, 8.30-6.30, 2 hour, no return within 1 hour" and Area M permits (short stay and permit parking bay)
Existing "No waiting, Mon-Sat, 8.30am-6.30pm" (single yellow line)	Proposed "Limited Waiting, Mon-Sat, 8.30-6.30, 1hour, not return within 1 hour" (short stay parking bay)	Proposed uncontrolled parking (available for long-stay)
Existing Bus Stop Clearway		
Existing vehicle access (driveway)		

Date	Revision	Ref	Drawn

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Changes to parking restrictions
Formal Consultation - Barrack Corner area
Holly Bush Lane, Dartford Rd, St Johns Rd
Sevenoaks

Page 37

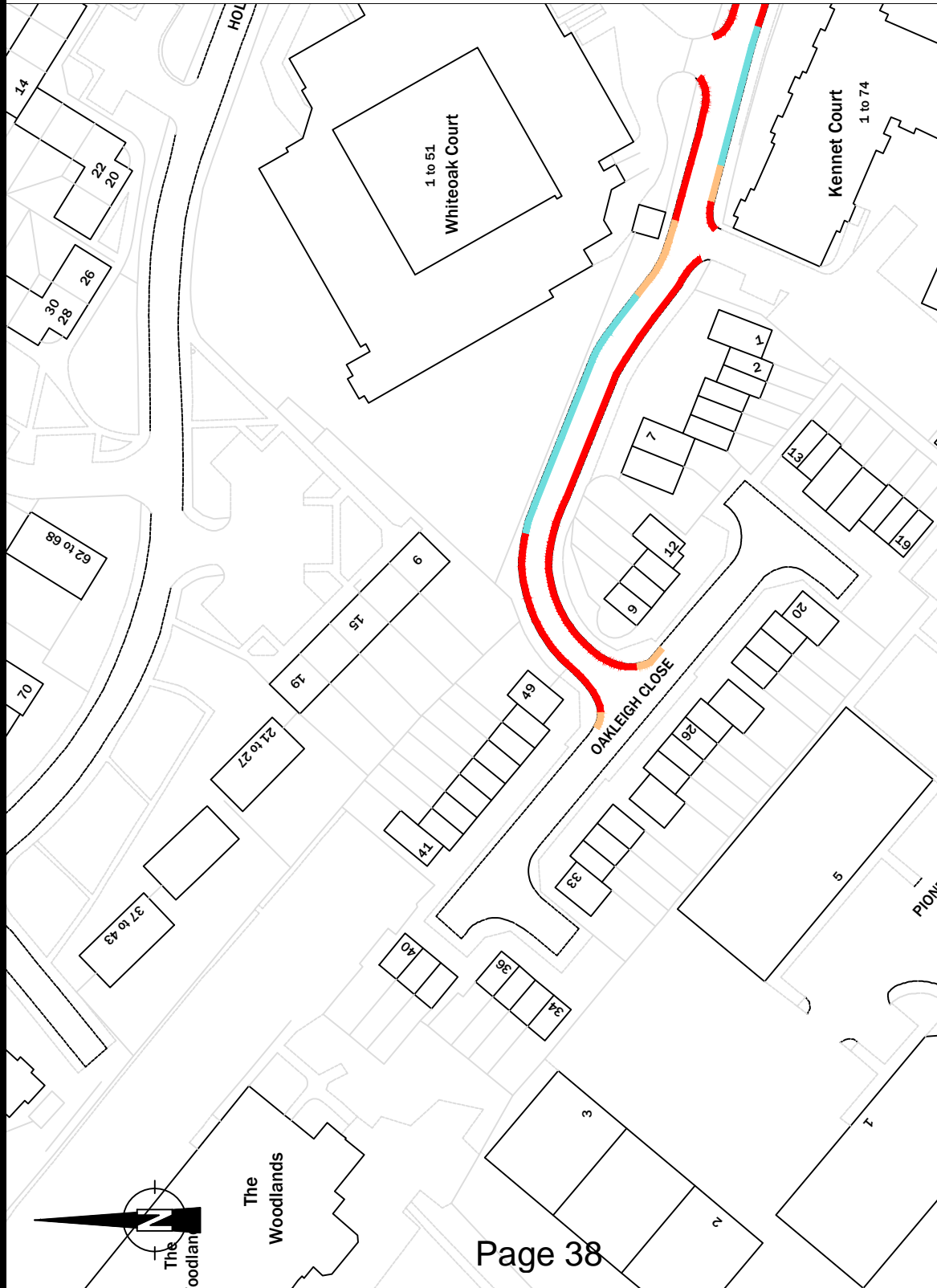
File name : Sevenoaks - Barrack Corner 2014.pdf

Sevenoaks
 DISTRICT COUNCIL


Drawn by : ACB
 Scale 1:1000 Date : 2/10/14
 File ref : T/Sevenoaks/4

Key

- Existing "No waiting at any time" (double yellow lines)
- Proposed "No waiting at any time" (double yellow lines)
- Proposed "No waiting Mon-Fri, 11am-Noon" (single yellow line)



Proposed parking restrictions - Formal consultation Oakleigh Close Swanley

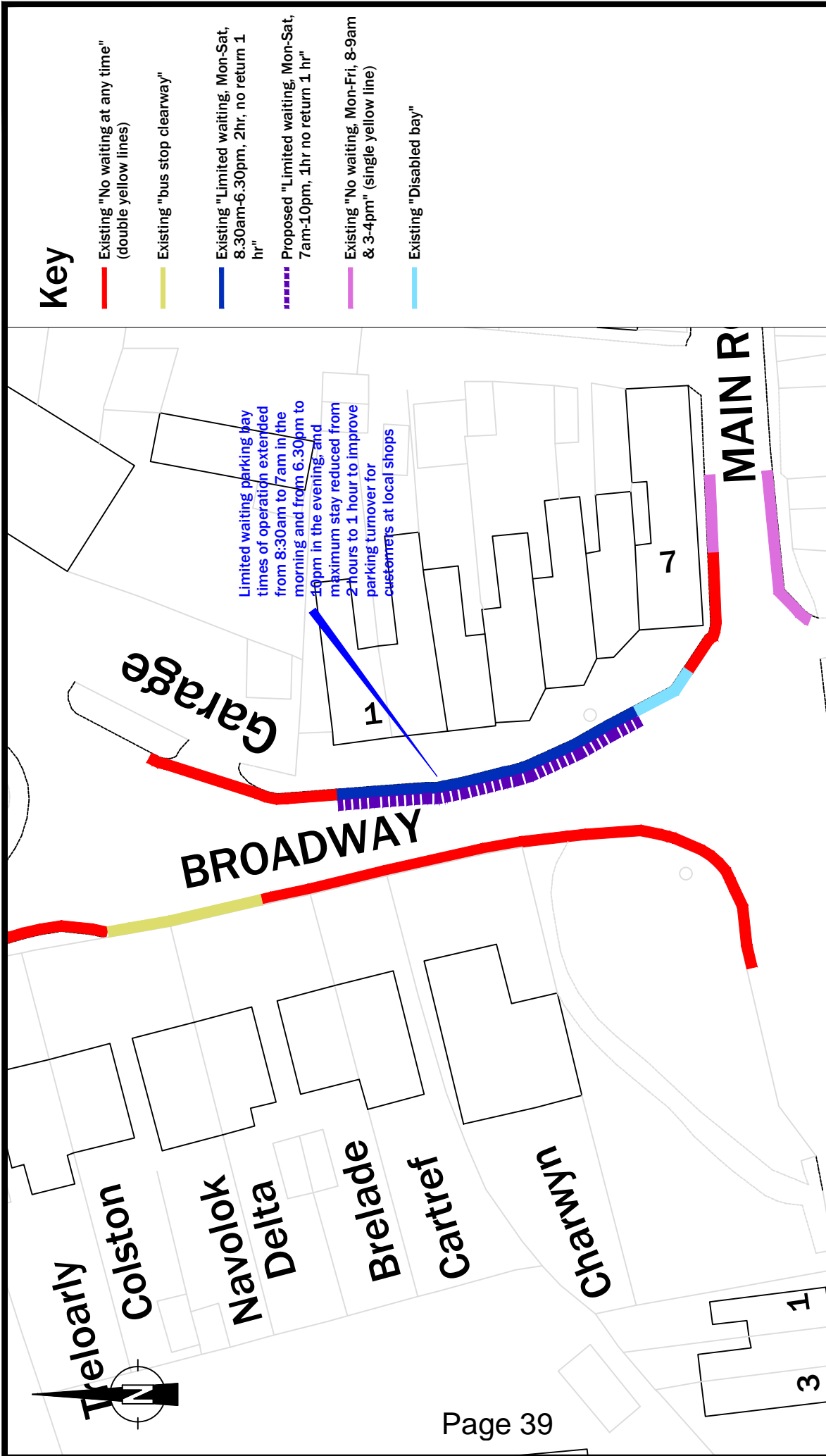


Drawn by : ACB
 Scale 1:1000 Date :19/9/13
 File ref : T/Swanley

Date	Revision	Ref	Drawn
6/14	SYL added	A	ACB

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Title
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 File name : Swanley - Oakleigh Close A 260614.pdf



Key

- Existing "No waiting at any time" (double yellow lines)
- Existing "bus stop clearway"
- Existing "Limited waiting, Mon-Sat, 8.30am-6.30pm, 2hr, no return 1 hr"
- - - - - Proposed "Limited waiting, Mon-Sat, 7am-10pm, 1hr no return 1 hr"
- Existing "No waiting, Mon-Fri, 8-9am & 3-4pm" (single yellow line)
- Existing "Disabled bay"

Limited waiting parking bay times of operation extended from 8:30am to 7am in the morning and from 6:30pm to 10pm in the evening, and maximum stay reduced from 2 hours to 1 hour to improve parking turnover for customers at local shops

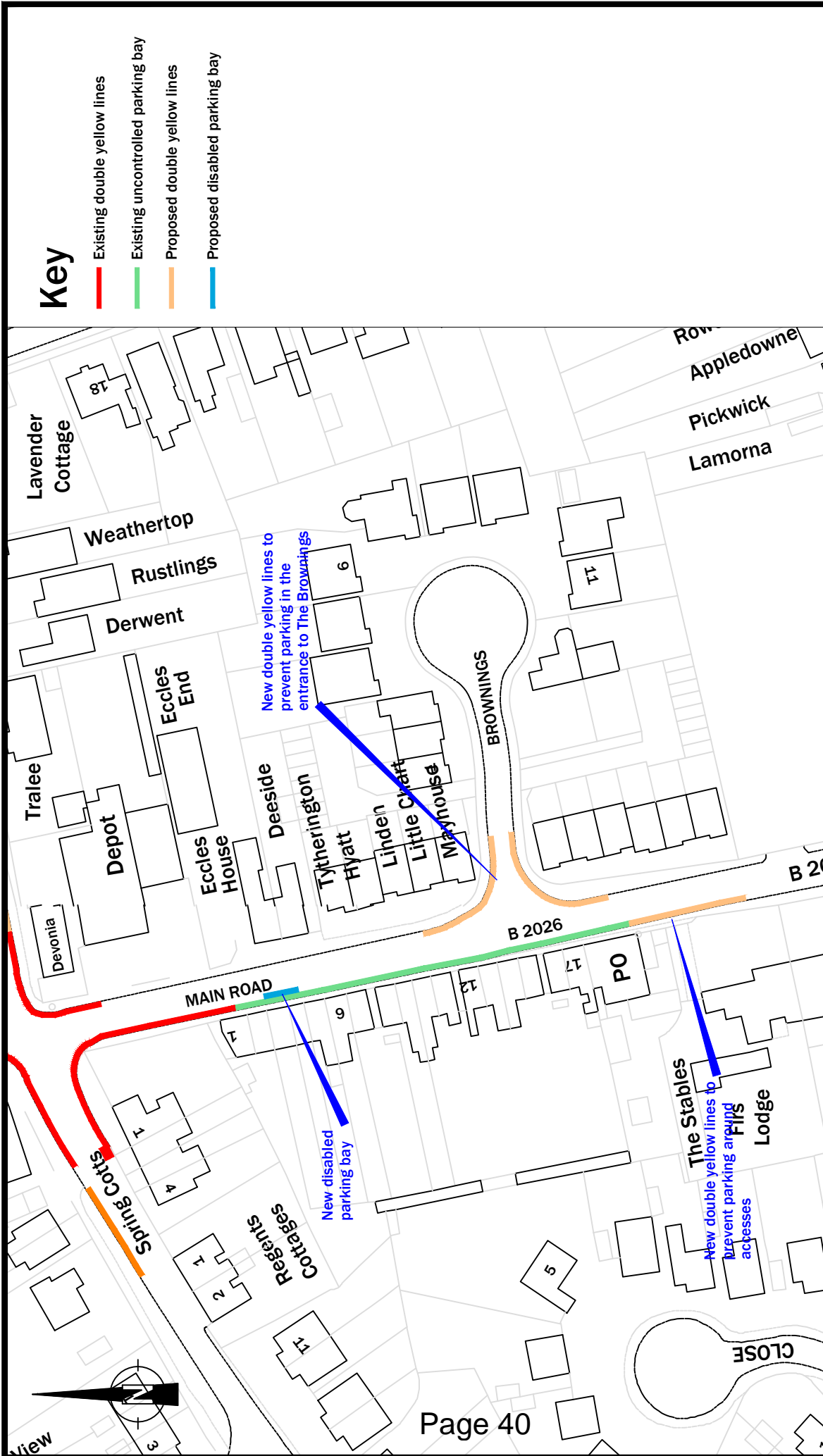
Drawn by : ACB
Scale 1:500 Date :20/2/14
File ref : T/Crockenhill

Proposed parking restrictions - Formal consultation
Broadway
Crockenhill

Date	Revision	Ref	Drawn
6/14	Morning times changed	A	ACB

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File name : Crockenhill - Broadway A 260614.pdf



Sevenoaks
DISTRICT COUNCIL

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Scale 1:1000 Date : 7/8/13
File ref : T/Edenbridge

Proposed Waiting Restrictions - Formal Consultation

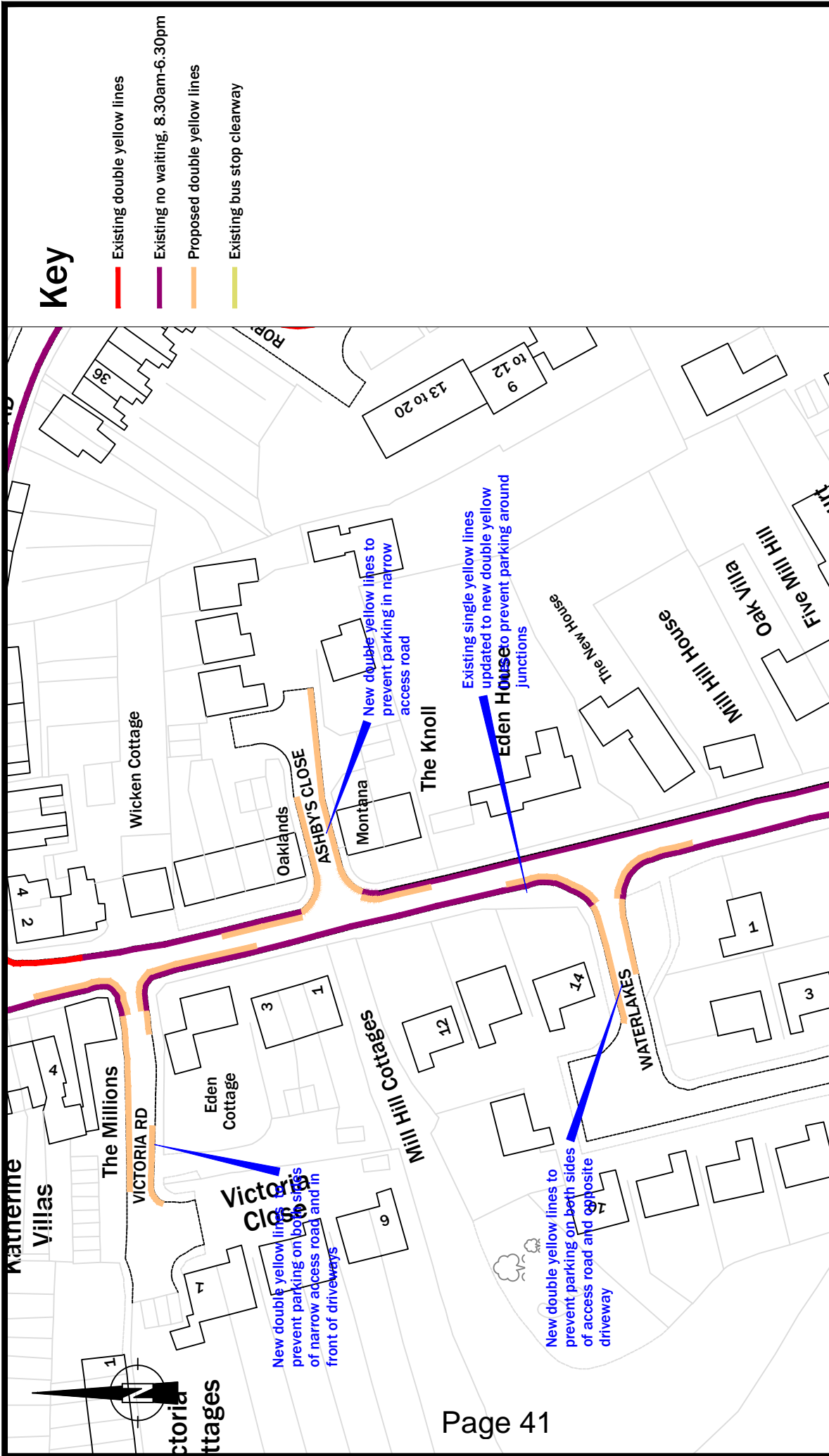
Main Road & Brownings Edenbridge

Date	Revision	Restrictions removed	Ref	Drawn
6/14	A	ACB		

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File name : Edenbridge - Main Road & Brownings A - 260614.pdf



Key

- Existing double yellow lines
- Existing no waiting, 8.30am-6.30pm
- Proposed double yellow lines
- Existing bus stop clearway



Drawn by : ACB
 Scale 1:1000 Date : 29/5/13
 File ref : T/Edenbridge

**Proposed Waiting Restrictions - Formal Consultation
 Mill Hill (Ashbys Close, Waterlakes & Victoria Road)
 Edenbridge**

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Edenbridge - Mill Hill 2 A - 260614.pdf

Date	Revision	Ref	Drawn
6/14	DYs changed	A	ACB

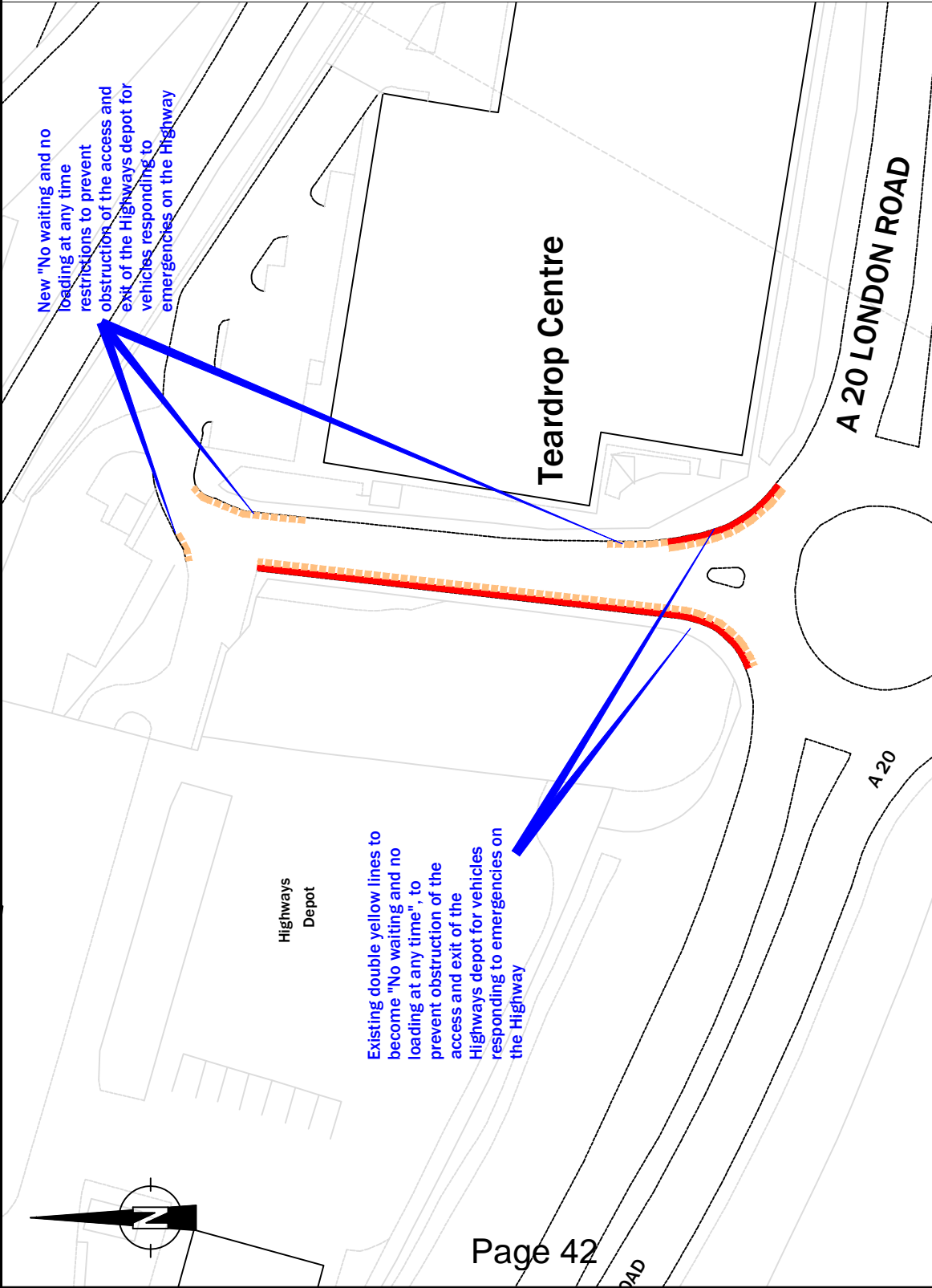
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 Scale 1:500 Date : 7/7/14
 File ref : T/ Farningham

Key

- Existing double yellow lines
- Proposed "No waiting at any time, no loading at any time" double yellow lines and double kerb "blips"

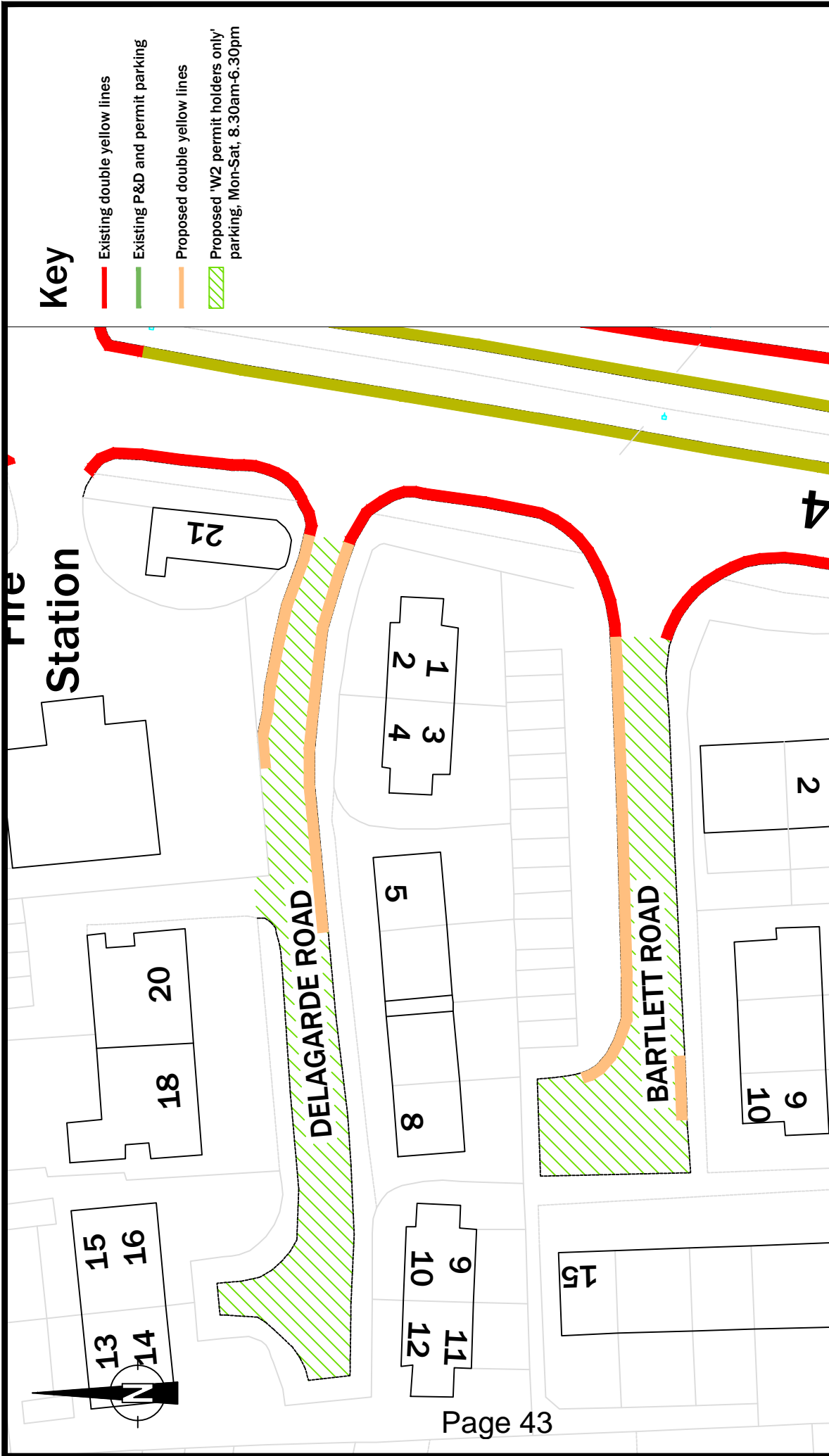


Proposed Waiting Restrictions - Formal Consultation Access to the Teardrop Centre Farningham

Date	Revision	Ref	Drawn

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 File name : Farningham - Access to the Teardrop Centre - 070714.pdf



Drawn by : ACB
Scale 1:500 Date : 26/4/13
File ref : T/Westerham/4

Proposed Waiting Restrictions - Formal Consultation
Bartlett Road & Delagarde Road
Westerham

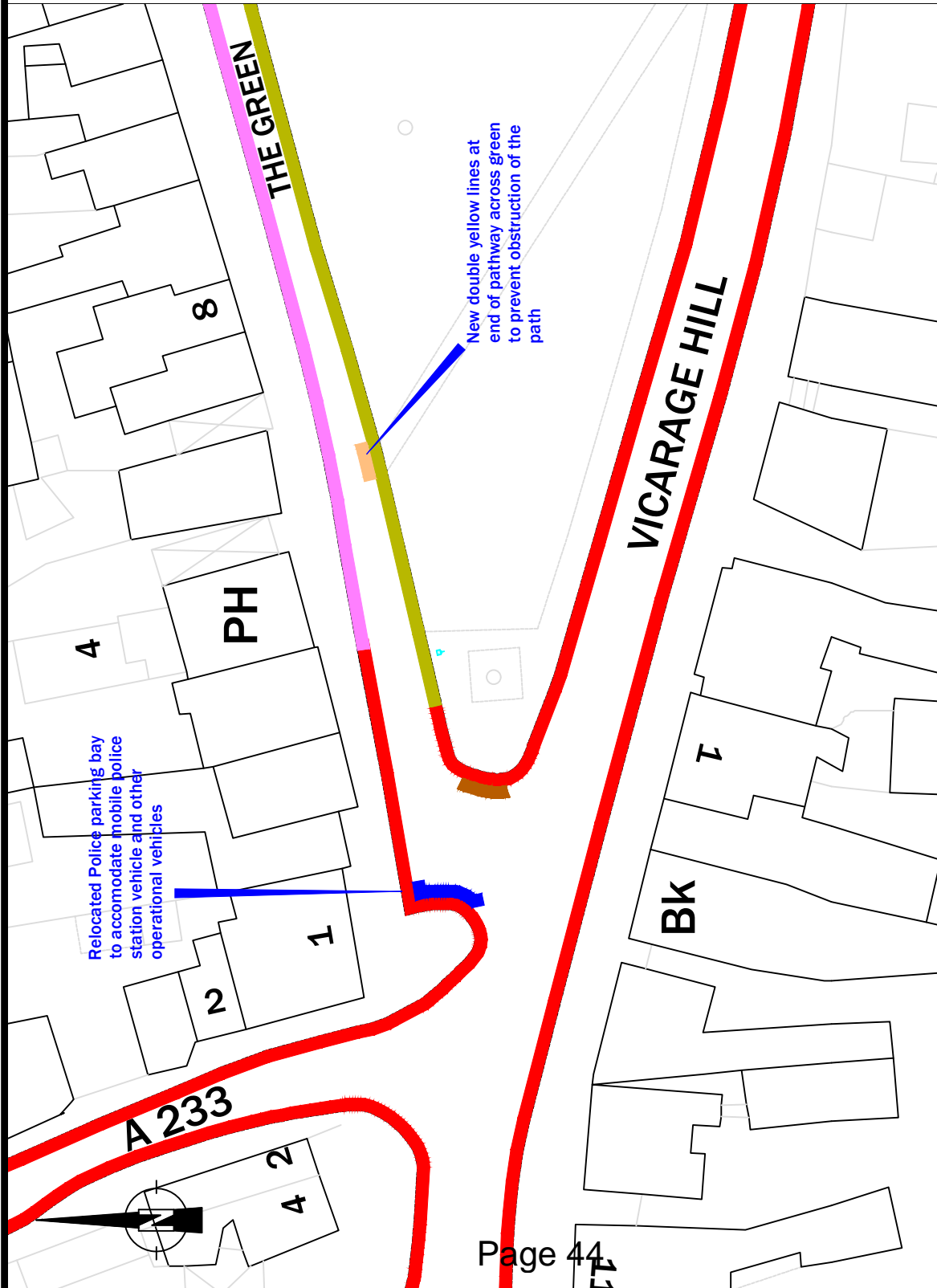
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Title
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File name : Westerham - Bartlett Road - 270614.pdf

Key

- Existing double yellow lines
- Existing No waiting, Mon-Sat, 8.30am-6.30pm
- Existing pay & display and permit parking
- Proposed No waiting, Mon-Sat, 8.30am-6.30pm
- Existing police parking bay to be removed
- Proposed police parking bay
- Proposed double yellow lines



Sevenoaks
DISTRICT COUNCIL

Drawn by : ACB
Scale 1:500@A4 Date : 5/08/08
File ref : T/Westerham/4

Proposed Waiting Restrictions - Formal Consultation The Green Westerham

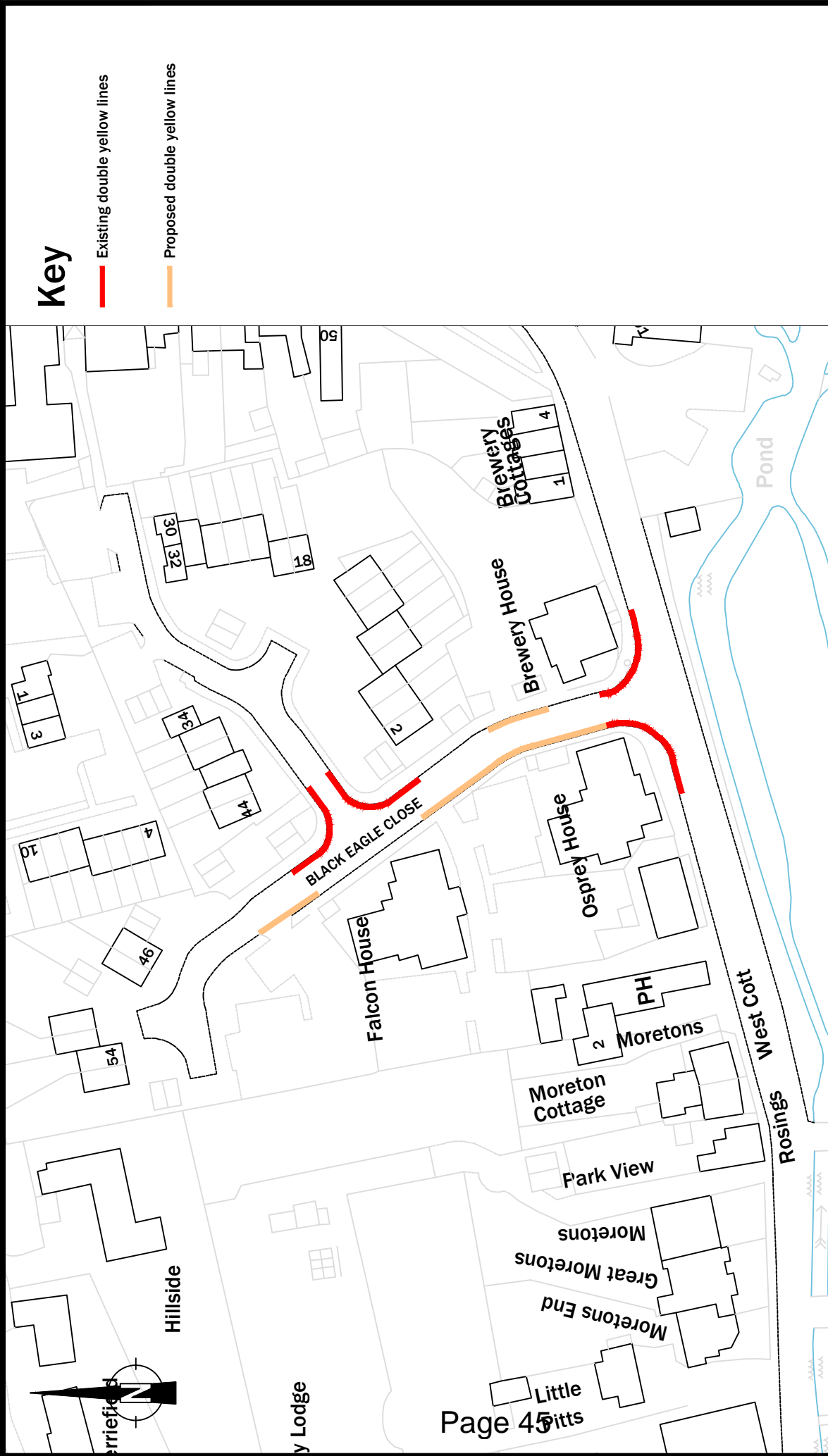
Date	Revision	Ref	Drawn

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Title

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File name : Westerham - The Green - 270614.pdf



Key

Existing double yellow lines

Proposed double yellow lines



Drawn by : ACB
 Scale 1:1000 Date : 20/8/14
 File ref : T/Westerham





**Proposed Waiting Restrictions - Consultation
 Black Eagle Close
 Westerham**

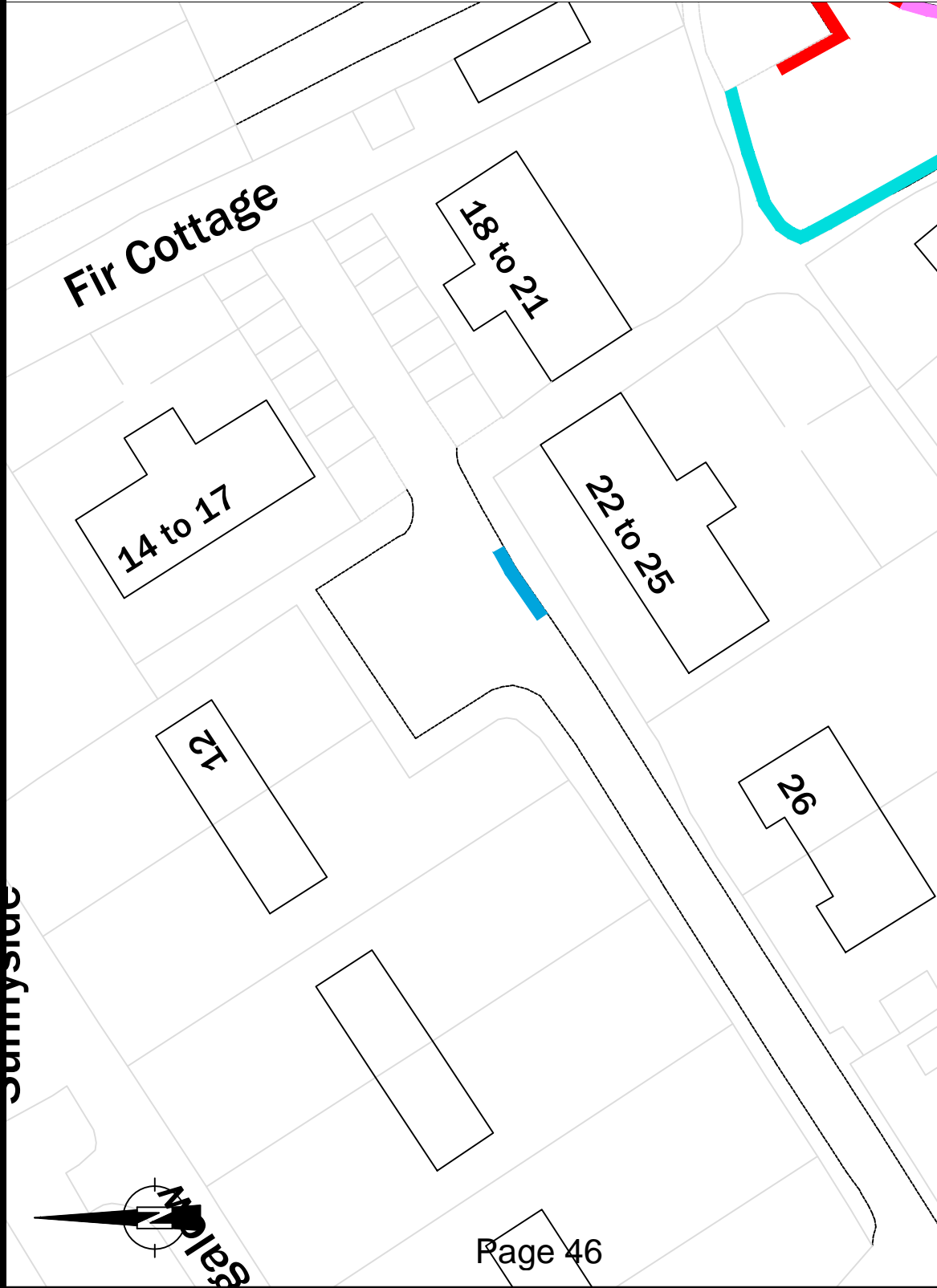
Date	Revision	Ref	Drawn

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 File name : Westerham - Black Eagle Close - 200814.pdf

Key

-  Existing double yellow lines
-  Existing No waiting, Mon-Sat, 8.30-6.30pm (single yellow line)
-  Existing Limited waiting, Mon-Sat, 8.30-6.30pm and W2 permit holders
-  Proposed disabled parking bay



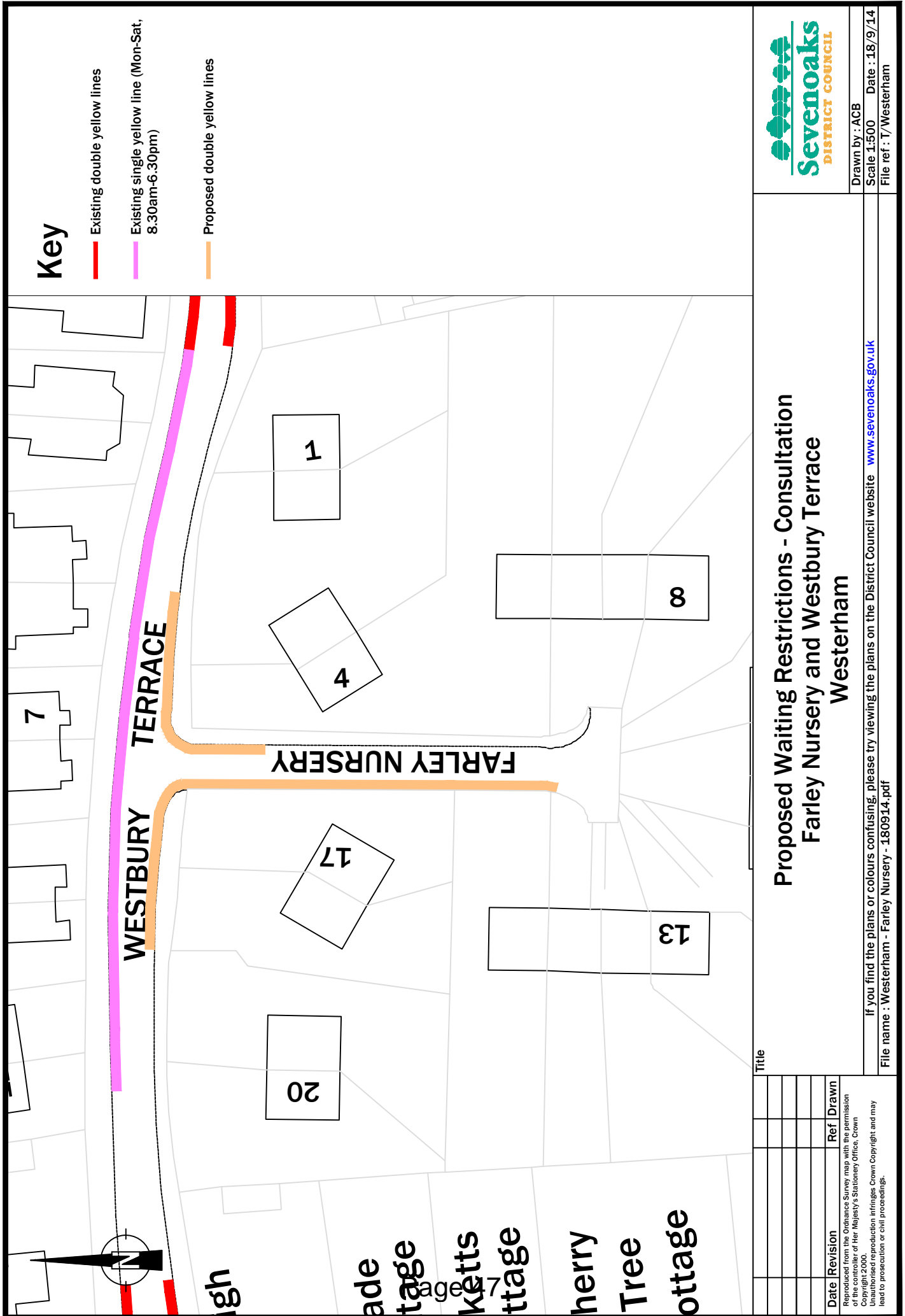

Drawn by : ACB
Scale 1:500 Date : 3/10/14
File ref : T/Westerham

**Proposed Waiting Restrictions - Formal Consultation
The Paddock
Westerham**

Date	Revision	Ref	Drawn

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File name : Westerham - The Paddock - 031014.pdf



Drawn by : ACB
 Scale 1:500 Date : 18/9/14
 File ref : T/Westerham

Proposed Waiting Restrictions - Consultation Farley Nursery and Westbury Terrace Westerham

Date	Revision	Ref	Drawn

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Title

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File name : Westerham - Farley Nursery - 180914-.pdf

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TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-01
Location		Granville Road (near No.5)	
Ward		Town & St John's	
Informal consultation plan ref.		Sevenoaks - 5 Granville Road - 260713	
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The District Council has had a request to introduce new parking restrictions near to the access to No.5 Granville Road to prevent obstructive parking.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	31	Responses	2 (6.5%)
In favour of proposals			2 (100%)

Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks - 5 Granville Road - 260614

Formal Consultation Summary

Properties consulted	31	Responses	2 (6%)
In favour of proposals			2 (100%)

As the responses were in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

Town	Sevenoaks	Reference	Amend 2-03
Location	Dartford Road (outside Sackville Place)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - Dartford Road - 260713		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

During the construction of Sackville Place, the parking layout in the lay-by was altered. This area used to be covered by 2 hour limited waiting, but during construction the layout of the area was changed, and since then the time limit has not been enforceable.

The Council is now looking to re-instate the 2 hour limited waiting in the laybys, along with the facility to issue parking permits. We are also looking to introduce new double yellow lines in the areas where parking would cause an obstruction.

Requested by

Local resident and KCC’s Agreements Team

Informal Consultation Summary

Properties consulted	26	Responses	1 (3.8%)
Not in favour			1 (100%)

Officer Recommendation after informal consultation

The objection suggested that there ought to be a different type of restriction introduced – that the area should be subject to pay and display parking and that some of the bays should be for the exclusive use of the residents of Sackville Place and Pavilion Gardens.

However, the Sackville Place and Pavilion Gardens developments already have their own private parking areas for their exclusive use. The intention is to return the parking bays to their former “limited waiting” usage, but with the addition of permit parking availability, similar to those parking bays at the eastern end of St Botolph’s Road

Accordingly, it is recommended that the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Sevenoaks – Dartford Road A - 260614

Formal Consultation Summary

Properties consulted	26	Responses	2 (8%)
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In favour of proposals	2 (100%)
------------------------	----------

As the responses were in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

Agenda Item 5

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-04
Location	High Street (near the Oak Tree pub)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - High Street Loading Bay - 260413		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has been asked to look at the parking restrictions in the town to see if better use can be made of them. As part of this process it was established that there was a lack of facilities for taxis during the evenings.

To address this we are proposing that the existing loading bay near the Oak Tree pub be used as a taxi rank overnight. This is a time when loading does not take place and where there is a high demand for taxis.

Requested by

Sevenoaks District Council’s Licensing Team (who manage Taxi facilities)

Informal Consultation Summary

Properties consulted	28	Responses	1 (3.6%)
Not in favour			1 (100%)

Officer Recommendation after informal consultation

The one comment against the proposal suggested that there should be a taxi rank provided in Blighs car park rather than on-street as there are a lot of pedestrians that cross the road near the Oak Tree pub in the evenings.

However, the issue relates to dealing with those emerging from the local pubs and restaurants, and the need to disperse them as easily and conveniently as possible to prevent public order issues. A taxi facility in Blighs car park is likely to be too far away to be practical.

Additionally, the car park is already used in to the evenings and introducing a taxi rank would reduce parking capacity.

Accordingly it is recommended that the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Sevenoaks – High Street Loading Bay – 260614

Formal Consultation Summary

Properties consulted	28	Responses	2 (7%)
Not in favour			2 (100%)

The formal consultation responses indicate that the evening parking arrangements in Sevenoaks town centre are not straightforward, and a feeling that the stated need for taxi facilities at the proposed location was no longer in place due to a change in ownership and clientele of a nearby pub.

Additionally, one of the local Councillors for the area, Cllr Fleming indicated that he was not in support of the proposed change.

Analysis and Officer Recommendation

Given the objections and the lack of support from one of the Councillors for the area, it is recommended that the objections are upheld and the proposals are abandoned.

Town	Sevenoaks	Reference	Amend 2-05
Location	High Street (near The Chequers pub)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - High Street Market Bay - 260413		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has been asked to look at the parking restrictions in the town to see if better use can be made of them. As part of this process it was established that there was a problem with overnight parking in the layby by The Chequers pub on Friday nights. Overnight parking was causing problems for the Saturday Market stall holders, as the cars were often not moved by the time the market sets up.

To address this we are proposing that the restrictions are changed to prevent parking by all but market permit holders on Saturdays from 2am until 6.30pm, as this would allow us to issue penalties to any vehicles that are not associated with the market.

Requested by

Sevenoaks District Council’s Direct Services (who facilitate the Market)

Informal Consultation Summary

Properties consulted	31	Responses	0 (0%)
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Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Sevenoaks – High Street Market Bay - 260614

Formal Consultation Summary

Properties consulted	31	Responses	1 (3%)
In favour of proposals			1 (100%)

As the response was in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-08
Location	St Botolph's Road (near St Botolph's Court)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - St Botolphs - 070613		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

Residents of St Botolph's Court have reported visibility problems when emerging from their access when vehicles park too close. Accordingly we are proposing to alter the parking bays to improve visibility.

Requested by

Local residents

Informal Consultation Summary

Properties consulted	14	Responses	6 (42.9%)
In favour of proposals			6 (100%)

Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – St Botolphs - 260614

Formal Consultation Summary

Properties consulted	14	Responses	5 (36%)
In favour of proposals			4 (80%)
No view			1 (20%)

The responses were in favour of the proposal, though there was one that suggested that the change would not make much difference, and asked for a traffic mirror to be installed.

Analysis and Officer Recommendation

The comment relating to the installation of a traffic mirror is outside the remit of the District Council, and would be an issue for the Highway Authority to address.

Given the lack of any objection during the formal consultation process, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-09
Location		Mount Harry Road (near No.108)	
Ward		Town & St John's	
Informal consultation plan ref.		Sevenoaks - Mount Harry Road - 200613	
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The resident of No.108 Mount Harry Road has reported visibility problems when emerging from their access when vehicles park too close. Accordingly we are proposing to alter the parking bays to improve visibility.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	39	Responses	4 (10.3%)
In favour of proposals			4 (100%)

Officer Recommendation after informal consultation

The comments received were broadly in favour of the proposals, but 2 residents requested that the parking bays be further reduced.

Whilst we cannot accommodate a reduction to the extent that the residents wanted (as we have to maintain some facility in the area) we can reduce the bays further than originally proposed.

Accordingly, the proposals should be adjusted to reduce the parking bays, and proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Mount Harry Road A - 260614

Formal Consultation Summary

Properties consulted	39	Responses	4 (11%)
In favour of proposals			3 (75%)
No view			1 (25%)

The responses were in favour of the proposal, though there was one that did not indicate a preference from a property on the opposite side of the road from the proposed

changes, that also raised the issue of traffic speed down Mount Harry Road and the limited visibility from their driveway.

Analysis and Officer Recommendation

The comments relating to visibility from the driveway opposite and vehicle speeds are outside the remit of the District Council – that side of the road already has restrictions to prevent parking and any measures to improve visibility would be within the resident’s own property, and concerns about speeding would be an issue for the Highway Authority to address.

Given the lack of any objection during the formal consultation process, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-10
Location	Avenue Road		
Ward	Sevenoaks Eastern		
Informal consultation plan ref.	Sevenoaks - Avenue Road - 200613		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

A new property has been constructed in Avenue Road, and Kent Highways have given permission for a new vehicle access on to Avenue Road. However, this new access requires the alteration of the existing permit parking bays in the road

Requested by

Local resident

Informal Consultation Summary

Properties consulted	12	Responses	3 (25%)
Not in favour			3 (100%)

Cllr Purves declined to comment as she is resident in the road.

Officer Recommendation after informal consultation

As the Highway Authority has given permission for a new vehicle access to be constructed, the District Council has little choice other than to agree the alteration to the parking bays.

The objections received from neighbours who have had other parking issues associated with a business that they operate from their property and a wish to widen their access and increase their own parking, and the fact that Kent County Council wished to charge them for the installation of a white access protection marking, rather than being relevant to the proposed change necessitated by the new vehicle access.

There was also comment that the proposed access should not have double yellow lines in front of it – that a white line may be all that is necessary, and that a yellow line would detract from the visual appearance of the area.

The inclusion of yellow lines in front of the access reflect calls that we have had in neighbouring roads to introduce similar lines to prevent obstructive parking, and would enable the District to take action against any vehicles parked there. The double yellow lines are not essential to the access, but would prevent obstructive parking in the future.

Given the lengthy legal processes involved with the promotion of a traffic regulation order, it would seem better to introduce restrictions to deter obstruction and enable enforcement at this stage when we are already engaged in the process, rather than potentially regret the omission of yellow lines in the near future, and not be able to

address the problem for some years, and at public expense rather than at the expense of the applicant.

Accordingly, it is recommended that the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Sevenoaks – Avenue Road - 260614

Formal Consultation Summary

Properties consulted	12	Responses	2 (17%)
In favour of proposals			2 (100%)

As the responses were in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-11
Location	Vine Court Road		
Ward	Sevenoaks Eastern		
Informal consultation plan ref.	Sevenoaks – Vine Court Road - 260713		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

Residents on Vine Court Road have reported access problems when emerging from their access when vehicles park too close. Accordingly we are proposing to extend restrictions to prevent obstructive parking.

Requested by

Local residents

Informal Consultation Summary

Properties consulted	9	Responses	3 (25%)
In favour of proposals			3 (100%)

One of the local Councillors for the area, Cllr Purves commented with no objection.

Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Vine Court Road - 260614

Formal Consultation Summary

Properties consulted	9	Responses	2 (22%)
In favour of proposals			2 (100%)

One of the comments included a request for additional parking restrictions to protect the second vehicle access to No.31, but there has also been pressure to minimise the introduction of restrictions where possible, and one of the accesses to No. 31 is already protected by double yellow lines so access to the highway should always be available.

As the responses were in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented, but the request for additional restrictions should not be taken further.

Town	Sevenoaks	Reference	Amend 2-12
Location		Robyns Way	
Ward		Sevenoaks Northern	
Informal consultation plan ref.		Sevenoaks – Robyns Way - 200613	
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to reduce the existing yellow lines in Robyns Way to prevent obstructive parking.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	7	Responses	2 (28.6%)
In favour of proposals			2 (100%)

Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Sevenoaks – Robyns Way - 260614

Formal Consultation Summary

Properties consulted	7	Responses	2 (29%)
In favour of proposals			2 (100%)

As the responses were in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-15
Location	Morewood Close		
Ward	Sevenoaks Kippington		
Informal consultation plan ref.	Sevenoaks – Morewood Close - 211113		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to make alterations to the existing parking arrangements in Morewood Close to accommodate the new vehicle access to the Redwood Place development on the former Police Station site.

Requested by

Developer & KCC Agreements Team

Informal Consultation Summary

Properties consulted	0	Responses	0
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Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Morewood Close - 260614

Formal Consultation Summary

Properties consulted	63	Responses	0
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As there were no responses, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

Town	Edenbridge	Reference	Amend 2-19
Location	Hilders Lane & Ashcombe Drive		
Ward	Edenbridge North & East		
Informal consultation plan ref.	Edenbridge - Hilders Lane & Ashcombe Drive - 070813		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to introduce new restrictions to prevent parking around the junction of Hilders Lane and Ashcombe Drive.

Requested by

Councillor Jill Davison

Informal Consultation Summary

Properties consulted	13	Responses	7 (53.8%)
In favour of proposals			3 (42.9%)
Not in favour			4 (57.1%)

Cllr Jill Davison also commented on the proposal, that the restrictions were excessive and only “junction protection” was required.

Officer Recommendation after informal consultation

The responses received were mixed – some residents close to the junction welcomed restrictions, whilst others commented that the parking acted as a valuable speed-reducing measure. There were also concerns that parking could be displaced in to Ashcombe Drive.

Given these comments, we have reduced the extents of the proposed double yellow lines, and the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Edenbridge – Hilders Lane & Ashcombe Drive A - 260614

Formal Consultation Summary

Properties consulted	14	Responses	3 (7%)
In favour of proposals			2 (67%)
No view			1 (33%)

The responses were in favour of the proposal, though there was one that did not indicate a preference from a property further in to Ashcombe Drive, with concerns about potential parking displacement further in to the road.

Analysis and Officer Recommendation

With any “junction protection” restrictions there is always a possibility of parking displacement in to the surrounding area, but parking at the side of a road, away from a junction is not uncommon, and is allowed where it does not cause an hazard or obstruction.

Given the lack of any objection during the formal consultation process, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

Town	Edenbridge	Reference	Amend 2-22
Location		Mill Hill (near Fairfield Close)	
Ward		Edenbridge South & West	
Informal consultation plan ref.		Edenbridge - Mill Hill - 260413	
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to update the parking arrangements in Mill Hill near to the new access known as Fairfield Close to the development to the rear of Sheft’s Croft.

Requested by

Developer and KCC Agreements Team

Informal Consultation Summary

Properties consulted	18	Responses	2 (11.1%)
In favour of proposals		1 (50%)	
Not in favour		1 (50%)	

Officer Recommendation after informal consultation

The objection commented that there were already restrictions at this access and that changes were unnecessary. However, this does not take in to account that there are more properties accessed by the new road, and that appropriate junction protection should be considered.

Accordingly, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Edenbridge – Mill Hill A - 260614

Formal Consultation Summary

Properties consulted	18	Responses	0
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Edenbridge Town Council responded with “no comment” and Cllrs Orridge and Jill Davison both commented in favour of the proposal.

As the responses were in favour of the proposed changes and no objections were received, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-02
Location	Granville Road (near No.68)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - 68 Granville Road - 260713		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

No. 68 Granville Road is being redeveloped, and Kent Highways have given permission for a new vehicle access on to Granville Road. However, this new access requires the alteration of the existing permit parking bays in the road

Requested by

Local resident

Informal Consultation Summary

Properties consulted	26	Responses	1 (3.8%)
In favour of proposals			1 (100%)

Officer Recommendation after informal consultation

Given the lack of objection at the informal consultation stage, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks - 68 Granville Road - 260614

Formal Consultation Summary

Properties consulted	26	Responses	1 (4%)
Not in favour			1 (100%)

The one response was from a nearby resident, commenting that the parking change has reduced on-street parking by 2 spaces, and that with a minor alteration this could be reduced to the loss of one parking space.

Analysis and Officer Recommendation

The proposed changes to parking arrangements have been dictated by the layout of the vehicle crossover that Kent County Council had already given permission for, and that the resident of the property had already installed.

Whilst it may be desirable to maintain as much on-street parking as possible, reducing the loss of parking would affect the useability of the vehicle crossover and impinge on the householders right of access to the public highway.

Given that Kent County Council gave permission for the access, and thus established a right of access to the public highway, we cannot recommend other than to set aside the objection and to introduce the proposals as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-07
Location	Victoria Road (near Beech Road)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - Victoria Road - 260413		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has received a request to alter the parking bays in Victoria Road as the property on the corner of Victoria Road and Beech Road has re-opened it's previously redundant rear vehicle access on to Victoria Road.

The existing parking arrangements need to be altered to reflect this re-opened access.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	35	Responses	4 (11.4%)
In favour of proposals			3 (75%)
Not in favour			1 (25%)

Officer Recommendation after informal consultation

Even though there was one objection, there is little grounds for the Council to do other than promote the change, as the applicant already has a right of access to the public highway that we have to accommodate.

Accordingly, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Victoria Road - 260614

Formal Consultation Summary

Properties consulted	35	Responses	4 (11%)
In favour of proposals			2 (50%)
Not in favour			2 (50%)

The two objections to the proposals were on the grounds that the access provides off-street parking for one car, but at the loss of two on-street parking places, and that parking pressures in the road were already high..

Analysis and Officer Recommendation

Whilst I understand the objectors' concerns about parking pressure and the potential loss of parking, there is little that we can do to address this. The location of the access is too close to the junction on Beech Road to allow a parking bay to be maintained between the access and the existing junction protection double yellow lines.

Given the existing right of access to the Highway that the resident now wants to exercise, there is little choice to the Council but to set aside the objections and to introduce the proposals as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-13
Location	Crampton's Road		
Ward	Sevenoaks Northern		
Informal consultation plan ref.	Sevenoaks - Cramptons Road - 190214		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to alter an existing disabled parking bay on Crampton's Road. This would enlarge the parking bay in line with current national standards.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	34	Responses	8 (23.5%)
In favour of proposals			3 (37.5%)
Not in favour			5 (62.5%)

Officer Recommendation after informal consultation

The comments received mixed, with more against the proposal than in favour.

We have to look at the issues raised in more detail. There were comments from residents that the disabled person that uses the bay has alternative parking facilities, that the bay is large enough already and that the bay is not used at all times. There were also comments on whether the disabled person met the criteria for a disabled parking bay.

However, we are not considering whether a bay should be provided – it was provided over 10 years ago - but whether an existing bay should be brought in line with current legislation and standards.

The fact is that the bay is too small to meet current standards, and we have a requirement to enlarge the bay to the appropriate size.

We also have a requirement to consult on such changes to traffic regulation orders, whether the proposal be popular with residents or not.

Accordingly, the proposal should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Cramptons Road - 260614

Formal Consultation Summary

Properties consulted	34	Responses	4 (12%)
In favour of proposals		1 (25%)	
Not in favour		3 (75%)	

The first objection was from a nearby resident that “the current space is perfectly adequate as parking in the road is already very congested”.

The second and third objections were on a similar basis, but made comments about the level of disability of the disabled resident.

Analysis and Officer Recommendation

It is evident that parking in the area is at a premium and that residents are concerned about any loss of parking. It is also reasonably evident that some residents have personal issues with the disabled person – but this is not the subject of the parking proposal.

The need for a disabled parking bay is also not being consulted upon – there is a blue badge holding resident in the area who wants to use an existing disabled parking bay.

The issue relates to the size of the disabled parking bay, and as the resident has only asked for the bay to be marked at the size that current regulations currently prescribe, there is little choice to the Council but to set aside the objections and to introduce the proposals as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-14
Location		Moor Road	
Ward		Sevenoaks Northern	
Informal consultation plan ref.		Sevenoaks – Moor Road - 190214	
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to alter parking arrangements in Moor Road, as the existing restrictions were introduced to service the now redundant Ambulance Station.

We are also updating the restrictions to allow more on-street parking in some areas, but also to prevent parking on the corner, and in front of the former Ambulance Station site that is to be redeveloped.

Requested by

Developer

Informal Consultation Summary

Properties consulted	21	Responses	1 (4.8%)
In favour of proposals			1 (100%)

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Moor Road - 260614

Formal Consultation Summary

Properties consulted	21	Responses	5 (20%)
In favour of proposals			3 (60%)
Not in favour			2 (40%)

The first objection was from a nearby resident, on the basis that other residents in the road have been allowed to have driveways, which has reduced the availability of on-street parking and that more residents have more than one vehicle.

The second objection was also about parking pressures in the area.

Analysis and Officer Recommendation

The changes to the parking arrangements are being forced upon us by the redevelopment of the former Ambulance Station and the advice in the Highway Code about not parking on bends or where it would cause an obstruction.

The opportunity has also been taken to remove some existing single yellow line restrictions that are no longer required to free-up more kerb space for parking.

Given the permissions have already been given to the redevelopment of Ambulance Station, there is little choice to the Council but to set aside the objections and to introduce the proposals as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Swanley	Reference	Amend 2-16
Location	Sycamore Drive		
Ward	Swanley White Oak		
Informal consultation plan ref.	Swanley – Sycamore Drive - 020813		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to make alterations to the existing parking arrangements at the southern end of Sycamore Drive to improve traffic movements. The proposal is to reduce the parking bays slightly to allow more room for queuing traffic at the junction.

Requested by

KCC Councillor Brookbank

Informal Consultation Summary

Properties consulted	77	Responses	6 (7.8%)
In favour of proposals			5 (83.3%)
Not in favour			1 (16.7%)

Officer Recommendation after informal consultation

The majority of the comments received were in favour of the proposal, however the one comment not in favour was on the grounds that Sycamore Drive should be widened and the junction with Bartholomew Way be altered, to accommodate the additional traffic that was generated by the extension of St Bartholomew's RC school.

However, alterations to the layout of the public highway are beyond the scope of the review, and are outside the powers of the District Council – this would be an issue for the Highway Authority to consider, but is still not a reason for not adjusting the parking as proposed.

Accordingly, the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Swanley – Sycamore Drive - 260614

Formal Consultation Summary

Properties consulted	76	Responses	4 (5%)
In favour of proposals			1 (25%)

Not in favour	3 (75%)
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All three of the objections request that the parking arrangements in Syvamore Drive are amended by reducing the footway and creating a new off-carriageway parking area (lay-by) as this would maintain parking and still remove the congestion.

Analysis and Officer Recommendation

Whilst there may be merit in the provision of a parking lay-by on the eastern side of Sycamore Drive, this is outside the remit of the District Council and would be an issue for the Highway Authority to consider.

The proposed change to the Highway to help reduce congestion and obstruction whilst queuing to the junction of Bartholomew Way was originally requested by Councillor Brookbank in his role as Kent County Councillor for the area.

With this in mind it is recommended that the proposals are considered by the Joint Transportation Board, with emphasis given to the views of the Highway Authority, *and if the Highway Authority deem the congestion and obstruction issues sufficiently serious*, to set aside the objections and to introduce the proposals as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Edenbridge	Reference	Amend 2-20
Location	Hillcrest Road		
Ward	Edenbridge North & East		
Informal consultation plan ref.	Edenbridge – Hillcrest Road - 200214		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to extend the existing double yellow lines on the south side of Hillcrest Road to prevent parking on both sides of the road at the same time as this causes problems for traffic near to the junction with Main Road.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	10	Responses	6 (60%)
In favour of proposals			4 (66.67%)
No view			2 (33.33%)

Officer Recommendation after informal consultation

The responses were broadly in favour of the proposals, with two responses asking that the lines be extended further on the south side, and one asking that the obstruction problem related to drop-off for the nursery be addressed (by extending yellow lines on the north side)

Given the lack of objection at the informal consultation stage, the proposals should be extended and proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Edenbridge – Hillcrest Road A - 260614

Formal Consultation Summary

Properties consulted	11	Responses	6 (54%)
In favour of proposals			5 (83%)
Not in favour			1 (17%)

Councillors Orridge and Mrs Davison commented in favour of the proposals. The Town Council commented in favour of the proposal for restrictions on the south side of the road, but not the north.

The objection was that the changes would have very little effect and that we ought to consider the whole of Hillcrest Road and Highfields Road, and that the existing restrictions were frequently ignored, and that there were problems with pavement parking in Highfield Road.

Three responses echoed the Town Council's comments that the proposals should only be on the southern side of Hillcrest Road and the restrictions on the northern side should remain unchanged.

There was one response also requested that Hillcrest Road should be made in to a one-way street.

Analysis and Officer Recommendation

At the informal consultation, we received a request to extend the restrictions on the northern side of the road, alongside the nursery and we included this in these proposals. However, it seems that this change does not have widespread support.

The request to make Hillcrest Road a one-way street is outside the remit of the District Council, and would need to be considered by Kent County Council as the Highway Authority.

With this in mind it is recommended that the objections are set aside and the proposals are introduced as drawn, save for the deletion of proposal to extend the double yellow lines on the north side of the road.

TRO 2013 Amendment 2 – Location Summaries

Town	Farningham	Reference	Amend 2-26
Location	High Street		
Ward	Farningham, Horton Kirby & South Darenth		
Informal consultation plan ref.	Farningham – High Street - 200214		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The existing bus stops are not enforceable, and there have been reported problems with cars parking in those areas that prevent the buses from getting to the stops.

Requested by

Bus operators and by observations from SDC's Civil Enforcement Officers

Informal Consultation Summary

Properties consulted	31	Responses	1 (3.2%)
Not in favour			1 (100%)

Officer Recommendation after informal consultation

The comment against the proposal was from a resident who did not want additional markings in the conservation area (though the main “bus stop” markings are already in place). The objector also went on to comment that the proposed bus stop restrictions would affect the business prospects of the pub and restaurant. However, the main point of their objection was actually about planning issues associated with redevelopment of the Farningham Mill site to residential properties and the potential overspill of parking.

The issues about the prospects of the pub and restaurant are addressed by the availability of other on-street parking nearby and the large pub car park.

The issue of additional markings in the conservation area is misleading – there should be no additional markings along the road – just the addition of a thicker “clearway” lines at the back of the existing bus stop cage markings. However, a bus stop clearway sign would be required at each bus stop, though this can be accommodated on the existing street furniture.

Accordingly it is recommended that the proposals proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Farningham – High Street - 260614

Formal Consultation Summary

Properties consulted	31	Responses	4 (13%)
In favour of proposals			3 (75%)
Not in favour			1 (25%)

Councillor Chetram commented in support of the proposal.

The one objection related to the use of the bus stops, and why the existing double yellow lines cannot already be enforced – and also suggestion that a red line be introduced. The objector also suggested that 1 hour’s parking should be allowed in the bus stops.

The objector also raised concerns about further signage in the conservation area, and that parking rarely occurred on the bridge, except for “special occasions”.

Analysis and Officer Recommendation

The objector raises points that are contrary to the intention of the restrictions – the bus companies have reported problems with obstructive parking, and the aim is to resolve this. Allowing parking in the bus stops for up to one hour would be directly in opposition to the reported problem.

The suggestion of a short length of red lines (instead of double yellow lines) is not possible as these are only available within the London metropolitan area.

With regard to the impact on the conservation area, the only change would be the introduction of a statutory “bus stop clearway” sign at each location, that could be mounted on the existing street furniture by each bus stop, and a minor alteration to the yellow lines on the road.

With this in mind it is recommended that the objections are set aside and the proposals are introduced as drawn

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-27
Location	The Drive (near No.53)		
Ward	Town & St John's		
Informal consultation plan ref.	Sevenoaks - The Drive - 130314		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

No. 53 The Drive is being redeveloped, and Kent Highways have given permission for a new vehicle access on to The Drive. However, this new access requires the alteration of the existing permit parking bays in the road

Requested by

Local resident

Informal Consultation Summary

Properties consulted	15	Responses	5 (33.3%)
In favour of proposals			3 (60%)
Not in favour			2 (40%)

Officer Recommendation after informal consultation

As the Highway Authority has given permission for a new vehicle access to be constructed, the District Council has little choice other than to agree the alteration to the parking bays.

Some residents have chosen to take the opportunity to resurrect comments about the planning permissions that have already been granted, with discussion about the provision of a new access on to The Drive. However this is outside the scope of this proposal – the planning applications have already been determined, and the Highway Authority has given permission for the access.

There was also comment that the proposed access should not have double yellow lines in front of it – that a white line may be all that is necessary, and that a yellow line would detract from the visual appearance of the area.

The inclusion of yellow lines in front of the access reflect calls that we have had in neighbouring roads to introduce similar lines to prevent obstructive parking, and would enable the District to take action against any vehicles parked there. The double yellow lines are not essential to the access, but would prevent obstructive parking in the future.

Given the lengthy legal processes involved with the promotion of a traffic regulation order, it would seem better to introduce restrictions to deter obstruction and enable enforcement at the this stage when we are already engaged in the process, rather than potentially regret the omission of yellow lines in the near future, and not be able to

address the problem for some years, and at public expense rather than at the expense of the applicant.

Accordingly, it is recommended that the proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Sevenoaks – The Drive - 260614

Formal Consultation Summary

Properties consulted	15	Responses	6 (40%)
In favour of proposals			2 (33%)
Not in favour			3(50%)
No view			1(17%)

There was a strong response to this consultation, suggesting that parking in the area is of concern, both for those who want to park and for those who have problems with the parking and obstruction.

The resident at No.134 London Road commented had commented previously about concerns about their driveway (on to The Drive) becoming obstructed, and to address this we included double yellow lines in front of this access in this consultation. However, in their response to this consultation, they have asked for this element to be deleted.

Analysis and Officer Recommendation

The proposed changes to parking arrangements have been dictated by the layout of the vehicle crossover that Kent County Council had already given permission for, and that the resident of the property had already installed.

Whilst it may be desirable to maintain as much on-street parking as possible, reducing the loss of parking would affect the useability of the vehicle crossover and impinge on the householders right of access to the public highway.

Given that Kent County Council gave permission for the access, and thus established a right of access to the public highway, we cannot recommend other than to set aside the objection and to introduce the proposals as drawn, save for the omission of the double yellow lines across the rear access to No.134 London Road.

TRO 2013 Amendment 2 – Location Summaries

Town	Sevenoaks	Reference	Amend 2-06
Location	Barrack Corner area		
Ward	Town & St John's and Sevenoaks Eastern		

Issue

We received a request from Cllr Walshe as one of the ward members for the Sevenoaks Eastern ward to look at parking issues around Barrack Corner, with the aim of addressing issues raised by local businesses about parking difficulties for their customers.

The Barrack Corner area has a number of retail premises and offices, as well as a recently opened child care facility. These commercial ventures have asked if there are options for providing more parking opportunities.

Requested by

Local businesses and Cllr Walshe

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Sevenoaks – Barrack Corner area - 021014

Formal Consultation Summary

Properties consulted	119	Responses	25 (21%)
In favour of proposals			11 (44%)
Not in favour			6 (24%)
No view			8 (32%)

Cllr Walshe and Cllr Purves (who both represent the Sevenoaks Eastern ward) commented on the proposals, broadly in support, but with some suggested alterations.

Cllr Walshe thought the alteration of yellow lines in Cobden Road unnecessary, and that the removal of the parking controls on the west side of Dartford Road would encourage commuter parking.

Cllr Purves echoed the comments from Cllr Walshe, but added that 1 hour limited waiting was probably not long enough, and that those areas proposed for 1 hour limited waiting should be 2 hour instead.

There were other comments, suggestions and objections, but these tended to be outside the scope of this review, or not within the gift of the District Council, such as erecting signs indicating that Holly Bush Lane is unsuitable for larger vehicles, or that St John's Road and Bradbourne Road should become one-way.

There was some detailed analysis of the parking situation done by a local resident, who compiled a constructive report on the issues. This identified some additional areas on the periphery of the Barrack Corner area where parking could be “squeezed” in.

The areas identified had already been considered, but the changes are not recommended.

- Creating additional parking on the south side of Mount Harry Road
This is problematic with the existing bus stop and property accesses.
- Extending the parking area northwards towards Mount Harry Road on the west side of Dartford Road
This is a problem as northbound vehicle speeds are high and the approach from Mount Harry Road is uphill – this affects the ability for vehicles to turn out of Mount Harry Road, and the longer than standard double yellow lines are to provide sufficient visibility.
- Creating one parking place in the lay-by on the eastern side of Dartford Road
This could generate one space, but would affect bus movements. It had been suggested that the bus stop could relocate slightly towards the town centre and this would free-up most of the lay-by for parking, though this is outside the scope of the review.
- Providing an extended additional parking area on Bradbourne Road
This is an issue if the road remains available for two-way traffic, something that is not within the gift of the District Council.
- Child centre car park used for public parking on Saturdays
This is not within our gift.
- An extra bay on Hollybush Lane (prior to Cobden Road)
This would depend on the formalisation (adoption) of the area on the corner of Avalon music – whilst this is stated to be available it needs to be on a permanent basis.
- Extending double yellow lines in to Bethel Road
This is beyond the remit of this review. The Council has previously proposed changes in this area but received objections about the loss of parking.
- Extending parking bays on Holly Bush Lane up towards The Fiveways
This could be considered given the one-way nature of Holly Bush Lane, if a review of the Fiveways junction was proposed.
- Additional parking bay restrictions could be created on Vine Court Road
The District had introduced this, but was asked to remove them by the local members.

Additionally there were comments about parking in Cedar Terrace Road, and a request for restrictions to provide some form of priority for residents, along with comments that introducing limited waiting on Holly Bush Lane (rather than uncontrolled parking) would disadvantage residents of Cedar Terrace Road who often park there.

Analysis and Officer Recommendation

It seems to be accepted that there are parking issues in the area and a will to try and resolve these.

It is suggested that the comments from Councillors Walshe and Purves are taken on-board and the proposals altered accordingly, i.e;

- The restriction on the parking bays in Dartford Road should be retained.
- The 1 hour limited waiting parking bays should become 2 hour limited waiting
- The proposed change in Cobden Road should be abandoned

As these changes are either the omission of a proposal, or the relaxation of a restriction, it is not thought necessary to re-advertise a new proposal.

Accordingly it is recommended that the discussed alterations are made to the proposals and that they are implemented.

Town	Swanley	Reference	Amend 2-17
Location	Oakleigh Close		
Ward	Swanley White Oak		
Informal consultation plan ref.	Swanley – Oakleigh Close - 190913		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to introduce new parking restrictions in to Oakleigh Close to prevent obstructive parking on the access road in to the area and at the junction.

Requested by

Local resident

Informal Consultation Summary

Properties consulted	124	Responses	11 (8.9%)
In favour of proposals			10 (90.9%)
Not in favour			1 (8.9%)

Officer Recommendation after informal consultation

The one comment against the proposal actually commented that parking either side of the access to Kennet Court caused problems – suggestive that the resident circled the wrong option on the form.

Two residents asked that the restrictions be taken further, and accordingly we have amended the proposals to include single yellow lines to prevent all-day parking.

Accordingly, the proposals have been adjusted to include yellow lines for one hour during the day, Monday to Friday to prevent all-day parking, and proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Swanley – Oakleigh Close A - 260614

Formal Consultation Summary

Properties consulted	124	Responses	18 (14.5%)
In favour of proposals			7 (39%)
Not in favour			9 (50%)
No view			2(11%)

There was a strong response to this consultation, suggesting that parking in the area is of concern, both for those who want to park and for those who have problems with the parking and obstruction.

Analysis and Officer Recommendation

The proposals required detailed analysis as to the location of the responders, and this produced a relatively clear pattern. Most of those who objected to the proposals were in the main part of Oakleigh Close, whilst most who supported the changes were in the access road in to the Close. This tends to confirm the issues that were initially reported about parking on the access road.

There was also an objection from the nearby school, as Oakleigh Close was being used by their staff to park all day (a problem that residents had also highlighted).

Whilst we have to consider the objections, we have to remember the purpose of the public highway – to allow vehicles to pass and re-pass, and that parking is only tolerated where it does not cause an obstruction, and whilst residents and those working at the local school may wish to park, if it causes a problem then we have to consider the appropriate response.

Given that the majority of the objections were from the main part of Oakleigh Close, the proposed slight extension of the double yellow lines alongside No's 9 and 49 could be omitted, but the rest of the restrictions should be implemented to maintain access.

With this in mind it is recommended that the objections are set aside and the proposals are introduced as drawn, save for the extension of the double yellow lines alongside No's 9 & 49.

Town	Crockenhill	Reference	Amend 2-18
Location	Broadway		
Ward	Crockenhill & Well Hill		
Informal consultation plan ref.	Crockenhill – Broadway - 200214		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request from the Parish Council to make adjustments to the parking bays in Broadway to support the local businesses.

We were asked to look at reducing the length of stay (to allow more parking turnover for the local shops) and to extend the restrictions in to the evening period.

Requested by

Local businesses and the Parish Council

Informal Consultation Summary

Properties consulted	33	Responses	4 (12.1%)
In favour of proposals			3 (75%)
No view			1 (25%)

The Parish Council and the local District Councillor for the area, Cllr Lindsay were in favour of the proposal.

Officer Recommendation after informal consultation

The comments received were broadly in favour of the proposals at the informal consultation stage, however, there was a request from the Parish Council, one of the local shops and the District Councillor for the area that the restrictions start earlier in the day (7am).

There was also a request from one of the local shops to have a parking permit for the area, as they wanted to park their commercial vehicle in the parking bays. However, this defeats the objective of maintaining the parking bays as short-stay parking for customers, and should not be taken forward. It may be that the business may need to make alternative arrangements for parking their van.

Accordingly, the proposals should be adjusted to start earlier, and proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Crockenhill - Broadway A – 260614

Formal Consultation Summary

Properties consulted	33	Responses	2 (6%)
Not in favour			2 (100%)

The formal consultation responses were surprising given the previous favourable comments at the informal consultation stage, and the previously stated support from the Parish Council and Cllr Lindsay.

One of the objections was from a nearby resident on the grounds that *“if any of the shops in future should offer a service i.e. hairdresser, beauticians etc, an hour’s parking would not be sufficient”* and that extending the restrictions to the evening, when the last shop closed at 7pm was unnecessary, and changing the restrictions was a waste of money.

One objection was from a business in Broadway, querying the reason for the change, and that having canvassed the local businesses, none seemed to have asked for any change. The objector also went on to comment that starting the restrictions at 7am was unnecessary as the first premises opens at 7:30am, and the stores close at 7pm (save for the Indian takeaway that closes later).

Analysis and Officer Recommendation

The objections (that the changes are not necessary and a waste of money) are relatively weak – one relates to a potential change in businesses in the future and one cannot understand the need for the change.

However, given the lack of any other response during the formal consultation process, it is recommended that the objections are upheld and the proposals are abandoned.

Town	Edenbridge	Reference	Amend 2-21
Location	Main Road & Brownings		
Ward	Edenbridge North & East		
Informal consultation plan ref.	Edenbridge – Main Road & Brownings - 070813		
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The Council has had a request to update the parking arrangements in Main Road and around the junction of Brownings, to prevent parking near to junctions and to remove any redundant restrictions.

The restrictions on the west side of Main Road (near No.1) can be reduced to allow more parking as they originally reflected the need to protect the turning movements of vehicle in to and out of the former Dairy site. The proposals also deter parking on the narrow entrance in to Brownings.

Requested by

Local resident and Town Council

Informal Consultation Summary

Properties consulted	36	Responses	39 (108.3%)
In favour of proposals			4 (10.3%)
Not in favour			34 (87.2%)
No view			1 (2.6%)

Officer Recommendation after informal consultation

There was a very strong response to the consultation, strongly against the proposal for increasing parking on the west side of Main Road, south of the Hilders Lane junction, and also against the restrictions in to Brownings.

There were also comments against the proposed double yellow lines on the east side of the road as this would affect the local shop’s passing trade.

There were also objections to the establishment of a disabled parking bay on the west side of Main Road, but this is in response to a valid application from a disabled resident.

There was recognition for the need of some restrictions around the junction of Main Road and Brownings, but that these should not extend too far in to Brownings.

We have adjusted the proposals so that only standard junction protection is proposed for Brownings, along with a disabled parking bay outside The Row and a short length of double yellow lines on the hatched area on the west side of Main Road, south of The Row.

Accordingly, the proposals have been amended and reduced, and should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Edenbridge – Main Road & Brownings A - 260614

Formal Consultation Summary

Properties consulted	62	Responses	15 (23%)
In favour of proposals			8 (53%)
Not in favour			7 (47%)

Councillors Orridge commented in support of the proposals, and Cllr Davison commented echoing the comments of the Town Council, suggesting that there was no need for the proposed double yellow lines on the west side of Main Road, near to Firs Lodge.

Edenbridge Town Council commented with no objection to the proposals in Brownings, and that the proposed double yellow lines on the west side of the Main Road should be long enough to cover the access to The Stables and Firs Lodge, but no further.

The objections covered a number of points;

- That the proposed yellow lines in Brownings go too far, and should only be 1.5m long,
- That the proposed yellow lines in Brownings do not go far enough, as there are problems with obstructive parking
- That the proposed yellow lines should only be single yellow lines, so that residents can park in the evenings
- That the proposed disabled parking bay is unnecessary, as residents didn't feel that there was a suitably disabled person in the area
- That the existing yellow lines on Main Road should be reduced to allow more parking.
- That the parking in front of The Row should be controlled by permits, one issued to each property.
- That the parking restriction at the entrance to Firs Lodge is unnecessary, and the loss of facility to park adjacent to the access was a problem that would affect residents.

Analysis and Officer Recommendation

The proposal for double yellow lines on the western side of Main Road echoes the existing white hatch markings (installed by KCC to deflect traffic past parked vehicles in front of The Row), and maintains visibility to oncoming vehicles for vehicles emerging from the properties. Some residents may enjoy parking in this area, but it creates visibility issues for others. The argument that this will significantly effect the property values should not be considered valid, as the parking was never part of the property, and there is alternative parking less than 20m away, but given the comments from the residents and the local Member, the restriction could be omitted.

However, the white hatching would remain at this location as it is not part of the District's remit, and residents should be aware of the requirements of the Highway Code not to enter or park in hatched areas, and where visibility could be compromised.

The comments relating to the length of yellow lines in Brownings are in direct opposition to each other, showing the difference in opinion between those who want to park and those who want (and have a right of) access, as well as the minimum design standards for "junction protection" on the public highway that would be supported by the Police.

The comments suggesting that the yellow lines should be single yellow lines, (allowing parking overnight) is also in conflict with the calls for restrictions to maintain access and visibility.

The objections on the grounds that there is not a disabled person in the area should not be taken forward. Whilst we cannot distribute the personal details of a disabled resident, the Council has received an application for a disabled parking bay from a resident who meets the criteria for such a bay on the public highway as set out by Kent County Council, and comments about parking pressures in the area actually reinforce the importance of providing a facility for someone with mobility issues to enable them to park close to their property.

The call for the existing yellow lines on Main Road to be reduced was explored at the informal consultation stage, where approximately 3 more cars could have been accommodated, but this element attracted considerable opposition.

The call for permits to be issued to residents of The Row should not be taken forward – the purpose of a permit parking scheme is to provide priority for residents against a daytime influx of non-resident parking, and not to "ration" spaces amongst residents. A permit scheme is not appropriate to address issues where ultimate parking capacity has been reached by residents, and would only serve to introduce an annual charge to residents with no increases in parking capacity or opportunity.

Accordingly, it is recommended that the objections are noted, particularly those from the local members, and the proposals are reduced by the deletion of the proposed double yellow lines on the west side of Main Road, and the amended proposals are introduced.

TRO 2013 Amendment 2 – Location Summaries

Town	Edenbridge	Reference	Amend 2-23
Location		Mill Hill, Ashbys Close, Victoria Road & Waterlakes	
Ward		Edenbridge South & West	
Informal consultation plan ref.		Edenbridge - Mill Hill 2 - 290513	
Informal consultation start	22nd March 2014	Informal consultation end	18th April 2014

Issue

The District Council has had a request to update the parking restrictions in Mill and around the junctions of Ashbys Close, Victoria Road and Waterlakes, as the existing single yellow lines are outdated and do not extend far enough at the junctions.

Requested by

Sevenoaks District Councillor Orridge and local residents

Informal Consultation Summary

Properties consulted	62	Responses	31 (50%)
In favour of proposals			14 (45.2%)
Not in favour			17 (54.8%)

Officer Recommendation after informal consultation

There was a strong response to the consultation – particularly from residents of Katherine Villas and Katherine Road who have no alternative parking, objecting to the proposals.

However there were comments in favour of the proposals from the roads where parking had displaced to – Waterlakes, Victoria Road and Ashbys Close.

The proposals have been adjusted to retain some of the existing single yellow lines on Mill Hill, but also retaining (and in some cases extending) junction protection double yellow lines around the entrances to the cul-de-sacs.

The changes reflect the advice in the Highway Code about not causing an obstruction or parking near to junctions, and accordingly the amended proposals should proceed to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Edenbridge – Mill Hill 2 A - 260614

Formal Consultation Summary

Properties consulted	62	Responses	21 (34%)
In favour of proposals			11 (52%)
Not in favour			9 (43%)
No view			1 (5%)

The Town Council commented that the proposals should only be the statutory minimum on the corners. Councillor Orridge, who had previously supported the proposals, wanted the restrictions scaled-back, as the recent alterations to the public highway with the introduction of a new footway in the High Street had already reduced the available parking in the area.

From the responses there it is evident that there are parking problems in the area, both of obstructive parking, and of residential properties that have no off-street parking.

Generally there was support for the changes from the residents who had problem parking outside their homes, and opposition from those with no off-street facility (or who lived in properties with no road access at all).

Analysis and Officer Recommendation

It is recommended that a balanced approach is taken to the parking issues in the area – where possible parking should be maintained, but where the Highway Code suggests parking should not occur, this should be prevented.

It is proposed that the restrictions are adjusted as follows;

Ashbys Close – restrictions introduced as drawn

Waterlakes – double yellow lines on the north side for 10m from the junction of Mill Hill, and on the south side as drawn

Victoria Road – double yellow lines on both sides for 10m from the junction of Mill Hill, and 6m on the south side at the bend to prevent obstructive parking.

Mill Hill – double yellow lines for 10m either side of each junction.

This would provide junction protection restrictions and protect the areas where obstructive parking occurs, but would maintain as much parking as possible. As each adjustment is a reduction to the proposal, it is not felt necessary to re-advertise as a new proposal.

It is recommended that the proposals are reduced as discussed, the objections are noted and set aside, and the changes implemented as a practical solution to the parking issues in the area, though they may not meet all the requirements of each party.

TRO 2013 Amendment 2 – Location Summaries

Town	Farningham	Reference	Amend 2-25
Location	Teardrop Centre		
Ward	Farningham, Horton Kirby & South Darenth		

Issue

Kent County Council operates a Highways Depot at the end of the access to the Teardrop Centre.

This depot is required for emergency responses to incidents on the Highway and for winter maintenance. Unfortunately there are problems with parking on the access road that can obstruct the vehicles responding to emergencies.

Due to the essential need to prevent obstructive parking at any time of the day, we are taking the unusual step of proposing restrictions to prevent parking and loading at all times in the areas where obstructive parking occurs, as this will enable effective enforcement.

Requested by

Kent County Council, who asked that due to the nature of the problems the issue be taken directly to formal consultation.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Farningham – Teardrop Centre - 070714

Formal Consultation Summary

Properties consulted	5	Responses	0
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No responses were received from the businesses in the area, but Cllr Chetram responded in support of the proposals.

Farningham Parish Council submitted comments on the proposals, but these were received outside of the consultation period. Their comments were that the proposals needed re-thinking following the recent closure of one of the commercial premises in the area, and that the proposals would not serve any purpose.

With regard to the Parish's comments – the introduction of restrictions to prevent obstruction is at the request of the Highway Authority, and reflects problems that they have already experienced. The closure of one of the businesses in the area may have a beneficial effect on traffic movements, but the obstruction issues could still arise,

affecting emergency response times and the parking impact of any new business that may take on the vacant property also needs to be considered.

Due to the type of restriction proposed, any substantive objection received during the statutory consultation period would be the trigger for a Public Enquiry, but as the Parish's response was outside of the published consultation, we are not obliged to carry out a formal public enquiry.

As there were no responses within the declared consultation period, it is recommended that the out-of-time response from the Parish be considered, but set aside, and the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

TRO 2013 Amendment 2 – Location Summaries

Town	Westerham	Reference	Amend 2-28
Location	Bartlett Road & Delagarde Road		
Ward	Westerham & Crockham Hill		

Issue

Bartlett Road and Delagarde Road are narrow cul-de-sacs off Croydon Road in Westerham. Residents of the roads have complained about non-resident parking during the day, as drivers try to avoid the parking charges that apply in Croydon Road.

Residents have asked that Bartlett Road and Delagarde Road be added to the existing W2 permit parking area, so that non-resident parking in the roads is controlled..

Requested by

Residents of both Bartlett Road and Delagarde Road.

Informal consultation

In 2013 we carried out a survey of residents in Bartlett Road, Delagarde Road and The Paddock to establish whether there was support for those roads to join the neighbouring permit parking scheme. The residents of Bartlett Road and Delagarde Road indicated that they would want to join the scheme, but the residents of The Paddock declined.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Westerham – Bartlett Road & Delagarde Road – 270614

Formal Consultation Summary

Properties consulted	35	Responses	6 (17%)
In favour of proposals			4 (66.7%)
			1 (16.7%)
No view			1 (16.7%)

Westerham Town Council have responded in favour of the proposal.

The objection was that the restrictions were unnecessary in Bartlett Road, that the long-stay parkers generally arrive after the everyone has left for work, and go by the time people return, and that residents did not want the additional expense.

The “no view” response suggested that they were in favour of the proposal, but that the proposed double yellow lines in Delagarde Road (to prevent obstruction on the narrow entrance road) should be reduced.

Analysis and Officer Recommendation

The objection actually confirms that long-stay parking occurs in Bartlett Road, and this is what the other residents have raised as an issue. Whilst it is understood that an additional expense on residents is not popular, the additional parking protection should be a significant advantage.

The proposal for double yellow lines in the narrow access in to Delagarde Road is intended to prevent obstructive parking and the need for vehicles to “bump-up” on the footway to pass parked vehicles that would cause an obstruction, and to ease turning movements for vehicles turning in and out of the garage area.

Accordingly it is recommended that the objection is set aside and the comments are noted, and the restrictions are implemented as proposed.

TRO 2013 Amendment 2 – Location Summaries

Town	Westerham	Reference	Amend 2-29
Location	The Green		
Ward	Westerham & Crockham Hill		

Issue 1

Kent Police have asked for the existing parking bay for police vehicles at the western end of The Green be relocated and enlarged, as it is currently only suitable for police cars, and not for larger police vehicles.

Issue 2

The Town Council have asked that the parking bays on the south side of the northern arm of The Green be altered to create a gap at the end of the footpath across The Green, as this would assist pedestrians and wheelchair users in crossing.

Requested by

Kent Police and Westerham Town Council.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Westerham – The Green - 270614

Formal Consultation Summary

Properties consulted	27	Responses	6 (22%)
In favour of proposals			2 (33%)
Not in favour			2 (33%)
No view			2 (33%)

The Town Council responded in favour of the change at the end of the footpath across The Green, but questioned whether the changes to the Police bay were required as the Police no longer used a mobile police station in the area.

The Police responded that they wished to continue with the proposal as when they had an operational need to park a larger vehicle in the area (whether the mobile police station or not) it was problematic to fit in the existing bay and a larger facility was required.

The responses against, or of no view related to concerns over the loss of parking on The Green by the introduction of a gap in the run of bays, and the potential obstruction to visibility that a vehicle in the proposed Police bay would cause. There was also a request to make the area that is proposed for a police bay into a loading bay for the local businesses (contrary to their prior argument about visibility).

Analysis and Officer Recommendation

The proposal to adjust the parking bays alongside The Green is a minor change, reducing the parking bays by 2m. With the parking being distributed along a length, there should not be a significant loss to parking, whilst providing a better facility for pedestrians and people with mobility issues.

The Police's case for a relocated parking bay is valid to support their operational requirements, and the concerns about any obstruction to visibility needs to be set against the likely occupancy rate of the bay, which is likely to be relatively low.

Accordingly, it is proposed that the comments and objections are set aside and the proposals are introduced as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Westerham	Reference	Amend 2-30
Location	Black Eagle Close		
Ward	Westerham & Crockham Hill		

Issue

The District Council has had a request to address problems associated with obstructive parking in Black Eagle Close, where vehicles park on both sides and cause problems accessing the car parks to the commercial premises in the area.

Requested by

Local businesses and residents

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Westerham – Black Eagle Close – 200814

Formal Consultation Summary

Properties consulted	47	Responses	17 (36%)
In favour of proposals			12 (70%)
Not in favour			3 (18%)
No view			2 (12%)

The Town Council commented that resident felt that more double yellow lines were not necessary and would make the situation worse – and that vehicles might displace in to the residential part of the cul-de-sac. The Town Council felt that the existing yellow lines should be extended slightly on both sides to improve sightlines.

Some objectors commented that they did not feel that there was an obstruction Problem and that the proposals were unnecessary.

Residents also echoed the comment from the Town Council that parking might displace to the residential properties.

Some of the comments in favour of the proposal asked for additional restrictions in the cul-de-sac part of the close.

Some residents commented that should the restrictions be introduced, there would also need to be a free residents permit scheme for the cul-de-sac.

One resident commented that the proposals should be for single yellow lines rather than double yellow lines as this would deal with the day-time parking issue, but also

commented that there have been many times when refuse collection vehicles have not been able to collect, and a couple of occasions where ambulances were unable to attend properties.

One resident commented that the proposals were most necessary, and that all the residential properties in the road had designated parking areas/spaces/garages.

Analysis and Officer Recommendation

The proposals have been designed to be the minimum necessary to maintain access, so that as much on-street parking as possible can be maintained. I understand resident's concerns about parking displacing in to the cul-de-sac, but this is a much less significant problem to the obstruction of the road, especially as residents all have their own parking facilities.

It may be that in time a resident's parking scheme might be considered for the cul-de-sac parts of Black Eagle Close, but residents are likely to balk at the annual charge, as would not be eligible for the lower priced permits due to their off-street parking.

It is recommended that the objections be set aside and the proposals be introduced as drawn.

TRO 2013 Amendment 2 – Location Summaries

Town	Westerham	Reference	Amend 2-31
Location	The Paddock		
Ward	Westerham and Crockham Hill		

Issue

We have had a request from a blue-badge holding resident for a disabled parking bay on the public highway in The Paddock.

As the resident meets the criteria for a disabled parking bay on the Highway, and the area is regularly used by school parents picking-up and dropping off for the nearby school, we are proposing the installation of an enforceable disabled parking bay.

Requested by

Local blue badge holding resident.

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council's website.

Formal consultation plan ref: Westerham – The Paddock - 021014

Formal Consultation Summary

Properties consulted	18	Responses	1 (6%)
In favour of proposals			1(100%)

As there were no objections, it is recommended that the proposals should (subject to the agreement of the Portfolio Holder) be implemented.

Town	Westerham	Reference	Amend 2-32
Location	Farley Nursery		
Ward	Westerham & Crockham Hill		

Issue

We received a request from residents of Farley Nursery to address the problem of obstructive parking in the entrance road to Farley Nursery and around the junction of Westbury Terrace.

Requested by

Local residents

Formal Consultation

Formal Consultation was carried out on the proposals, from 13th November to 7th December 2014, with letters to frontagers, notices on-street and in the local newspaper and documents on deposit at the Council Offices. The proposals were also shown on the Council’s website.

Formal consultation plan ref: Westerham – Farley Nursery – 180914

Formal Consultation Summary

Properties consulted	31	Responses	23 (74%)
In favour of proposals			6 (26%)
Not in favour			14 (61%)
No view			3 (13%)

The Town Council commented that it had received representations from a number of residents, none of whom supported the proposals and accordingly the Town Council did not support the proposal.

There were a number of response from the residents of Farley Nursery and Westbury Terrace, and a number from residents outside of the proposals in New Street.

There was support for the proposals, mainly from properties in the cul-de-sac that have to run the gauntlet of the parking, and opposition mainly from the residents of Westbury Terrace and New Street who did not want to lose the parking facility.

Analysis and Officer Recommendation

The proposals have been designed to be the minimum necessary to maintain access, so that as much on-street parking as possible can be maintained. I understand resident’s concerns about the loss of parking, but the purpose of the public highway is to allow travel, not for the storage of vehicles.

Though it is against the wishes of the Town Council and the majority of those who responded, access to properties along the public highway has to be taken as its primary

purpose, and it is recommended that the objections be set aside and the proposals be introduced as drawn.

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ON-STREET PARKING RESTRICTION CHANGES – TRO 2013 AMENDMENT 12 (DUNTON GREEN AND WESTERHAM)

Sevenoaks Joint Transportation Board – 10 March 2015

Report of Chief Officer, Environmental & Operational Services

Status: For Decision

Key Decision: No

Executive Summary: To consider objections to changes to parking restrictions for minor alterations to parking restrictions in Station Road and Kingswood Avenue, Dunton Green and The Green, Westerham

This report supports the Key Aims of the Community Plan;

- Safer Communities (by improving road safety issues)
- Caring Communities (by providing or adjusting disabled parking facilities)
- Dynamic Economy (by providing more appropriate restrictions near local retail establishments)
- Sustainable Economy (by improving travel arrangements and reducing congestion)

Portfolio Holder Cllr. Hogarth

Contact Officer(s) Andy Bracey x7323

Recommendation to Sevenoaks Joint Transportation Board:

- (a) The objections to the proposed extension to parking restrictions in Station Road, Dunton Green are set aside and the changes are implemented.
 - (b) The objections to the proposed double yellow lines in Kingswood Road, Dunton Green are noted, the proposed restrictions are reduced, and that the existing double yellow lines are reduced.
 - (c) Either;
 - i. The objections to the proposals to change the single yellow line to double yellow line in the corner of The Green, Westerham are set aside and the proposals implemented; or
 - ii. The objections are upheld, and in line with Cllr Maskell's comments the issue of changing the traffic arrangements around The Green are referred
-

to Kent County Council as the Highway Authority.

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

Introduction and Background

- 1 The District Council recently introduced new parking restrictions in Dunton Green to help prevent obstruction and manage commuter parking.
- 2 Following the introduction of those restrictions, we had requests from residents for minor alterations to the parking restrictions in Kingswood Road, to facilitate better access to garages and in Station Road, close to the traffic calming to prevent obstruction.
- 3 The District Council has also carried out consultations on new parking restrictions in Westerham (which are covered within another report to this Board). As part of that consultation, a resident of The Green in Westerham requested a change to the parking restrictions in the corner of The Green to prevent parking obstruction, which had not been part of the original proposal for that area.
- 4 Due to the minor nature of the changes, which resulted from the previous parking consultations that were carried out, it was decided to take the proposals for these minor amendments directly to the formal consultation stage.

The proposed changes

- 5 Details of the proposals are shown in Appendix A.

Formal consultation and responses

- 6 We carried out formal consultation on the proposed changes, from the 15th January to 8th February 2015. This consisted of letters to the immediate frontagers of the area, notices on-street and advertisements in the local press, in accordance with the statutory requirements.
- 7 The full details of the responses are shown in Appendices B, C & D.
- 8 **Station Road, Dunton Green**
We consulted directly with 8 properties close to the proposals for Station Road, Dunton Green. We received 6 responses, 2 in favour, 3 against and one that was in favour, but wanted the restrictions extended further.
- 9 The comments against the proposals were more relevant to the location of the existing traffic calming, and the queuing traffic associated with that, rather than the proposed extension to the parking restrictions.
- 10 The location and purpose of the traffic calming is outside of the remit of the District Council, and would be an issue for the Highway Authority, but I understand that the traffic calming was introduced by the Highway Authority and the developers of the former West Kent Cold Store site as part of the Highway requirements of the planning conditions.

- 11 The Parish Council responded with no comments or observations.
- 12 Bearing in mind that the proposal is to improve traffic movements through the traffic calming, it is recommended that the objections to the proposals for Station Road be set aside and the proposals be introduced.
- 13 **Kingswood Avenue, Dunton Green**
We consulted directly with 8 properties close to the proposals for Kingswood Road, and received 5 responses, 2 in favour of the proposals and 3 against the proposals.
- 14 The full details of the responses are shown in Appendix C (available in unredacted form in the Members Room, and in a redacted electronic form online after the meeting with the minutes)
- 15 The comments in favour of the proposals echo the request for restrictions, that parking opposite the garages could cause problems for drivers manoeuvring in and out of garages.
- 16 The comments against the proposals were mainly concerned with the loss of on-street parking in an area where parking was already difficult. One resident comments indicated that they thought that there should be sufficient room for the users of the garages to gain access, if they were more competent in manoeuvring their vehicles, and that the parking on the opposite side of the road was not necessarily a problem, and looking at the size and location of the garages, this may well be a relevant point.
- 17 However, we have to consider the rights of access that residents currently enjoy, and if drivers have problems gaining access this needs to be considered, regardless of the level of vehicle control skill of the drivers.
- 18 It is suggested that a driver that is taking the appropriate care and with “normal” vehicle turning dynamics should be able to gain access to or from the garages, whether travelling forwards or reversing.
- 19 Accordingly it is recommended that though we have received a request for a change to the restrictions to facilitate access, access is already possible, and the objections should be upheld.
- 20 To assist access to the southern-most garage it is recommended that the proposed yellow lines be shortened to a 2m extension of the existing yellow lines opposite the southern-most garage as this would retain parking opposite, and ease turning in and out of the end garage.
- 21 Another objector asked that the existing restrictions on the east side of Kingswood Road (alongside No.32) be reduced slightly, as this would facilitate the parking of an additional vehicle.
- 22 This could be accommodated by reducing the yellow lines from the junction by 1m, and reducing the northern end of the yellow lines in front of the garages by 0.5m.

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- 23 This minor change may increase on-street parking capacity, and as a relaxation in the existing restriction, could be accommodated at this stage.
- 24 The Parish Council responded with no comments or observations.
- 25 It is recommended that the Board agree the reduction of the proposed double yellow lines on the west side of the road, and also agree the reduction of the existing double yellow lines on the eastern side of the road.
- 26 **The Green, Westerham**
We consulted directly with 10 properties close to the proposals for The Green. We received 13 responses, of which 9 were from members of the public that were not directly consulted, 3 in favour of the proposals, and 9 against the proposals and 1 that proposed an alternative scheme to radically alter the traffic arrangements around The Green by the introduction of a one-way system.
- 27 The proposal for an alternative traffic arrangement was supported by a petition of the local businesses. However, changes to the traffic flow and the other suggestions are outside the remit of the District Council and would be for the Highway Authority to consider.
- 28 The full details of the responses (including the petition) are shown in Appendix D (available in unredacted form in the Members Room, and in a redacted electronic form online after the meeting with the minutes)
- 29 The 3 comments in favour of the proposals were from immediate residents of the area.
- 30 Of the 9 comments against the proposals, 8 were from representatives of the local church, and it is noted that a number of the responses share exactly the same points.
- 31 The objections were on the grounds that;
- a high proportion of the congregation are disabled and double yellow lines would prevent them from being dropped-off;
 - that the double yellow lines would prevent hearses and cars for weddings from using the area;
 - and that the current restrictions do not apply on Sundays, and the proposals would reduce parking on their busiest day.
- 32 However, these assumptions on the restrictions are incorrect. There is no difference between the current single yellow lines and the proposed double yellow lines, other than the time period that they operate for.
- 33 It is perfectly allowable for passengers to board or alight a vehicle on double yellow lines, and disabled drivers or passengers who have a blue badge would still be able to park (provided they do not cause an obstruction) for up to 3 hours in accordance with the blue badge scheme.

- 34 The District's traffic regulation orders already include an exemption for wedding cars and hearses that are being used "officially", and the change from single yellow lines to double yellow lines would make no difference.
- 35 The change from single yellow line (No waiting, Monday-Saturday, 8.30am-6.30pm) to double yellow line (No waiting at any time) would reduce parking immediately outside the church on Sundays and overnight, however these are the times when the parking bay restrictions in the area are lifted, so there should be available parking in the area nearby.
- 36 As the proposals are minor – they only change a short stretch of single yellow line to double yellow line, and this is to prevent obstruction, it is recommended that the objections be set aside, and the proposals are introduced.
- 37 However, one of the local District Councillors for the area, Cllr Maskell has asked that in light of the responses from residents that the proposals for The Green are withdrawn, particularly in light of the request from residents for a change to the traffic flow arrangements around The Green for further investigation (though a change of this nature would be outside of the remit of the District Council). Cllr Maskell's comments are in Appendix E.
- 38 In view of this, Member's views are sought on how to proceed with the proposal for The Green, either in line with the recommendation or in line with Cllr Maskell's comments.

Key Implications

Financial

The costs of implementing the changes vary with the decision of the Board as to which proposals to implement, but if all proposals are taken forward to implementation, the expected implication is for;

- 1 day of road marking work, at £750 per day
- and approximately £200 in changes to on-street signs and posts (some of which would be the removal of redundant street furniture).

Legal Implications and Risk Assessment Statement.

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

Equality Assessment

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

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Appendices

Appendix A – Plans of proposals

Appendix B – Station Road responses

Appendix C – Kingswood Road responses

Appendix D – The Green responses

Appendix E – Cllr Maskell's comments

Background Papers:

The Traffic Signs Regulations & General Directions 2002 (as amended)

<http://www.legislation.gov.uk/uksi/2002/3113>

The Highways Act 1980 (as amended)

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

The Road Traffic Act 1988 (as amended)

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

The Road Traffic Regulation Act 1984 (as amended)

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

The Traffic Management Act 2004 (as amended)

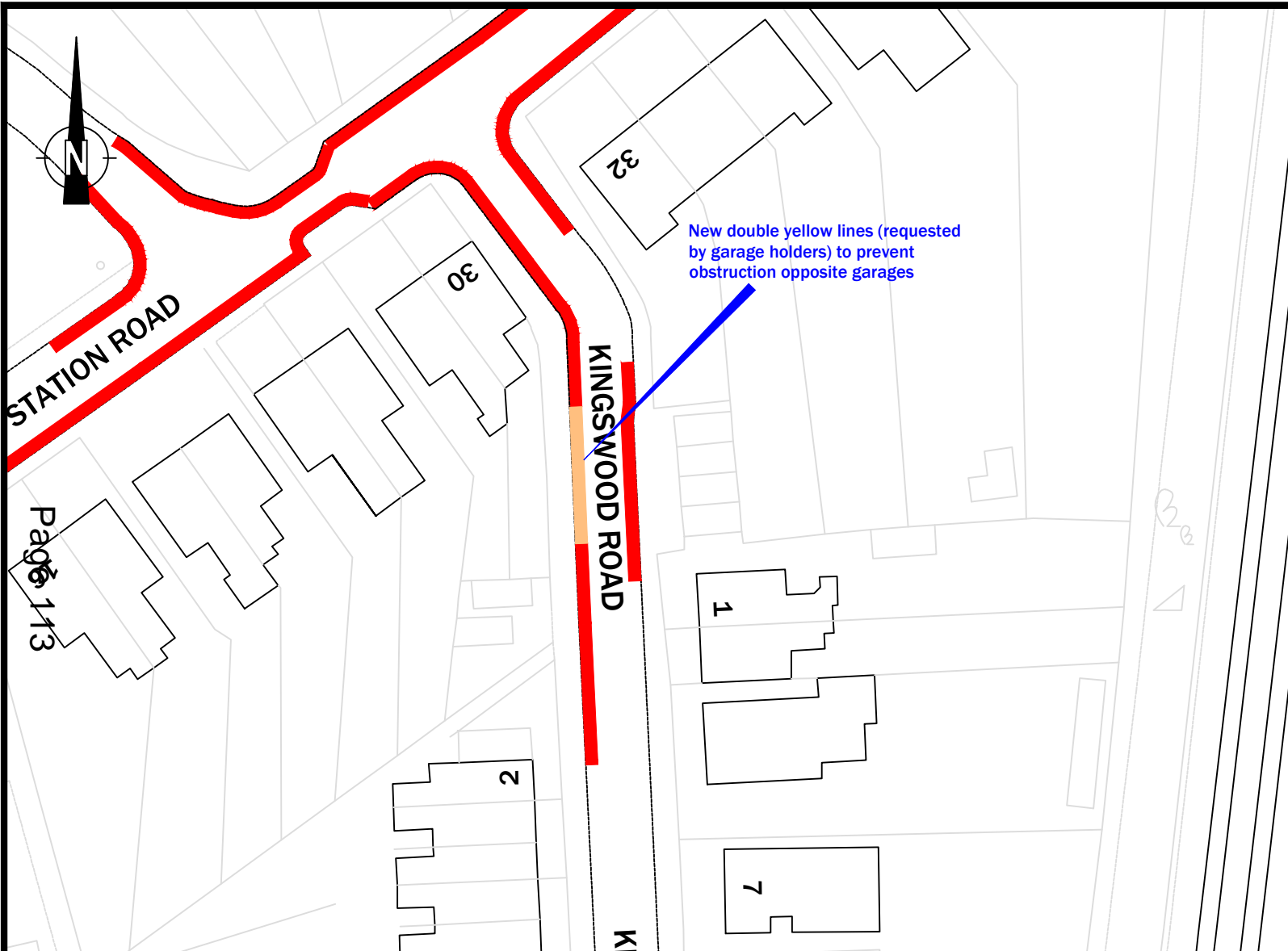
<http://www.legislation.gov.uk/ukpga/2004/18>

The Highway Code

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

Richard Wilson

Chief Officer, Environmental & Operational Services



Key

- Existing double yellow lines
- Proposed double yellow lines

New double yellow lines (requested by garage holders) to prevent obstruction opposite garages

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Date	Revision	Ref	Drawn

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Title

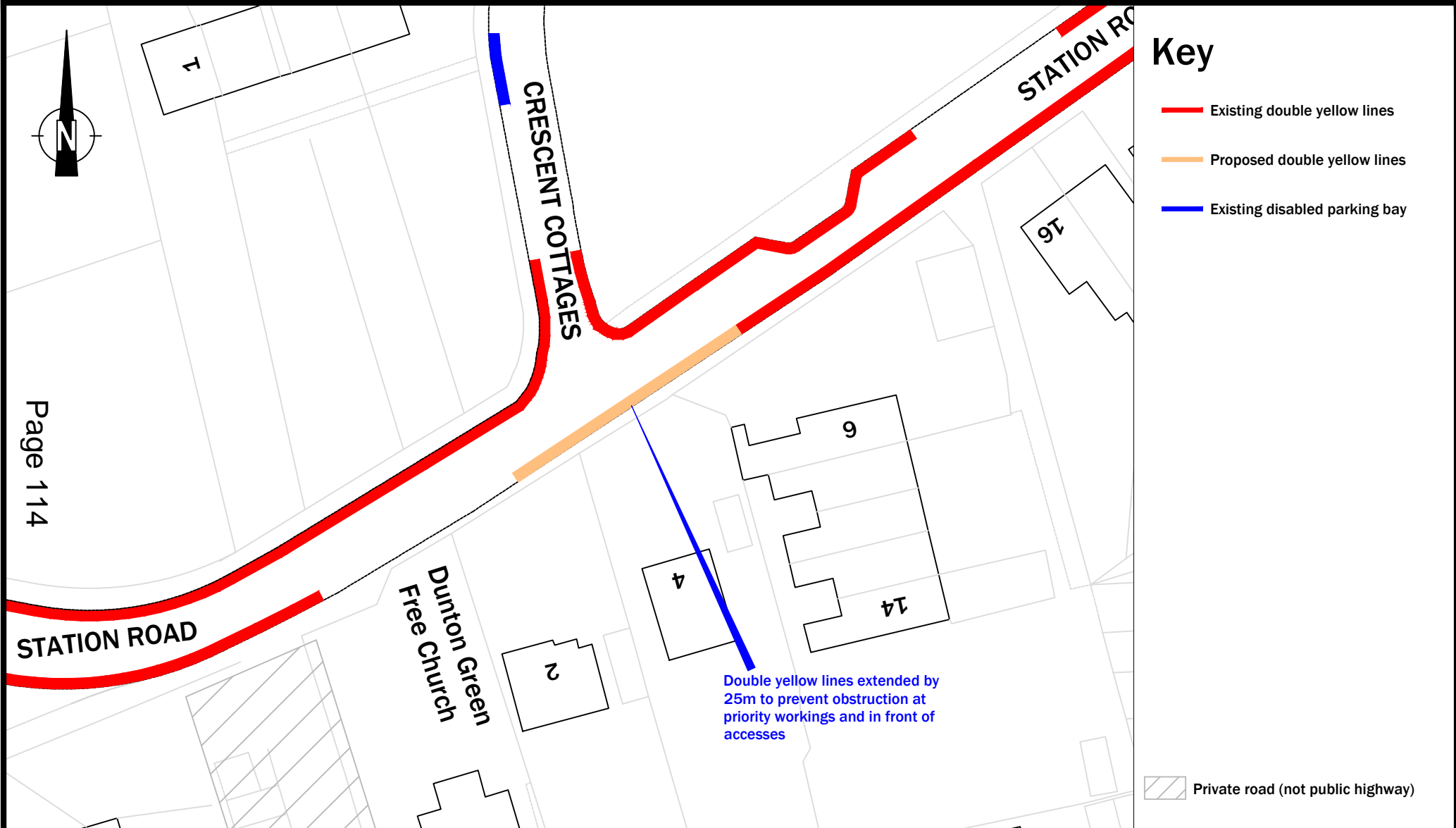
Proposed Waiting Restrictions - Formal Consultation Kingswood Road (minor amendment) Dunton Green

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Dunton Green - Kingswood Road - 121214.pdf



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Scale 1:500 Date : 12/12/14
File ref : T/Dunton Green



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Date	Revision	Ref	Drawn


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Title

Proposed Waiting Restrictions - Formal Consultation Station Road (minor amendment) Dunton Green

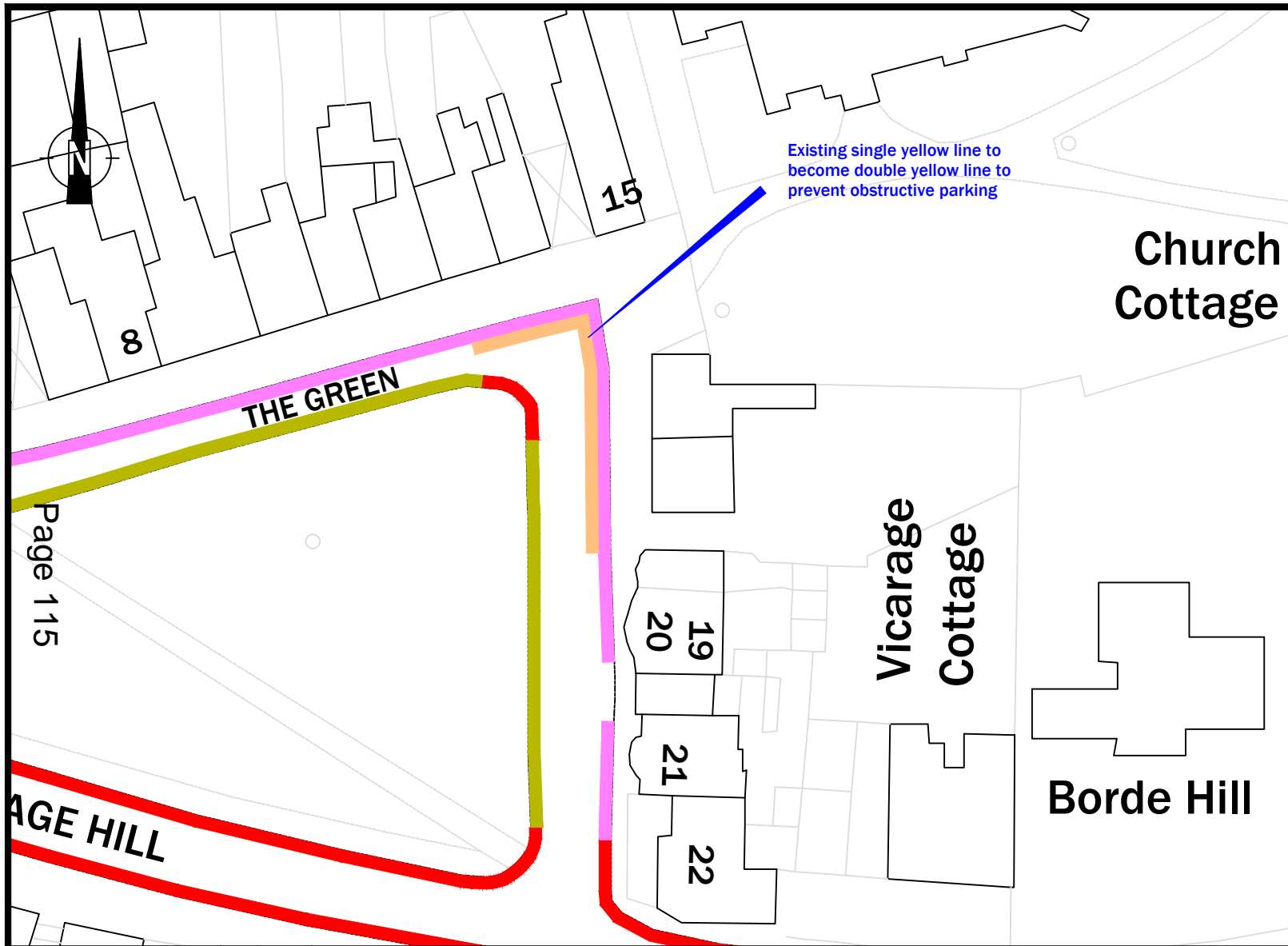
If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Dunton Green - Station Road - 121214.pdf



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DISTRICT COUNCIL

Drawn by : ACB
Scale 1:500 Date : 12/12/14
File ref : T/Dunton Green



- ### Key
- Existing double yellow lines
 - Existing No waiting, Mon-Sat, 8.30am-6.30pm
 - Existing pay & display and permit parking
 - Proposed double yellow lines

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Date	Revision	Ref	Drawn


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Title

Proposed Waiting Restrictions - Formal Consultation The Green (eastern end) Westerham

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File name : Westerham - The Green (eastern end) - 121214.pdf



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File ref : T/Westerham/4

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Formal consultation response
Dunton Green - Station Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

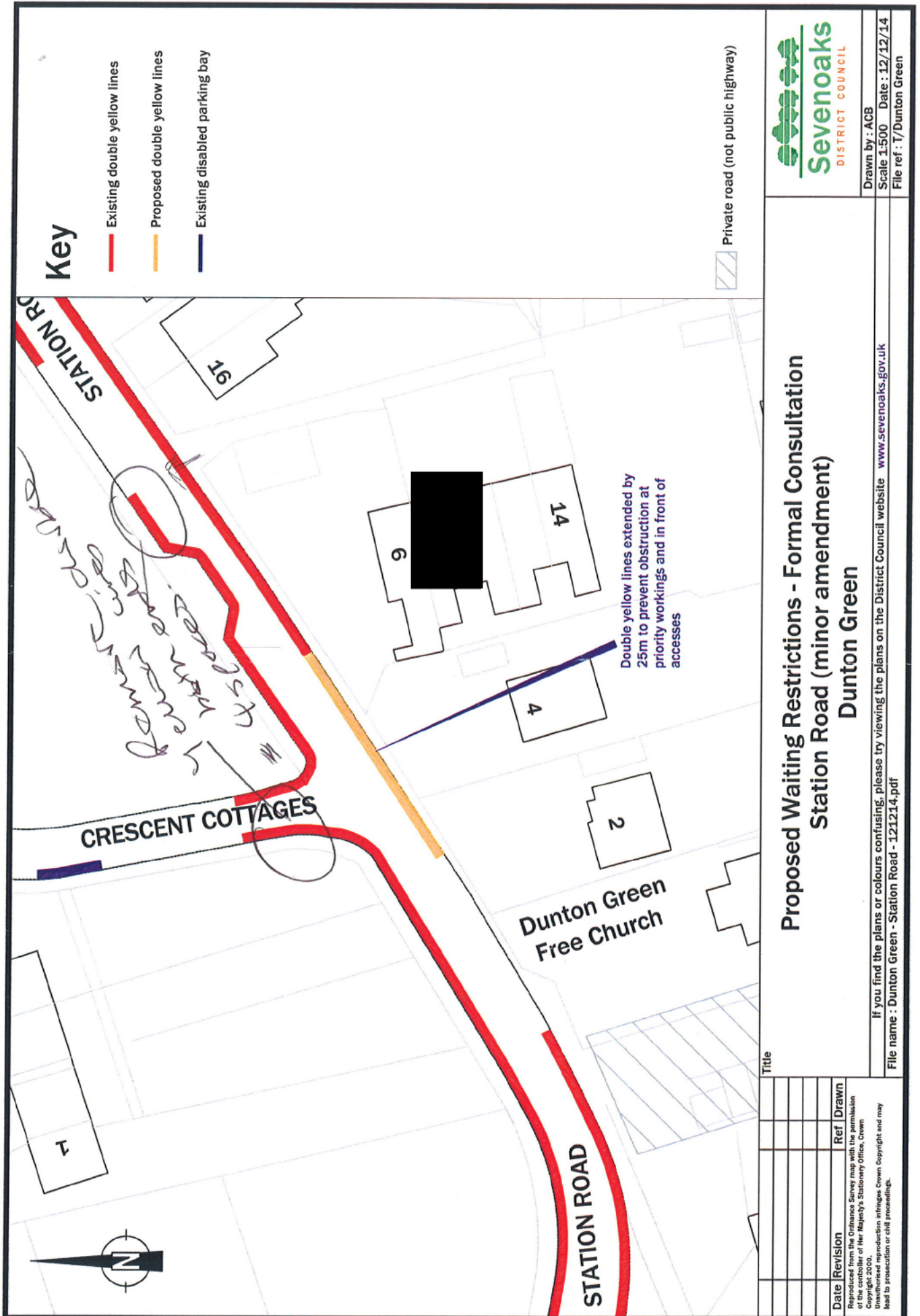
SEVENOAKS DISTRICT COUNCIL
REC'D - 9 FEB 2015
PARKING & AMENITY

Name:	[Redacted]
Address	Dunton Green
Phone number:	[Redacted]
Email:	[Redacted]

Yes / am not (delete where applicable) in favour of the proposed changes for the Station Road area of Dunton Green.

Comments	
<p>Since the introduction of the parking restrictions last year, it has been increasingly difficult for residents of Station Rd to find sufficient parking spaces for our own use. Commuters are still parking in spaces vacated by our residents and family and friends have stopped visiting because they cannot find anywhere to park. We are strongly opposed to any more parking restrictions being introduced as proposed unless some of the previous restrictions are reinstated or making Station Rd the resident residents only parking.</p>	
Signed:	[Redacted]
Dated:	5 th February 2015

For example: allowing parking at the ends of the street & removing yellow lines, and allowing parking for 5 cars instead of 3 between the traffic calming - see diagram. or parking in parking bays in the street.



Drawn by : ACB
 Scale 1:500 Date : 12/12/14
 File ref : T/Dunton Green

Proposed Waiting Restrictions - Formal Consultation
Station Road (minor amendment)
Dunton Green

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk
 File name : Dunton Green - Station Road - 121214.pdf

Date	Revision	Ref	Drawn

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Formal consultation response
Dunton Green - Station Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D - 6 FEB 2015
PARKING & AMENITY

Name:	
Address	[Redacted] Dunton Green
Phone number:	
Email:	

I am / am not (delete where applicable) in favour of the proposed changes for the Station Road area of Dunton Green.

Comments	
<p>Although the extension of yellow lines restricts our parking in this road you have not taken the yellow line all the way up which is the most dangerous part of the road, cars come belting round the corner & there's no where to go as there are parked cars there - close collisions all the time & its the narrowest part of the road.</p>	
Signed:	[Redacted]
Dated:	4. 2. 15

The best thing overall is to take down the cicane it is a health & safety hazard too big -!!! contributes to road rage as cars try to beat it up the road before vehicles coming down interesting when meeting arches & buses!!!

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Formal consultation response Dunton Green - Station Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

Name:	[REDACTED]
Address	Dunton Green
Phone number:	
Email:	[REDACTED]

I am / am not (delete where applicable) in favour of the proposed changes for the Station Road area of Dunton Green.

Comments	
<p><i>PLEASE SEE ATTACHED LETTER</i></p> <div data-bbox="400 1308 820 1500" data-label="Text"><p>SEVENOAKS DISTRICT COUNCIL REC'D - 4 FEB 2015 PARKING & AMENITY</p></div>	
Signed:	[REDACTED]
Dated:	<i>2/2/14</i>

[REDACTED]
Dunton Green
[REDACTED]

RE: Parking Station Road, Dunton Green

As can be seen by my address I live at [REDACTED] which is located at the end of a driveway. This driveway has to join Station Road almost opposite a traffic calming island. The traffic is thrown straight in front of the 'blind' driveway that I and other residents are constantly using. There are 7 houses located down this driveway all of which have use to at least one+ vehicle(s). If walking from the driveway to join station road the pathway is so narrow that any large traffic/lorries/buses etc hang over the path where people are trying to walk as the traffic is forced on to one side of the road. When leaving the driveway to join Station Road we look to check no traffic is approaching but due to the traffic calming island we are in danger as the traffic from the opposite direction is thrown to our side of the road therefore causing double the traffic movement in front of this drive. I have two young children and I do not want them near fast flowing traffic which is trying to 'race' past the traffic calmers so they do not have to wait/give way to oncoming vehicles. The current set up is worrying. With the current set up it is only a matter of time before there is an accident.

The original plan was to just put the traffic calming islands in, however as people had always parked on Station Road it soon became clear that for the calming islands to work you needed to paint double yellow line. It now appears that the traffic calming is not working. Cars now park where there are no double yellow lines and on blind corners. I do therefore agree that double yellow lines would be beneficial in these areas but before the traffic calmers were in place people did not have the need to park so dangerously. At the moment they have no choice as there is less parking.

Has it not occurred that it may be that the traffic calming that is the problem.

I can understand the need to slow traffic down and the use of double yellow lines being put into place. I would propose that the traffic islands are removed and speed bumps are put in to slow the traffic. Removing some of the double yellow lines would allow cars to be able to park along Station Road again effectively creating traffic islands. This traffic has parked here for many years not causing too many problems. I do agree with your proposal of adding double yellow lines as highlighted yellow on your letter. This would allow traffic to move freely and safely in the stated area as this is a blind corner approaching a roundabout. However before the traffic calming system was put in place the area highlighted yellow on your letter was never used for parking as there were spaces available in less dangerous areas. If you look down Kingswood Road (off Station Road) car owners have been able to park where they want and the net result is you can only drive down Kingswood Road at 10 miles per hour.

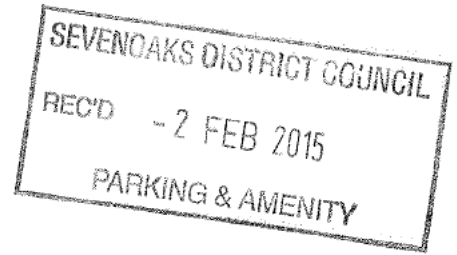
I would advise that you walk and drive all routes around this area at different times of the day including the driveway that we have to use daily to see the problems we face.

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Formal consultation response Dunton Green - Station Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG



Name:	[Redacted]
Address	[Redacted] Dunton Green
Phone number:	[Redacted]
Email:	[Redacted]

I ~~am~~ am not (delete where applicable) in favour of the proposed changes for the Station Road area of Dunton Green.

Comments	
Please see over.	
Signed:	[Redacted]
Dated:	29th January 2015

OBJECTION.

When I was consulted on the previous proposals to put yellow lines along Station Road, I objected both on the grounds of the adverse impact on visibility and safety when coming in and out of my drive and also on the grounds of general road safety along Station Road.

As I feared, cars now park almost constantly in front of my house close to my drive making it impossible to see either right or left when exiting. Turning into my drive is also made more difficult. I have already had several near misses when coming out of my drive.

With regards to general safety, parked cars in front of my drive and house and in front of the church lead to cars approaching the mini-roundabout on the wrong side of the road. This coupled with the speed of cars turning left at the roundabout round a blind bend and exacerbated by the speed of cars now travelling along station due to the existing yellow lines, is likely to cause an accident.

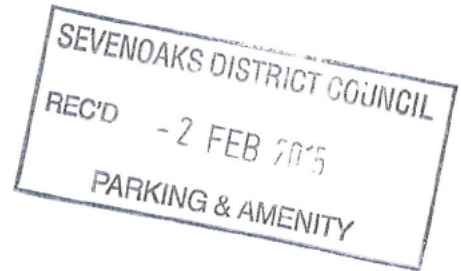
The proposals may improve visibility to the right of my drive, but is likely to lead to more cars parking on the left which will not overcome the problem of cars approaching the mini-roundabout on the wrong side of the road. This is of particular concern bearing in mind the number of school children using the narrow footpaths at peak times, particularly in the morning. I still think that the existing yellow lines merely push the problem elsewhere but if they are to be extended, they should extend in front of my house and in front of the church.

Agenda Item 6

Formal consultation response Dunton Green - Station Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG



Name:	[REDACTED]
Address	Dunton Green
Phone number:	[REDACTED]
Email:	[REDACTED]

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Station Road area of Dunton Green.

Comments	
<p>and for that reason is because me and my wife have problems getting in and out of our car port due to cars parking right opposite our carport. so there for the yellow lines should go further along to stop people parking there they park there and go to the main station</p>	
Signed:	[REDACTED]
Dated:	27/1/2015

Formal consultation response
Dunton Green - Station Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

Name:	[REDACTED]
Address	Dunton Green
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Station Road area of Dunton Green.

Comments	
<p>Why not continuous double yellow lines as parking will still create a problem in the gap.</p>	
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>SEVENOAKS DISTRICT COUNCIL REC'D 20 JAN 2015 PARKING & AMENITY</p> </div>	
Signed:	[REDACTED]
Dated:	16/01/15

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COPY TO CHIEF EXECUTIVE
DR. PAV RAMEWAL

Agenda Item 6

8.2.15

Appendix C

Formal consultation response
Dunton Green - Kingswood Road

ANDY BRACEY

REF: T/TRO2013 Amend
12-Form

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

CHIEF EXECUTIVES OFFICE
10 FEB 2015

Name:	[REDACTED]
Address:	Dunton Green
Phone number:	[REDACTED]
Email:	[REDACTED]

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Kingswood Road area of Dunton Green.

Comments	
<p>after seeing this proposal on a lamp post in Kingswood Rd, I telephoned Mr. Bracey who said we had been sent a letter, this was not the case nor for our neighbours either. We have lived here for 35 years there has never been a problem before of entering or leaving the garages for the owners before or now. As we know there is only one garage owner who has</p>	
Signed:	[REDACTED]
Dated:	6.2.15.

complained, this is due to her incompetence in manoeuvring her vehicle.

Since the introduction of the yellow lines there have been numerous problems for residents on Kingswood road.

Because of the greatly reduced parking in station road, residents from there park in Kingswood road, as do commuters using Dorton Green station.

At the moment of Kingswood Rd there is a parking space that makes driving difficult. In station road, between the roundabout in Landa Road and the first pinch point where there is parking on the left hand side creates a traffic hazard, an accident waiting to happen.

There needs to be a serious review of what has been done, it makes one wonder at the competence of the engineer! It would have been beneficial to have had a site meeting with affected residents before all this process began, after all we are the ones who live here, much more democratic. The only real solution now is for residents parking in Kingswood Rd.

Formal consultation response
Dunton Green - Kingswood Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 10 FEB 2015
PARKING

Name:	[REDACTED]
Address:	[REDACTED]
Phone number:	[REDACTED]
Email:	[REDACTED]

Dunton Green

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Kingswood Road area of Dunton Green.

Comments	
<p>After seeing this proposal on a lamp post in Kingswood Rd, I telephoned Mr. Bracey who said we had been sent a letter, this was not the case nor for our neighbours either. We have lived here for 35 years there has never been a problem before of entering or leaving the garages for the owners before or now. As we know there is only one garage owner who has</p>	
Signed:	[REDACTED]
Dated:	6.2.15.

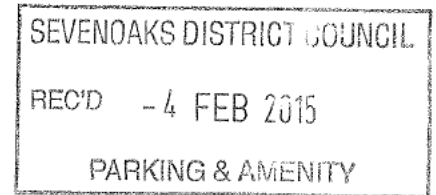
complained, this is due to her incompetence in manoeuvring her vehicle.
Since the introduction of the yellow lines there have been numerous problem incidents on Kingswood road.

Agenda Item 6

Formal consultation response Dunton Green - Kingswood Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

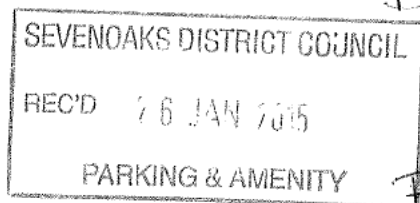
To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG



Name:	[Redacted]
Address	Dunton Green
Phone number:	[Redacted]
Email:	[Redacted]

I am / ~~am not~~ (delete where applicable) in favour of the proposed changes for the Kingswood Road area of Dunton Green.

Comments	
<p>Having experienced the new double yellow lines in Station Road & Kingswood Road, it does not appear to have made an improvement but has caused a far more dangerous road system. We agree that the new proposal is beneficial to the garage owners as it is at present it is almost impossible for garage owners to access the garages safely. Kingswood Road should be a one way system now.</p>	
Signed:	[Redacted]
Dated:	2/2/15



[REDACTED]
Dunton Green,

Sevenoaks,

Kent. [REDACTED]

Friday, 23rd January 2015.

Dear Sirs/Madams,

Ref: "2013 Amendment 12".

I am writing in support of the proposal to restrict parking opposite the garages at the North end of Kingswood Road, by the addition of double yellow lines at the opposing curb; double yellow lines being already present at the entrance side...

You will probably know that I have been petitioning Mr. Andy Bracey - by letter; in person; and by phone, ever since the new lines were put down. Previously, neighbours would leave the unrestricted area free of cars, because they knew I used my garage daily, and when I bought the garage on moving to Kingswood Rd., twenty-five years ago, it was in use, as a garage, for a B.T. van. As the car I had at the time, would always fail to start whenever it rained, a garage was a 'must-have' at the time - and all the garages were advertised, ~~at the~~ ~~time~~. I believe B.T. had rented the one I selected, and my very nice neighbour who was their employer, then, was without "his" garage! I do so regret this, and he has been very nice about it, and helped me with its door, when I began using it again, after being car-less for 18 months. He genuinely seemed to be glad to have me back. Another neighbour wanted to buy my garage

Agenda Item 6

and I think, because he has two vehicles, and a daughter who is away as an air-hostess, but lives at home; and so there are three cars to "manage". (He does have a drive for 2 cars, a garage, and a curb space, however).

I write in detail about this, because if the proposal is accepted, I would be very popular at the North end of the road.

NB However, today I found I could not return my car to its garage, though with the same combination (white van, and wide 4 x 4 Discovery) I did manage it - with nail-biting precision! -; I did succeed, the previous evening.....

No: I have to support this proposal:- edging out; multiple clutch changes as I mount the pavement - O so slowly, and carefully; and harder - at times, impossible - to return.

On the financial ^{side,} all the garages are devalued greatly if storage is to be their only use. As long as cars are parked opposite mine and their garages, they are no longer serviceable for their purpose.

Julie, a neighbour more southwards of Kingswood Rd., told me of the proposal, and I was delighted. She agreed whole-heartedly that it should be accepted.

Yours faithfully,

[Redacted signature]

P.S. I think I quote Mr. Bracey correctly: "you have a right to access your garage". Thank you.

Formal consultation response
Dunton Green - Kingswood Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

SEVENOAKS DISTRICT COUNCIL
REC'D 28 JAN 2015
PARKING & AMENITY

Name:	[REDACTED]
Address	[REDACTED] Dunton Green
Phone number:	[REDACTED]
Email:	[REDACTED]

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Kingswood Road area of Dunton Green.

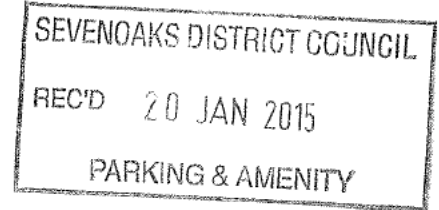
Comments	
KINGSWOOD ROAD HAS A LARGE VOLUME OF CARS PARKED ALONG IT & WE WOULD BE CONCERNED OF THE IMPLICATIONS OF REDUCING THE NUMBER OF AVAILABLE PARKING SPACES	
Signed:	[REDACTED]
Dated:	24/01/15

Agenda Item 6

Formal consultation response Dunton Green - Kingswood Road

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG



Name:	[Redacted]
Address:	Dunton Green
Phone number:	[Redacted]
Email:	[Redacted]

I ~~am~~ / am not (delete where applicable) in favour of the proposed changes for the Kingswood Road area of Dunton Green.

Comments	
<p>I am against having any more double yellow lines in the Kingswood Road / Station Road area of Dunton Green. However, there are a number of places that, in my opinion, are more deserving of your attention.</p> <p>(i) the lines on the east side of Kingswood Road between nos. 30 and 32 Station Road need reducing slightly to allow enough space for 3 cars to park.</p> <p>(ii) the parking space on the eastern side of Kingswood Road near the junction with Milton Road should be moved to the opposite side of the road. If a car is parked on the eastern side, drivers approaching the junction have their view obstructed making it quite dangerous.</p> <p>(iii) the situation between the roundabout in London Road and the first pinch point in Station Road is decidedly dangerous. If cars are parked on the south side of Station Road it causes traffic approaching →</p>	
Signed:	[Redacted]
Dated:	19/1/2015

cont'd

The roundabout from Station Road to use the opposite side of the road which means they are in a "head on" situation with traffic turning left into Station Road from London Road.

If you wish to comment on the proposals, please return this completed form by 7th December 2014.

To:
 TRO 2013 Amendment 2 - Formal
 The Parking & Amenity Team
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent
 TN13 1HG

Copies with plans to -
 Westerham Town Council
 Westerham Society

Formal consultation response - 2013 Amend 2 Form-29

(+ District Councillor Kevin Maskell)

Name:	[Redacted]
Address:	[Redacted]
Phone number:	[Redacted]
Email:	[Redacted]

Westerham
 Kent [Redacted]

We are _____

I am / am not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

As taken into account - since existing provision for residents is wholly inadequate. Provided that the effect on those residents with parking permits is taken into account.

Comments

① While the path is only 1 metre wide, the new double yellow lines may well be wider. At present maximum capacity to the north of The Green is only 12 vehicles with careful parking. The parking area must be extended westwards at A by a corresponding amount at least.

② There should also be prominent road signs at B(i) & B(ii) to encourage visiting drivers to use the free parking spaces in the Main Town Car Park (Darent) which might ease pressure pending other solutions: i.e. one-way system allowing diagonal parking at east end where we have previously lost spaces (to help the shops).

③ Consideration for pedestrians is welcomed. Since re-marking will be necessary, the opportunity should be taken to introduce a red crossing route at the top of London Road shown at C.*

Signed:	[Redacted]	Dated:	28 November 2014
---------	------------	--------	------------------

* This has been done effectively at the entrance to Pobje's Meadow in Sevenoaks and has been suggested previously since there is no central refuge and it is hazardous with incessant three-way traffic even when drivers are careful. (We appreciate that an additional zebra or centralised crossing remains too expensive).

④ If the measure proposed at ③ proves successful, then the same inexpensive solution will be applied at the two crossing points on the A25 - starting to move us towards Bristol safety standards

COPIES TO - WESTERHAM TOWN COUNCIL ✓
 ST. MARY'S CHURCH ✓
 DISTRICT COUNCILLOR KEVIN MASKILL ✓
 CONCERNED NEIGHBOURS (THE GREEN) ✓

Agenda Item 6

Formal consultation response
 Westerham - The Green

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

SEVENOAKS DISTRICT COUNCIL
 REC'D 22 JAN 2015
 PARKING & AMENITY

To: TRO 2013 Amendment 12
 Parking Services
 Sevenoaks District Council
 Argyle Road
 Sevenoaks
 Kent, TN13 1HG

Name:	[REDACTED]
Address	Westerham
Phone number:	[REDACTED]
Email:	[REDACTED]

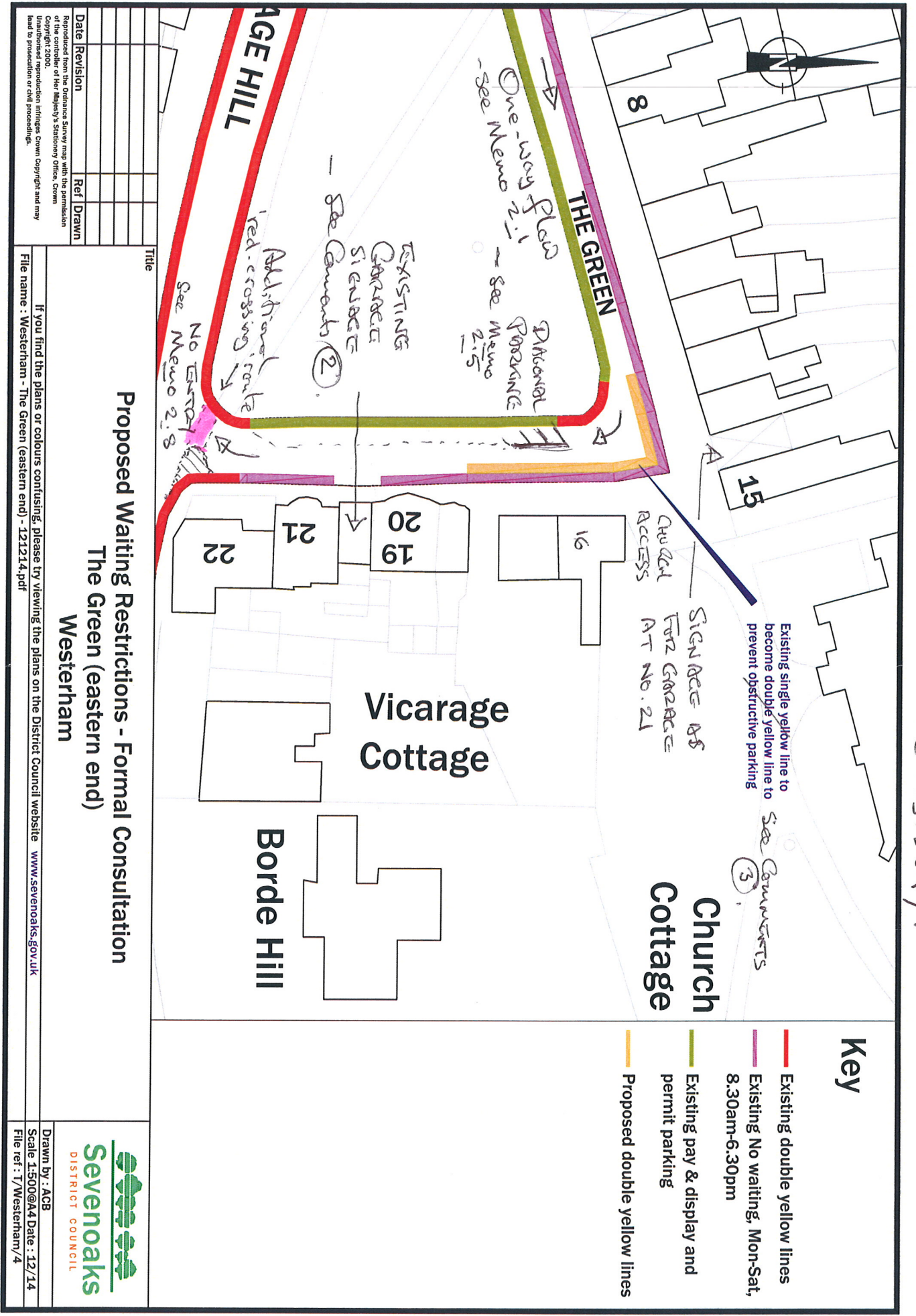
We are ~~I am / am~~ not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

Comments	
1.	This may seem a 'minor issue' but double-yellow lines are not acceptable and must be examined (see enclosures) in the wider context of further reduction in parking capacity and other issues affecting 'The Green'.
2.	The immediate problem of ensuring access to the garage of Church House (No 15) can be solved by adopting the same solution already successfully used for the garage on the eastern side at No. 21, marked on the road by a white line & the words KEEP CLEAR & on the garage door with NO PARKING. DOORS IN CONSTANT USE. (There used to be a removable board on the pavement outside Church House in the time of the previous owner requesting people not to block access).
Signed:	[REDACTED]
Dated:	20 January 2015

3. Double yellow lines are wholly unacceptable since it will further reduce parking capacity after 6.30pm and on Sundays (when the business premises at No 16 are not in use). It is a vital, final 'fall back' for residents & church users (for services, bell-ringing, choir practices etc) at least until extra capacity is created by the measures requested by ourselves and others on previous occasions over the years (see: enclosures).
 1-4

See COMMENTS & MEMO. (End. 2) + Previous submission (Ends. 3 & 4).

ENCLOSURE ①



Proposed Waiting Restrictions - Formal Consultation

The Green (eastern end)
Westerham

Date	Revision	Ref	Drawn

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If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Westerham - The Green (eastern end) - 121214.pdf

Drawn by : ACB
Scale 1:500@A4 Date : 12/14
File ref : T/Westerham/4

PLANNING & TRAFFIC MANAGEMENT
 THE GREEN, WESTERNHAM
 (Ref T/TR0 2013 Amend 12 Form /15 Jan 2015)

1. Proposed changes to Parking Restrictions.

1.1. The unacceptable proposals for double yellow lines at the eastern end of The Green demonstrate the need to re-examine the wider issues pointed out many times by residents and others in the community (shops, church users, visitors etc) or the need to improve traffic flow and to increase parking facilities while also safeguarding the needs of pedestrians.

1.2. Capacity is now increased, not only by growing vehicle volume but on the first & third Sundays by the Farmers' Markets (which we support fully) causing the removal of 21+ car spaces. In recent years we have lost the car parking spaces at the eastern end of The Green to support visibility of the shops (which again we supported).

1.3. It is not acceptable for permit holders to be increasingly forced to drive down to the Main Car Park - entailing at least 20 minutes each time (with no guarantee of space becoming or remaining available even on further attempts) and requiring use of the steep pathway in the Church, a challenge to 'seniors', particularly when wet, even unencumbered.

1.4. Traffic flow around The Green is frequently impeded by the single-lane nature of the northern side - necessitating vehicle reversing - or by the need to offload for shops.

2. Solutions: There can be no encroachment on The Green itself but the situation can be improved by measures

2.1. Introduction of one-way access from the western end (essential in particular for Funerals, and Weddings at St. Mary's).

2.2. Retention of the Police Parking Bay in the present position

2.3. Establishment of an offloading bay for the shops outside COSTA Coffee (on the same basis as that on the High St. i.e. 20 minutes)

2.4. Extension of the parking space on northern side to compensate for pedestrian access from footpath (previous submission)

2.5. Introduction of marked diagonal parking bays at the eastern end of 'The Green' to increase capacity (" ")

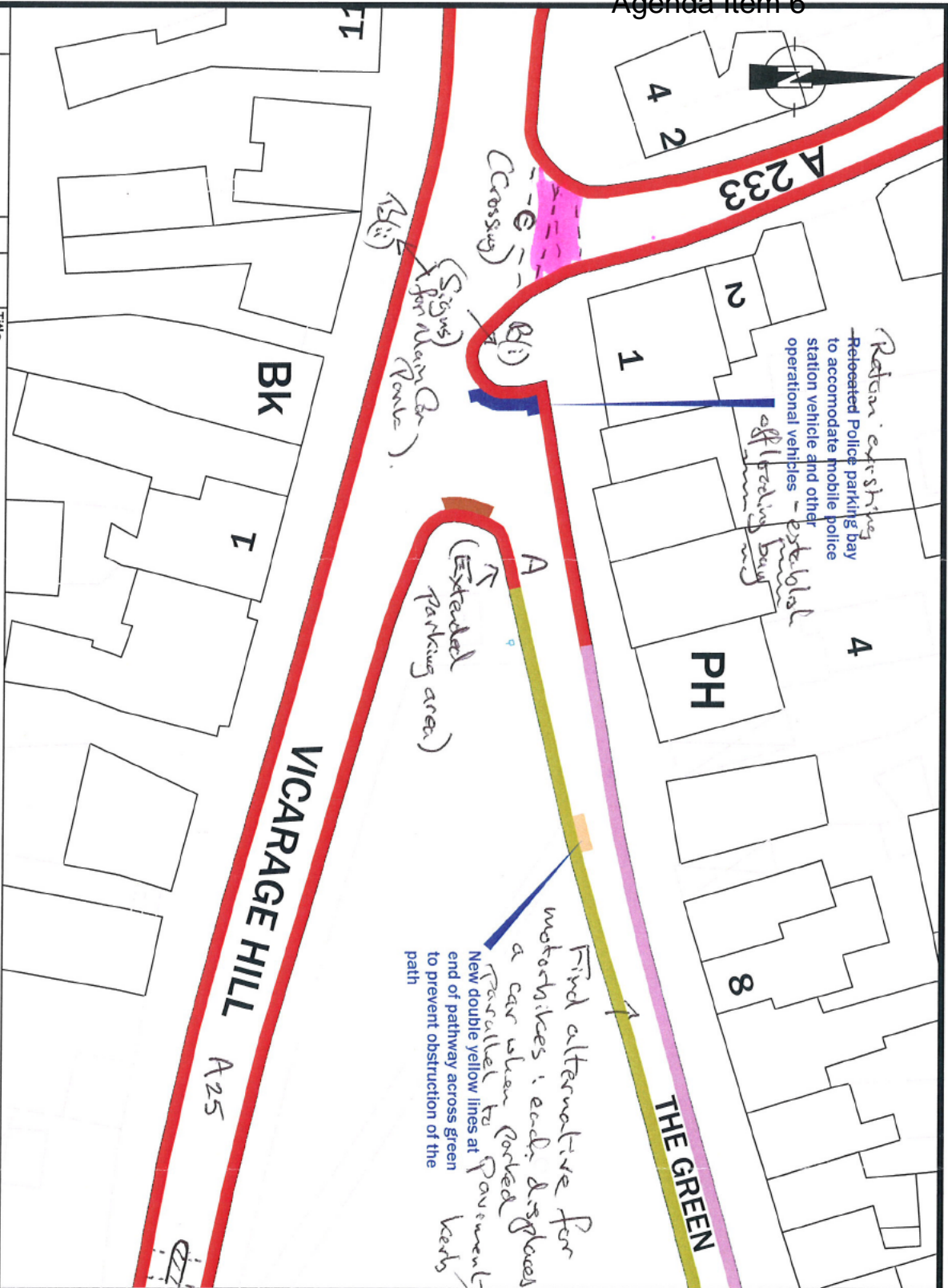
2.6. Alternative provision for motorbikes: dedicated spaces.

2.7. Adequate sign-posting to Main Car Park to encourage use (emphasising capacity and free car-parking information).

2.8. Width reduction at foot of the east end of The Green to help pedestrians and to facilitate vehicle return to the A. improved traffic flow throughout the Green.

PREVIOUS SUBMISSION (28 NOVEMBER 2014) [+ SUPPLEMENTARY INFORMATION TO DISTRICT COUNCIL'S REVIEW REPORT (15 DECEMBER 2014)]

ENCLOSURE (3)



Key

- Existing double yellow lines
- Existing No waiting, Mon-Sat, 8.30am-6.30pm
- Existing pay & display and permit parking
- Proposed No waiting, Mon-Sat, 8.30am-6.30pm
- Existing police parking bay to be removed
- Proposed police parking bay
- Proposed double yellow lines

Pedestrian refuge. Future crossing marked in red?

Proposed Waiting Restrictions - Formal Consultation

The Green
Westerham

If you find the plans or colours confusing, please try viewing the plans on the District Council website www.sevenoaks.gov.uk

File name : Westerham - The Green - 270614.pdf

Date	Revision	Ref	Drawn

Sevenoaks
DISTRICT COUNCIL

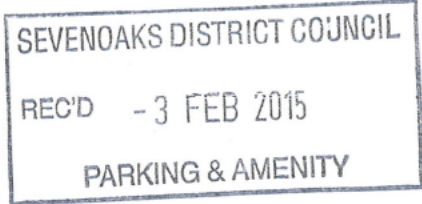
Drawn by : ACB
Scale 1:500@A4 Date : 5/08/08
File ref : T/Westerham/4

Agenda Item 6

Formal consultation response Westerham - The Green

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

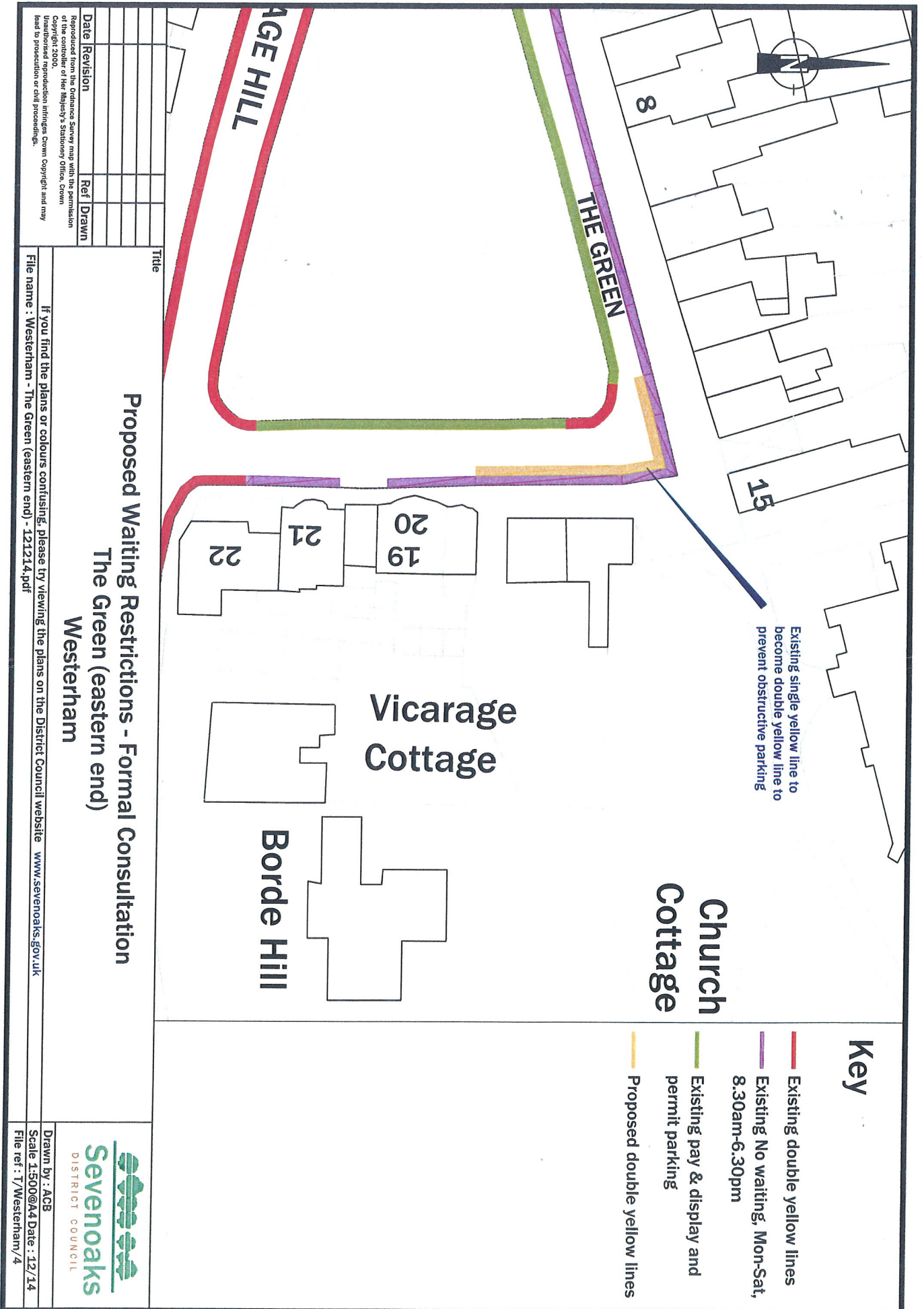


Name:	ST MARY THE VIRGIN CHURCH WESTERHAM
Address	14 The Green Westerham
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / am not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

Comments	
<p>We object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:</p> <ol style="list-style-type: none">1. A high proportion of the congregation of St Mary's are disabled. They require transport which drops them as closely as possible to the church and the proposed changes would prevent this.2. There are a large number of funerals held at St Mary's and the proposed changes would inhibit the respectful treatment of the hearse and mourners. A similar consideration applies to weddings.3. The current single yellow line restriction does not apply on Sundays, and the proposed changes would result in a loss of parking spaces close to the church on our busiest day. Therefore, on reflection, these proposals would severely impact on Church services. This objection is submitted by the Parochial Church Council of St Mary the Virgin at Westerham.	
Signed:	[REDACTED]
Dated:	31/1/15.

Secretary to
the PCC.

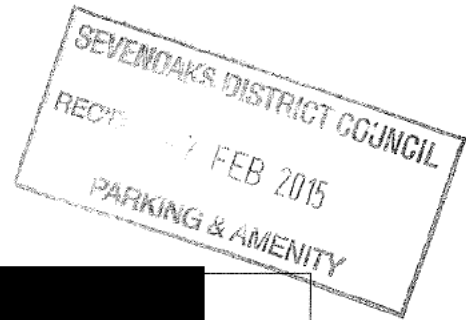


Agenda Item 6

Formal consultation response Westerham - The Green

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG



Name:	[REDACTED]
Address	[REDACTED] Westerham
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / am not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

Comments	
<p>We do not believe that double yellow lines are needed in the proposed area of the Green. As a resident I believe that the white keep clear written notice on the ground, as is outside 21, The Green would be absolutely sufficient.</p>	
Signed:	Dated:

What are the hearses and wedding cars supposed to do when they pull up to the church + there are double yellow lines? It will end up looking like Central London soon.....

Brunswick Law

incorporating Wheeler and Brill

TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent
TN13 1HG

Westerham, Kent

Our Ref:
Your Ref:

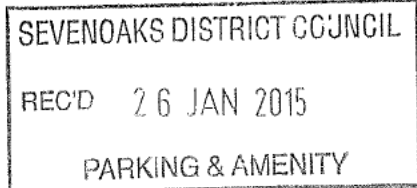
22nd January 2015

Dear Sirs

Re: Changes to parking restrictions in The Green, Westerham

Please find enclosed my comments on the proposals.

Yours faithfully



Agenda Item 6

Formal consultation response Westerham - The Green

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

Name:	
Address	
Phone number:	
Email:	

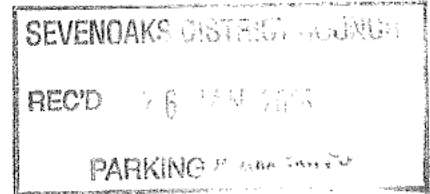
I am / am not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

Comments	
<p>I AM IN FAVOUR ON THE CONDITION THAT THE DOUBLE YELLOW LINES DO NOT ENCROACH ON MY PARKING SPACES IN FRONT OF MY PROPERTY. FURTHER, I AM DISABLED AND WOULD BE GRATEFUL IF YOU WOULD ALSO ARRANGE TO MARK OUT A DISABLED BAY OUTSIDE 16 THE GREEN. I DO NOT HAVE A RESIDENT'S PERMIT BUT FIND IT INCREASINGLY DIFFICULT AS A DISABLED PERSON TO PARK.</p>	
Signed:	
Dated:	21.1.15

Formal consultation response
Westerham - The Green

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG



Name:	[Redacted]
Address	Westerham
Phone number:	[Redacted]
Email:	[Redacted]

I am / am not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

Comments	
<p>I am the owner of the listed garage doors at No [Redacted] because of the post, it is not a straight reverse into my garage & cars, thinking they are leaving space enough, park outside [Redacted] which in practice does not leave enough space if cars are also in the church spaces.</p> <p>In addition the corner has become a regular parking space for van drivers wanting to go into Costa Coffee for drinks + lunch.</p> <p>That's before we start talking about church visitors. Even</p>	
Signed:	[Redacted]
Dated:	23-1-15

funeral cars park up during services & disappear for a break into the churchyard or to get a coffee.

Obviously I don't mind if they stay with their vehicles because I can ask that they let me out. But parking up & leaving their vehicles has become very frequent.

I feel I ~~cannot~~ putting a white on my garage doors will not be accepted by the p **Page 145** but furthermore, parkers don't understand the angle & don't leave enough space when they go on the single yellow.

Agenda Item 6

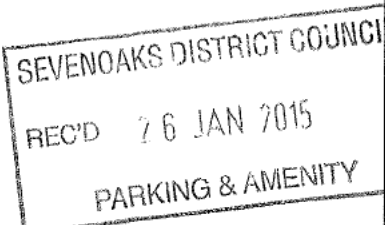
Formal consultation response Westerham - The Green

If you wish to comment on the proposals, please return this completed form by 8th February 2015.

To: TRO 2013 Amendment 12
Parking Services
Sevenoaks District Council
Argyle Road
Sevenoaks
Kent, TN13 1HG

Name:	[REDACTED]
Address	[REDACTED] Westerham
Phone number:	[REDACTED]
Email:	[REDACTED]

I am / am not (delete where applicable) in favour of the proposed changes for the The Green area of Westerham.

Comments	
<p>We are in agreement subject to the additional line being painted on the roadside of the existing single yellow line, and not on our property on the inside of this line. Please confirm that this will be the case.</p>	
	
Signed:	[REDACTED]
Dated:	21/01/2015

Mr. Andy Bracey,
Senior Engineer, Traffic & Parking
Parking Services,
Sevenoaks District Council

Westerham
Kent,
3 February 2015

Dear Mr. Bracey,

Ref T/TR0 2013 Amend 12 Form 15 Jan 2015

Further to our submission on 20 January 2015,
I am enclosing three petitions from neighbouring
householders, shopowners and church users (bell ringers)
in support of the suggested solutions in our
Memorandum (enclosure 2) and also of a request
that a feasibility study be undertaken by
Westerham Town Council, Sevenoaks District Council
and Kent County Council.

A consolidated plan of "The Green" is
attached to help clarify the suggested
solutions.

Copies were submitted at last night's
meeting of Westerham Town Council's Highways
and Lighting Committee and an additional
set has been sent to District Councillor
Kevin Masbell.

Yours sincerely

Copy: Chairman,
Highways & Lighting Committee
Westerham Town Council

P.S. We have been advised to contact also
County Councillor Richard Perry.

**MEMO – PARKING & TRAFFIC MANAGEMENT
THE GREEN, WESTERHAM
(REF T/TRO 2013 AMEND 12 FORM/15 JAN 2015)**

1. The unacceptable proposals for double yellow lines at the eastern end of the Green demonstrate the need to re-examine the wider issues pointed out many times by residents and others in the community (shops, church users, visitors etc) on the need to improve traffic flow and to increase parking facilities while also safeguarding the needs of pedestrians.
- 1.2 Capacity is now decreased, not only by growing vehicle volume but on the first and third Sundays by the Farmers' Markets (which we support fully), causing the removal of 21 + car spaces. In recent years we have lost the car parking spaces at the eastern end of The Green to support visibility of the shops (which again we supported).
- 1.3 It is not acceptable for permit holders to be increasingly forced to drive down to the Main Car Park – entailing at least 20 minutes each time (with no guarantee of space becoming or remaining available even on further attempts) and requiring use of the steep pathway in the Church, a challenge to 'seniors', particularly when wet, even unencumbered!
- 1.4 Traffic flow around The Green is frequently impeded by the single-lane nature of the northern side (necessitating vehicle reversing) or by the need to offload for shops.

2 Solutions : There can be no encroachment on The Green itself but the situation can be improved by measures:

- 2.1 Introduction of one-way access from the western end (essential in particular for Funerals and Weddings at St Mary's).
- 2.2 Retention of the Police Parking Bay in the present position.
- 2.3 Establishment of an offloading bay for the shops outside Costa Coffee (on the same basis as that on the High Street ie 20 minutes).
- 2.4 Extension of parking space on northern side to compensate for pedestrian access from footpath (previous submission).
- 2.5 Introduction of marked diagonal parking bays at the eastern end of The Green to increase capacity.

FURTHER TO SUBMISSION (ENCLOSURE 2) FROM
DAVID & CATMARINE BOSTON TO SEVENOARS DISTRICT COUNCIL
DATED 20 JANUARY 2015 - ENCLOSURES

1. PETITIONS FROM (1a) HOUSEHOLDERS
(1b) SHOPOWNERS
(1c) ST MARY'S CHURCH BELLRINGERS
2. PLAN OF THE GREEN, WESTERHAM

2.6 Alternative provision for motor-bikes : dedicated spaces.

2.7 Adequate sign-posting to Main Car Park to encourage use (emphasizing capacity and free car-parking information).

2.8 Width reduction at foot of the east end of The Green to help pedestrians and to facilitate vehicle return to the A 25 plus improved traffic flow throughout The Green. 2.8

Encl.
1a

Agenda Item 6 WESTERHAM

HOUSEHOLDERS - THE GREEN

WE AGREE WITH THE SUGGESTED SOLUTIONS IN THE ATTACHED MEMORANDUM AND REQUEST THAT A FEASIBILITY STUDY IS UNDERTAKEN BY WESTERHAM TOWN COUNCIL, SEVENOAKS DISTRICT COUNCIL AND KENT COUNTY COUNCIL [REDACTED]

THE GREEN - [REDACTED]

THE GREEN - [REDACTED]

THE GREEN - [REDACTED]

The Green - [REDACTED]

The Green - [REDACTED]

The Green

The Green

The Green

W/ House

[REFERENCE T/TR0 2013 AMEND 12 FORM / 15 JAN 2015]

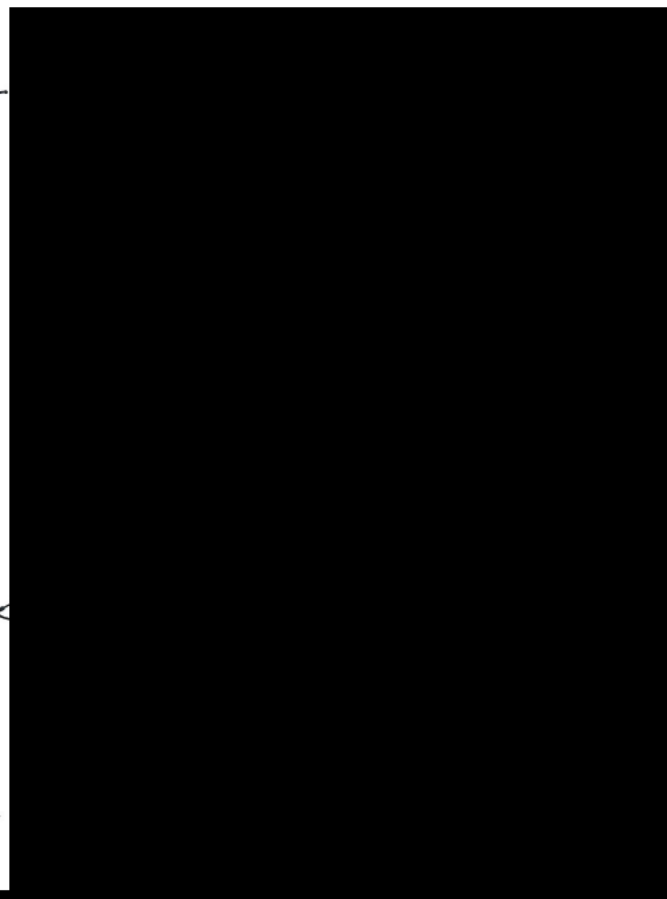
16.

WESTERHAM
SHOP OWNERS

Agenda Item 6
THE GREEN

WE AGREE WITH THE SUGGESTED SOLUTIONS IN THE ATTACHED MEMORANDUM AND REQUEST THAT A FEASIBILITY STUDY IS UNDERTAKEN BY WESTERHAM TOWN COUNCIL, SEVENOAKS DISTRICT COUNCIL AND KENT COUNTY COUNCIL [MEMO from 14 THE GREEN - DAVID & CATHARINE BOSTON]

- The Old Bakery -

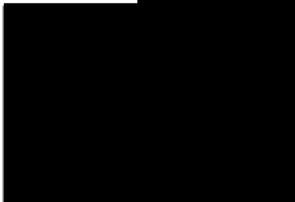


The vintage HOME Company

THE DESIGN GALLERY
5 THE GREEN,

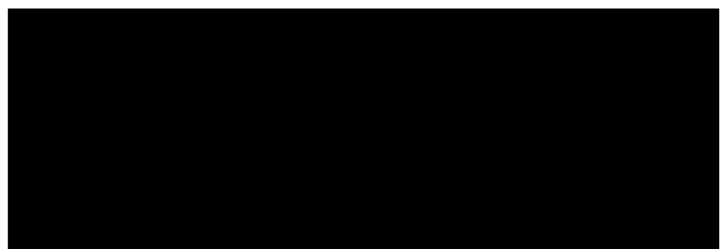
Judy French

Zoe Atkins
COSTA COFFEE



TUDOR ROSE TEAROOMS

Food for Thought
Annes Attic



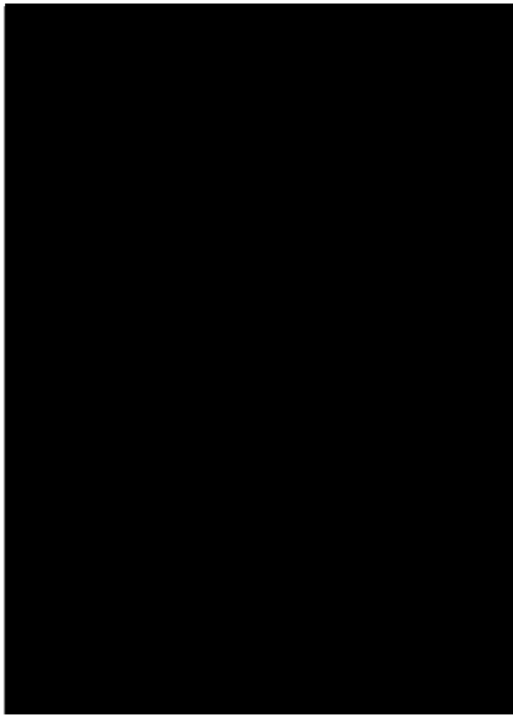
[REFERENCE T/T20 2013 AMEND 12 FORM / 15 JAN 2015]

Ind.
1c

WESTERHAM

• SAINT MARY'S BELLRINGERS.

WE AGREE WITH THE SUGGESTED SOLUTIONS IN THE ATTACHED MEMORANDUM AND REQUEST THAT A FEASIBILITY STUDY IS UNDERTAKEN BY WESTERHAM COUNCIL, SEVENOAKS DISTRICT COUNCIL AND WEST COUNTY COUNCIL. [MEMO FROM DAVID & CATHERINE BOSTON]



Bellinger

Bellinger
Bellinger
Bell Ringer

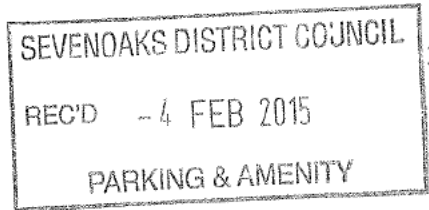
—

Bell Ringer

[REFERENCE T/TRO 2013 AMEND 12 FORM / 15 JAN 2015]

[REDACTED]
London Road
Westerham
Kent
[REDACTED]

Sevenoaks District Council Offices,
Argyle Road,
Sevenoaks,
Kent,
TN13 1HG



3rd February 2015

Dear Sirs

We object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:

1. A high proportion of the congregation of St Mary's are disabled. They require transport which drops them as closely as possible to the church and the proposed changes would prevent this.
2. There are a large number of funerals held at St Mary's and the proposed changes would inhibit the respectful treatment of the hearse and mourners. A similar consideration applies to weddings.
3. The current single yellow line restriction does not apply on Sundays, and the proposed changes would result in a loss of parking spaces close to the church on our busiest day.

Therefore, on reflection, these proposals would severely impact on Church services. This objection is submitted by the Parochial Church Council of St Mary the Virgin at Westerham.

Yours sincerely

[REDACTED]

SEVENOAKS DISTRICT COUNCIL
REC'D - 6 FEB 2015
PARKING & AMENITY

[Redacted]
Westerham
Kent
[Redacted]

SEVENOAKS DISTRICT COUNCIL
REC'D
PAR - AMENITY
SEVENOAKS DISTRICT COUNCIL
REC'D - [Redacted]
PARKING & AMENITY

Sevenoaks Joint Transport Board
Sevenoaks District Council
Council Offices
Argyle Road
Sevenoaks
Kent
TN13 1HG

5th February, 2015

Dear Board Members,

PARKING CONSULTATION, THE GREEN, WESTERHAM

As a churchwarden at St Mary's Church, Westerham and a resident of Westerham, I object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:

1. A high proportion of the congregation of St Mary's are disabled, either by physical disability or by old age. Therefore they require transport which drops them as closely as possible to the church, and sometimes to be accompanied by the car driver into the church, which the proposed changes would prevent.
2. A large number of funerals take place at St Mary's and the proposed changes would inhibit respectful and dignified treatment of the hearse and mourners. A similar consideration applies to weddings.
3. The current single yellow line restriction does not apply on Sundays. The proposed changes would result in a loss of parking spaces close to the church on our busiest day of the week.

Therefore, on reflection, these proposals would severely impact on Church services and members of the congregation.

Yours truly,

[Redacted Signature]

**Churchwarden
St Mary the Virgin Church
Westerham**

Agenda Item 6

Andy Bracey

From: Charlotte Sinclair
Sent: 12 February 2015 10:05
To: Andy Bracey
Subject: FW: Double Yellow Lines Proposal - St. Mary The Virgin, Westerham

Charlotte Sinclair
Acting Democratic Services Officer
Sevenoaks District Council | Argyle Road | Sevenoaks | Kent | TN13 1HG
Phone: 01732 227165
Email: Charlotte.Sinclair@sevenoaks.gov.uk
Online: www.sevenoaks.gov.uk

From: [REDACTED]
Sent: 04 February 2015 22:54
To: Democratic Services
Subject: Double Yellow Lines Proposal - St. Mary The Virgin, Westerham

[REDACTED]
Westerham
Kent [REDACTED]

Sevenoaks Joint Transport Board
Sevenoaks District Council
Council Offices
Argyle Road
Sevenoaks
Kent
TN13 1HG

5th February, 2015

Dear Board Members,

PARKING CONSULTATION, THE GREEN, WESTERHAM

As a member of the congregation at St Mary's Church, Westerham and a resident of Westerham, I object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:

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Agenda Item 6

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3. The current single yellow line restriction does not apply on Sundays. The proposed changes would result in a loss of parking spaces close to the church on our busiest day of the week.

Therefore, on reflection, these proposals would severely impact on Church services and members of the congregation.

Yours faithfully,

A solid black rectangular box used to redact the signature of the sender.

Agenda Item 6

Andy Bracey

From: Charlotte Sinclair
Sent: 12 February 2015 10:05
To: Andy Bracey
Subject: FW: Parking Consultation, The Green Westerham

Charlotte Sinclair
Acting Democratic Services Officer
Sevenoaks District Council | Argyle Road | Sevenoaks | Kent | TN13 1HG
Phone: 01732 227165
Email: Charlotte.Sinclair@sevenoaks.gov.uk
Online: www.sevenoaks.gov.uk

From: [REDACTED]
Sent: 05 February 2015 09:12
To: Vanessa Etheridge
Subject: Parking Consultation, The Green Westerham

Sevenoaks Joint Transport Board

Sevenoaks District Council

Council Offices
Argyle Road
Sevenoaks
Kent
TN13 1HG

5th February, 2015

Dear Board Members,

PARKING CONSULTATION, THE GREEN, WESTERHAM

As a member of the congregation at St Mary's Church, Westerham and a resident of Westerham, I object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:

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Agenda Item 6

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Therefore, on reflection, these proposals would severely impact on Church services and members of the congregation.

Yours truly,

A solid black rectangular box used to redact the signature of the Chairman.

Chairman, Fabric Committee of the PCC

Agenda Item 6

Highways

From: [REDACTED]
Subject: Planning Representations - GT
FW: Proposal to apply double yellow lines around Westerham Green/outside St Mary's Church Westerham

From: [REDACTED]
Sent: 04 February 2019 09:10
To: Planning Representations - GT
Subject: Proposal to apply double yellow lines around Westerham Green/outside St Mary's Church Westerham

Dear Sir/Madam,

I have seen that there is a proposal to paint double yellow lines outside Westerham Church.

I write as someone who whilst not living in the town but who visits at weekends to take my mother (in her 101 st year) to Church at St Mary's. She does require help to get to Church – where she has been a member for approaching 50 years. The parking and stopping situation is already quite restricted but for people like my mother it is essential that one can park nearby so that they can go to Church and if there is no parking space at least be able to stop and allow them out/help them in.

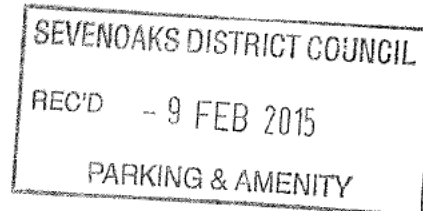
It seems to me that extending the double yellow lines would make it impossible for older and/or disabled people to attend Church and that their needs should be the priority in this situation. I am always very careful not to obstruct the garage next to the Church but I have noticed that on regular occasions people do not observe the current double yellow lines (on Sunday afternoon a car was parked on the bend by the newish notice board which has double yellow lines painted now) and unless current parking restrictions can be enforced it seems unlikely that further double yellow lines will make any difference to current inappropriate parking behaviour but would make life hard or impossible for those who do observe the law and who wish to continue to do so.

Yours faithfully

[REDACTED]

Sevenoaks Joint Transport Board
Sevenoaks District Council
Council Offices
Argyle Road
Sevenoaks
Kent
TN13 1HG

5th February, 2015



Dear Board Members,

PARKING CONSULTATION, THE GREEN, WESTERHAM

As a member of the congregation at St Mary's Church, Westerham and a resident of Westerham, I object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:

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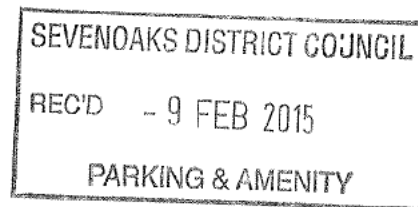
Yours faithfully



WESTERHAM
Kent

Sevenoaks Joint Transport Board
Sevenoaks District Council
Council Offices
Argyle Road
Sevenoaks
Kent
TN13 1HG

5th February, 2015



Dear Board Members,

PARKING CONSULTATION, THE GREEN, WESTERHAM

As a member of the congregation at St Mary's Church, Westerham and a resident of Westerham, I object to the proposed changes to the parking restrictions at the eastern end of The Green, for the following reasons:

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3. The current single yellow line restriction does not apply on Sundays. The proposed changes would result in a loss of parking spaces close to the church on our busiest day of the week.

Therefore, on reflection, these proposals would severely impact on Church services and members of the congregation.

Yours faithfully,

Andy Bracey

From: Andy Bracey
Sent: 06 February 2015 16:04
To: 'Maskell, Kevin'
Cc: Cllr Bracken, Elaine; Richard Wilson; Gary Connor; 'Steven.Noad@kent.gov.uk'
Subject: RE: Changes to parking restrictions - TRO 2013 Amendment 2 - Consultation response summaries and recommendations to JTB

Cllr Maskell

I do understand your points, that some responders may have misunderstood the process and perhaps it could be considered that this is a failure of the correspondence sent out (though we consulted on around 30 locations and the others seemed to understand the issues and principles), but it is more likely to be a measure of the support for those that want to carry on parking, without regard to the access problems for the other residents of the area, or a lack of understanding of the relevant parts of the Highway Code.

The recommendations for Black Eagle Close, Farley Nursery and The Green would still be the same based on the Highway issues and the legal rights of access. In the circumstances, it may be that you would wish to comment directly to the Board, but the report to the Sevenoaks JTB has now been submitted.

It remains that the requests for each of these changes has come from the community, from residents who have ongoing problems with access and no alternative but to put up with the inconsiderate parking of others.

The proposals could be dropped, but I could give no clue as to what the timescale would be for this to be revisited, save to say it is not likely to be in the near future as I am leaving the District for another Authority at the end of March.

Andy Bracey FIHE
Senior Engineer, Traffic & Parking

Sevenoaks District Council, Argyle Road, Sevenoaks, Kent TN13 1HG

Tel: 01732 227000
Email: andy.bracey@sevenoaks.gov.uk
Online: www.sevenoaks.gov.uk

From: Maskell, Kevin [mailto:████████████████████]
Sent: 06 February 2015 15:01
To: Andy Bracey
Cc: Cllr Bracken, Elaine; Gary Connor; Richard Wilson; 'Steven.Noad@kent.gov.uk'
Subject: Re: Changes to parking restrictions - TRO 2013 Amendment 2 - Consultation response summaries and recommendations to JTB

Dear Andy

Further to the information you have provided below and in relation to other parking consultations in Westerham, it seems (as by well you are now aware) that there is an increasingly large ground swell of objections all round to most of the proposals in the Town. It seems that there are two problems. One that

Agenda Item 6

people have not understood the purpose and basis of the consultation process and secondly they would like suggest alternative, workable solutions that meet the needs of local residents but have not had the opportunity to do so.

On the first point of the purpose and process of consultation, residents are under the impression that this is a democratic process (eg the more in favour of the proposals win the argument). They have not understood that they are supposed to provide technical arguments to technical problems for there view to be taken seriously. This misunderstanding could lead to mistrust of the consultation process? This is something we obviously want to avoid I would hope.

Secondly I think the alternative solutions that residents have proposed in some detail, if discussed, would lead to many of the desired outcomes that were required to be achieved at the outset. If these views were taken into account at some stage this would result in two desirable outcomes. One that the residents would be happier that there views have been taken into account and two that the consultation process is genuine.

My view is that where there has been considerable disquiet around the proposals such as the Green, Eagles Drive and Farley Nursery that these are withdrawn and provide new proposals with greater input from residents to resolve what are solvable issues. Other issues have been resolved to residents satisfaction through a full involvement in Westerham in the recent past (to the great benefit of SDC and how the council is viewed by the local community), and feel that this is another area/opportunity that could be dealt with in the same way to the benefit of the council.

I would welcome your views on this.

Kind regards

Kevin
Cllr Maskell

Kevin Maskell MA

[Redacted signature block]

telephone [Redacted]

From: Andy Bracey <Andy.Bracey@sevenoaks.gov.uk>

Sent: 15 January 2015 11:45

To: Maskell, Kevin

Cc: Cllr Bracken, Elaine; Gary Connor; Richard Wilson; 'Steven.Noad@kent.gov.uk'

Subject: RE: Changes to parking restrictions - TRO 2013 Amendment 2 - Consultation response summaries and recommendations to JTB

Cllr Maskell

The proposals can be;

- Implemented as proposed
- Withdrawn
- Reduced (providing it does not essentially change the restriction)

What we cannot do is change the type of restriction (say from double yellow to single yellow, or to permit parking, or parking bays), nor can we extend the proposals further than advertised, as these would then become new proposals.

The purpose of the restriction is to provide access and prevent obstruction – whilst residents of nearby roads want to use Farley Nursery as a car park, that isn't the purpose of the public highway, and the Highway Code states that cars should not park around junctions and where it would cause an obstruction.

Trying to drive in and out of Farley Nursery is a problem in a normal family car - anything larger is likely to have significant problems or not be able to, and we have to consider that turning movements in are not necessarily the same as turning movements out (vehicle turning dynamics and "swept paths" are different depending on direction) and it may even be that vehicles can get in, but can't get out!

We have to consider the everyday needs of residents to have access, and the exceptional circumstances where emergency services may need to attend – fire appliances and ambulances may find it impossible to attend to the cul-de-sac.

We are proposing these changes because there have been requests and we are making other changes in the area and there are economies of scale in progressing a number of changes rather than do them piecemeal – if we had not had other things to do in the area, we would have left this with KCC to resolve as maintaining access to the Highway and preventing obstruction is primarily the responsibility of KCC as the Highway Authority.

If the Board decides not to implement the proposals, KCC could still get requests that they would need to action, and would have to go through the same process again – but they may be more stringent about setting aside residents objections about loss of on-street parking.

To my view the Board should consider the need for preventing obstruction and maintaining access to be a higher priority than the convenience of parking, as there are safety implications with obstructive parking, and no right to expect to be able to park on the road but ultimately it is for the Board to decide.

Andy Bracey FIHE

Senior Engineer, Traffic & Parking

Sevenoaks District Council, Argyle Road, Sevenoaks, Kent TN13 1HG

Tel: 01732 227000

Email: andy.bracey@sevenoaks.gov.uk

Online: www.sevenoaks.gov.uk

From: Maskell, Kevin [<mailto:> [REDACTED]]

Sent: 15 January 2015 10:49

To: Andy Bracey

Subject: Re: Changes to parking restrictions - TRO 2013 Amendment 2 - Consultation response summaries and recommendations to JTB

Thank you Andy. I am in discussions with individuals giving discussing the facts of the case plus procedures.

How much room for change prior to board if residents can come up wit a compromise?

Best wishes and thanks again.

Agenda Item 6

Kevin

Sent from Samsung Mobile

----- Original message -----

From: Andy Bracey <Andy.Bracey@sevenoaks.gov.uk>

Date:

To: "Cllr Maskell, Kevin" <cllr.maskell@sevenoaks.gov.uk>

Cc: Richard Wilson <richard.wilson@sevenoaks.gov.uk>

Subject: FW: Changes to parking restrictions - TRO 2013 Amendment 2 - Consultation response summaries and recommendations to JTB

Cllr Maskell

Richard Wilson asked me to send you the assessment of the consultation responses on the parking proposals for Farley Nursery and Westbury Terrace, Westerham, so I am re-sending the email with all the consultation response summaries.

Andy Bracey FIHE

Senior Engineer, Traffic & Parking

Sevenoaks District Council, Argyle Road, Sevenoaks, Kent TN13 1HG

Tel: 01732 227000

Email: andy.bracey@sevenoaks.gov.uk

Online: www.sevenoaks.gov.uk

From: Andy Bracey

Sent: 08 January 2015 16:56

To: Cllr Fleming, Peter; Cllr Dawson, Ann; Cllr Raikes, Simon; Cllr Walshe, Roger; Cllr Purves, Elizabeth; Cllr Dickins, Matthew; Cllr Towell, Paul; Cllr Eyre, Andrew; Cllr Hunter, Avril; Cllr Hogarth, Roddy; Cllr Ball, Laurence; Cllr George, Angela; Cllr Sargeant, Janet; Cllr Lindsay, Stephen; Cllr Davison, Jill; Cllr Davison, Richard; Cllr Scholey, John; Cllr Orridge, Robert; Cllr Chetram, Ingrid; Cllr McGarvey, Philip; Cllr Maskell, Kevin; Cllr Bracken, Elaine; Town.Council, Westerham; Town.Council, Edenbridge, Clerk; Town.Council, Sevenoaks; Town.Council, Swanley; Parish.Council, Crockenhill; Parish.Council, Farningham

Cc: 'Steven.Noad@kent.gov.uk'; Gary Connor; Richard Wilson; Ashley Ralph (ashley.ralph@kent.gov.uk)

Subject: Changes to parking restrictions - TRO 2013 Amendment 2 - Consultation response summaries and recommendations to JTB

Dear Cllrs and Parish Councils

Please find attached the summaries of the consultation responses for the proposed parking changes across the District for your information.

Each location has its own summary, and the PDF has an index for easy reference. I've also included the plans that were sent out to the consultation.

Agenda Item 6

These recommendations will be taken to JTB in March for the Board to consider, for implementation sometime later this year. The Board will have access to all of the consultation responses, and redacted versions will be online after the meeting.

Andy Bracey FIHE
Senior Engineer, Traffic & Parking
Sevenoaks District Council, Argyle Road, Sevenoaks, Kent TN13 1HG
Tel: 01732 227000
Email: andy.bracey@sevenoaks.gov.uk
Online: www.sevenoaks.gov.uk

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SEVENOAKS JOINT TRANSPORTATION BOARD – 10 MARCH 2015.

BAT & BALL AREA LOCAL CYCLING INFRASTRUCTURE PROPOSALS.

Report of the: Strategic Development Transport Planner – Adrian Pigott.

Status: For information / approval.

Chairman: Mr Nick Chard.

Head of Service: Head of Transportation – Tim Read.

Introduction.

Kent County Council (KCC) Highways, Transportation & Waste is holding funding secured via Section 106 of the Town and Country Planning Act 1990 to improve cycling facilities at the Bat & Ball Junction and nearby locations. The Section 106 Agreements are linked to Sevenoaks Quarry (Tarmac Ltd/Ibstock Brick Hudsons Ltd) and Sainsbury's Supermarket.

Layout and signal improvements are set to be introduced at the Bat & Ball junction in the Summer of 2015, which incorporate standard cycling infrastructure improvements such as Cycling Advanced Stop Lines within the design. The proposals presented in this report are separate from the main Bat & Ball junction improvement and neither set of proposals are directly inter-related. However, to minimise disruption, any works proposed in this report would be coordinated and delivered simultaneously.

The Sevenoaks Cycling Strategy highlights a number of key routes and improvements within the Sevenoaks area which should – over time – facilitate increased levels of cycling in the District and improve the safety of existing cyclists. The Strategy was developed by Kent County Council (KCC) in partnership with Sevenoaks District Council (SDC) and provides an overarching framework for the development of cycling in Sevenoaks, approved by the Sevenoaks Joint Transportation Board (JTB) in March 2012.

The proposals presented here form small components of that overarching Strategy which is supported at both District and County level.

In Autumn 2014, KCC consulted on three separate schemes, including:

- (1) **Bradbourne Vale Road** (see figure 3);
- (2) **Hospital Road** (see figure 4);
- (3) **Crampton's Road** (see figure 5);

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These are described in more detail below, whilst the scheme consultation letters and supporting (conceptual) designs form Appendices 1-3 towards the end of this report.

FIGURE 1) BRADBOURNE VALE RD / HOSPITAL RD – LOCATIONS:

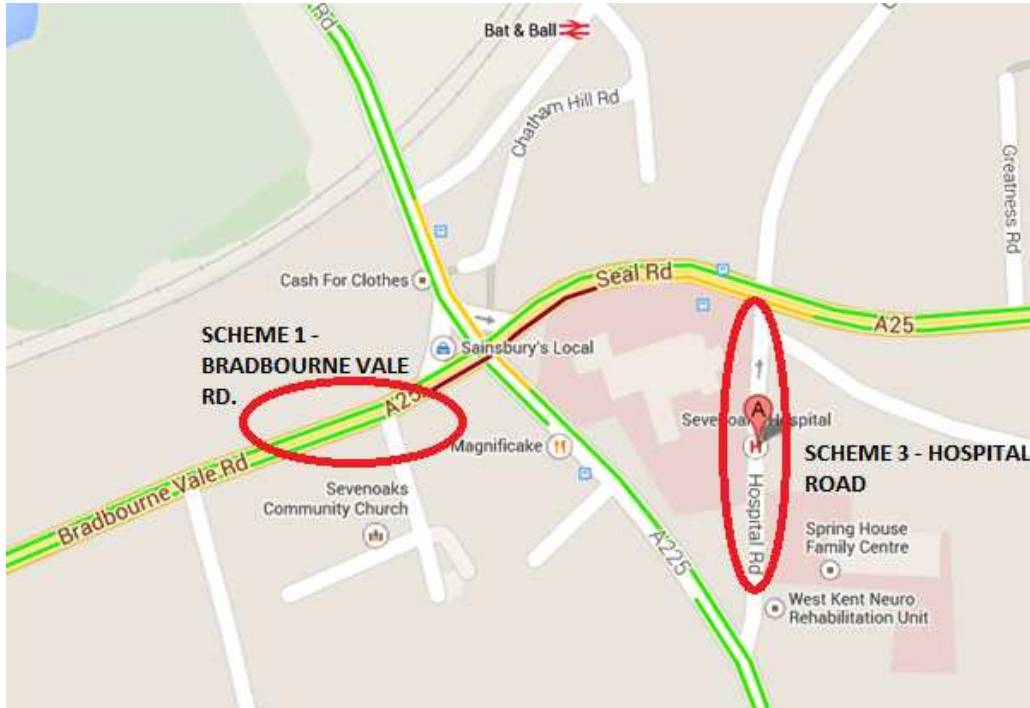
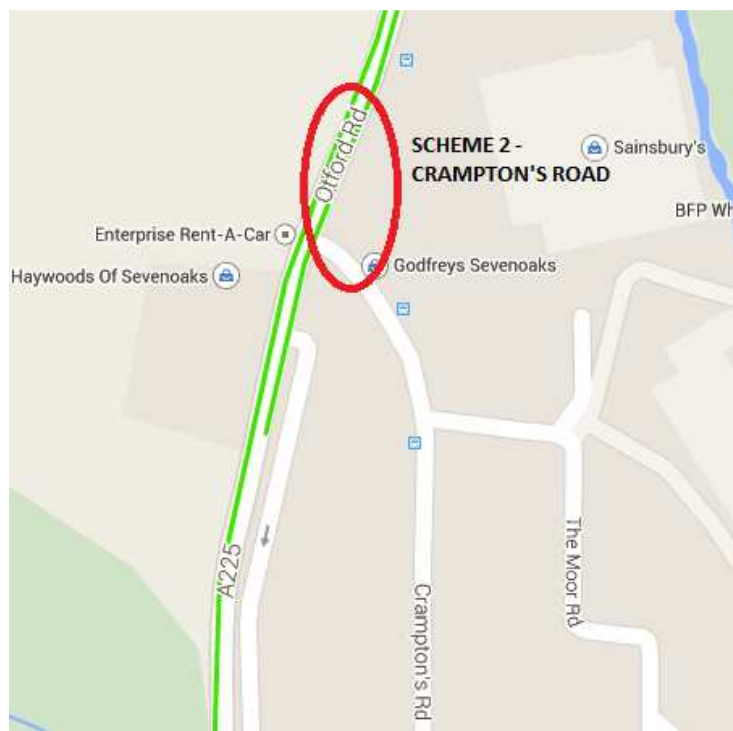


FIGURE 2) CRAMPTON'S ROAD – LOCATION:



Scheme 1) Bradbourne Vale Road.

Recommendation **6c (p.46)** of the Sevenoaks Cycling Strategy proposes a route from Bat and Ball junction to St John's Road/Dartford Road junction (along Bradbourne Vale Road and St. John's Road).

St. John's Road and St. John's Hill (which is the alternative north-south link) are relatively steep but St. John's Road has significantly lower traffic volumes. The strategy suggests the footway on the southern side of Bradbourne Vale Road should be signed as a shared route facility for cyclists travelling in an east-west direction, and that the path could be widened if space permits.

The proposal forms part of a series of links which would facilitate a north-south cycle route between Otford and Sevenoaks. This section would provide an alternative route to St John's Hill for cyclists travelling from north to south (in an uphill direction).

A route with lower traffic volumes is often preferable on hilly terrain due to the speed differential between cyclists and vehicles increasing, cyclists may also wander a little as their speed is reduced. For cyclists travelling from south to north (downhill) St John's Road may be less problematic. This route would also link to the proposed east-west route across Sevenoaks, as presented in the Strategy.

The existing path cannot simply be signed as a shared (pedestrian-cycle) facility as it is too narrow and would endanger the safety of existing pedestrian users.

Reflecting this fact, this proposal suggested widening the existing footway via the removal of a grass verge and associated trees on the south side of Bradbourne Vale Road between Otford Road and St John's Road, to create a shared footway/cycleway. It also includes the relocation of existing lighting columns and signs and installation of new signs indicating the status of the path as shared use cycle/foot path.



Figure 3. Looking west along Bradbourne Vale Rd, verge for the proposed cycling scheme far left.

Scheme 2) Hospital Road – Contra-flow cycle lane.

Hospital Road is a short north-south link between Seal Road and St John’s Hill. The Southern half of the road is two-way and the northern section is one-way, with a “No Entry” sign at the junction with Seal Road/Hillingdon Avenue. The Sevenoaks Cycling Strategy – Recommendation 3 (p.41) – suggests a cycle entry point segregated from the opposing traffic flow should be provided on the one-way section to allow cyclists travelling south to use the road.

This route would provide an alternative link for cyclists from Greatness travelling towards the town centre which avoids the busy Bat & Ball junction.

This initiative would see the construction of a build-out at the Hillingdon Avenue/Hospital Road junction to create a segregated contraflow (against the directional flow of traffic) cycle lane. Installing cycle lane signing and road markings up to the Sevenoaks Hospital entrance to create a contra-flow cycle lane to a point where two-way traffic exists.



Figure 4. Looking north towards the A25 (Seal Road) on Hospital Road.

Scheme 3) Crampton's Road.

There is an existing cycle route running from Sainsburys roundabout to just prior to Crampton's Road. This begins on the eastern footway and then joins the carriageway as an advisory route. Crampton's Road is a quiet residential street and at its southern end there is a short section of path which rejoins Otford Road.

Recommendation **6b (p.45)** of the Sevenoaks District Cycling Strategy suggests that's from the end of the existing route (on the eastern footway to the junction with Crampton's Road) should be widened and signed as a shared use cycleway. This is the second in a series of links which would provide a north-south link between Otford and Sevenoaks.

In line with the aspirations of the Strategy, the proposed scheme would involve widening the existing footway adjacent to Otford Road and construction of a new, realigned path in the verge at Crampton's Road. The redundant footpath would be excavated and topsoil and turf laid. It includes installation of associated signing/lining.



Figure 5. Looking south along Otford Road, Crampton's Road to the left.

Consultation outcomes.

Out of the three proposals, the Bradbourne Vale Road proposal met with significant objections from residents as it would result in the loss of a line of established trees which separate the existing footpath and homes from the highway and play a key part in the street scene. These include a Horse Chestnut, Flowering Cherry and a large mature Sycamore tree, visible in the photograph presented as Figure 3.

The range of comments that were received can be seen is summarised below:

Scheme (1): Bradbourne Vale Road.

Consultation leaflets were distributed to local business and residents immediately adjacent to the proposed scheme. The majority of the households consulted residing immediately adjacent to the proposed scheme submitted objections, as did a local business owner, Sevenoaks Town Council and Sevenoaks Cycling Forum.

Summarised as follows:

From	Object/Support	Comments
Business	Object	Concerned as to conflict regarding access point to business, buses and cyclists.
Resident	Object	Questions need. Very low cycle usage. Removal of trees will increase run-down appearance of area. Trees protect and assist in reducing pollution.

Resident	Object	Objection to felling trees. Low cycle usage. Trees importance with wildlife. Verge protection.
Resident	Object	Removal of healthy trees. Negligible benefit to cyclists. Increased danger to peds and children by removing verge buffer. Danger of damage to vehicles from passing cyclists.
Resident	Object	Loss of trees and aesthetic appearance. Trees and verge as natural safety zone. Abuse of double-yellow-lines and risk of parking on path. Location of refuse bags obstructing new footway. Questions whole idea of cycle improvements.
Resident	Support	Glad to remove dangerous trees that will cause property damage in the future. Keen cyclists and will fully use it. Downside of losing green verge, but worth the small price.
Sevenoaks Cycle Forum	Object	Questions improvement as they are only in isolation and not as complete corridor as suggested in strategy
STC	Object	Loss of trees – amenity value. Negligible positive impact on cycle safety. Detrimental impact on pedestrian safety.

It should be noted that this location forms part of Sevenoaks Air Quality Management Area (AQMA 12). The removal of trees contradicts the general principal of environmental improvements, in that trees are proven to help filter harmful small particulates from vehicle emissions, as well as acting as a natural screen between the local dwellings and the highway.

Reflecting the fact that there is no way of addressing concerns about the loss of the trees, and considering objections from both the Town Council and Sevenoaks Cycling Forum, it is proposed that this scheme is removed from the proposals. However, it should be noted that there is no other option available in terms of facilitating a north to south route that avoids the heavily trafficked and relatively steep St. John's Hill.

It is not considered that failure to construct such a link significantly undermines the principles of the Sevenoaks Cycling Strategy, which represented a first

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phase/starting point for the development of cycling across the District. It must be recognised that on occasions, the merits of introducing a specific piece of cycling infrastructure are outweighed by the type of work that is required to achieve such, so as to meet national guidelines that would mean groups of pedestrians and a cyclist could pass each other with ease.

Recommendation: Remove the Bradbourne Vale Road scheme from proposals.

Scheme (2): Hospital Road.

Residents of Hospital Road living immediately adjacent to the proposed scheme were consulted and highlighted local parking issues linked to the hospital. The issue of drivers breaching an “Access only” arrangement, using Hospital Road as a rat-run between Seal Road (A25) and St.John’s Hill (A225) was also presented.

Concerns also related to road safety in terms of vehicles reversing from private driveways and cyclists coming in to conflict with the parked vehicles of Blue Badge holders. Sevenoaks District Council and Sevenoaks Town Council also objected to the proposal, however it should be noted that this link provides a key connection as part of the overarching Strategy which Sevenoaks District Council helped developed and approve. Sevenoaks Cycling Forum support the proposal.

Comments summarised as follows:

From	Object/Support	Comments
Resident	Safety comments	Considers scheme unsafe. Have to reverse out of driveway and consider it inevitable they will hit a cyclists. Blue badge holders park on DYL’s at busy times
Resident	Safety comments	Cars abusing no-entry. Blue badge parking on DYL’s Conflict of signing as Access Only
Sevenoaks District Council	Object	Blue badge holders parking on DYL’s will force cyclists in to on-coming traffic. If not made mandatory with no-loading they will object. With mandatory lane and loading ban will support
STC	Object	Poor value for money. Promote mixing of cyclists and pedestrians.
Sevenoaks Cycle Forum	Support	Support proposal as contained within strategy

To address these concerns, loading/unloading restrictions would be introduced and the cycle lane would be made mandatory. This would mean that Blue Badge holders would be prevented from parking in the cycle lane and parking enforcement would be undertaken. Any encroachment in to the cycle lane by moving traffic could be enforced with a fine. Road Safety concerns are not considered to be severe, in that vehicles reversing off private driveways already have to be aware of pedestrians using the existing footpath.

Recommendation: Continue the Hospital Road scheme to detailed design and construction.

Scheme (3): Cramptons Road.

A local business and small number of adjacent residents were consulted, neither of which responded. However, both Sevenoaks Cycle Forum and Sevenoaks Town Council objected. They voiced concerns regarding value for money and the delivery of parts of a corridor as opposed to a whole-corridor approach, which would be cost prohibitive to KCC.

Summarised as follows:

From	Object/Support	Comments
Sevenoaks Cycle Forum	Object	Questions improvement as they are only in isolation and not as complete corridor as suggested in strategy
STC	Object	Poor value for money. Little positive impact for cycle safety. Detrimental impact on pedestrian safety.

Whilst KCC recognises this proposal provides only a small improvement in a longer identified route from the Sevenoaks Cycling Strategy, we believe it is important to establish infrastructure which means that cyclists do not have to use junctions if at all possible and this proposal facilitates such. The shared pedestrian/cycle path would be designed as per good-practice guidelines so as to ensure pedestrians and cyclists had enough space to pass with ease and neither was at risk of injury.

The Sevenoaks Cycling Strategy also recognises the fact this is a first phase/starting point for the development of cycling infrastructure across the wider area. The need for the incremental implementation of the Strategy – reflecting the lack of significant available funds in this era of economic austerity – also needs to be acknowledged.

Recommendation: Continue the Crampton’s Road scheme to detailed design and construction.

Sources of Information:

Kent County Council Highways &
Transportation

03000 413 912

Contact Officer(s):

Adrian Pigott – Strategic Transport Planner
or
Nasser Sarrafan – Transport Development
Manager

03000 413 912

Director of Highways, Transportation & Waste

John Burr

APPENDIX (1)

BRADBOURNE VALE ROAD CONSULTATION LETTER & DESIGN



Resident

Highways and Transportation
Development Planning Team
Ashford Highway Depot
Javelin Way
Ashford
Kent

TN24 8AD
Contact us at www.kent.gov.uk/highways
Tel: 03000 41 81 81
Ask for: Graeme Lansell
Our ref: A4/KCC/S106/BBCW/001
Date: 20 October 2014

Dear Sir / Madam,

Public Consultation: Cycle Facility Improvements – Bradbourne Vale Road, Sevenoaks

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, to improve cycle facilities adjacent to the Bat & Ball junction.

Why do we want to carry out this work?

Layout and signal improvements have already been proposed for the Bat & Ball junction which are due to be constructed in 2015. The draft Sevenoaks Cycling Strategy highlights a number of key routes and improvements, within the Sevenoaks area, which would assist in the movement and increased safety of cyclists. This section would provide an alternative route to St John's Hill for cyclists travelling in an east-west direction.

What does the proposed scheme involve?

The scheme (as shown on drawing number KCC/S106/BBCW001) involves:-

Widening the footway, by removing the grass verge on the south side of Bradbourne Vale Road, between Otford Road and St John's Road, to create a shared footway/cycleway. Relocation of existing lighting columns and signs and installation of new signs indicating the status of the path as shared use cycle/foot path.

What is the purpose of this consultation?

This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email sevenoaks.highwayconsultations@kent.gov.uk quoting Bradbourne Vale Cycle Path in the email title or call 03000 41 81 81 by Friday 14th November to register your views. The attached plan can also be viewed online by using the following web address:
<http://consultations.kent.gov.uk/consult.tj>

What will happen next?

Subject to the results of this consultation exercise, the scheme will be progressed to its detailed design stage, taking into consideration the feedback received.



This is available in larger print on request:
please telephone 08458 247 800 and quote
the reference number above

APPENDIX (2)

CRAMPTON'S ROAD CONSULTATION LETTER & DESIGN



Resident

Highways and Transportation
Development Planning Team
Ashford Highway Depot
Javelin Way
Ashford
Kent
TN24 8AD

Contact us at www.kent.gov.uk/highways
Tel: 03000 41 81 81
Ask for: Graeme Lansell
Our ref: [AA/KCC/S106/BBCW/003](#)
Date: 20 October 2014

Dear Sir / Madam,

Public Consultation: Cycle Facility Improvements – Crampton's Road, Sevenoaks

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, to improve cycle facilities adjacent to the Bat & Ball junction.

Why do we want to carry out this work?

Layout and signal improvements have already been proposed for the Bat & Ball junction which are due to be constructed in 2015. The draft Sevenoaks Cycling Strategy highlights a number of key routes and improvements, within the Sevenoaks area, which would assist in the movement and increased safety of cyclists. This section would provide an extension to the existing shared use facility, adjacent to Sainsbury, to connect with the junction of Crampton's Road.

What does the proposed scheme involve?

The scheme (as shown on drawing number KCC/S106/BBCW003) involves:-

Widening the existing footpath adjacent to Otford Road and construction of a new path in the verge at Crampton's Road. The redundant footpath would be excavated and topsoil and turf laid. Installation of associated signing and road markings.

What is the purpose of this consultation?

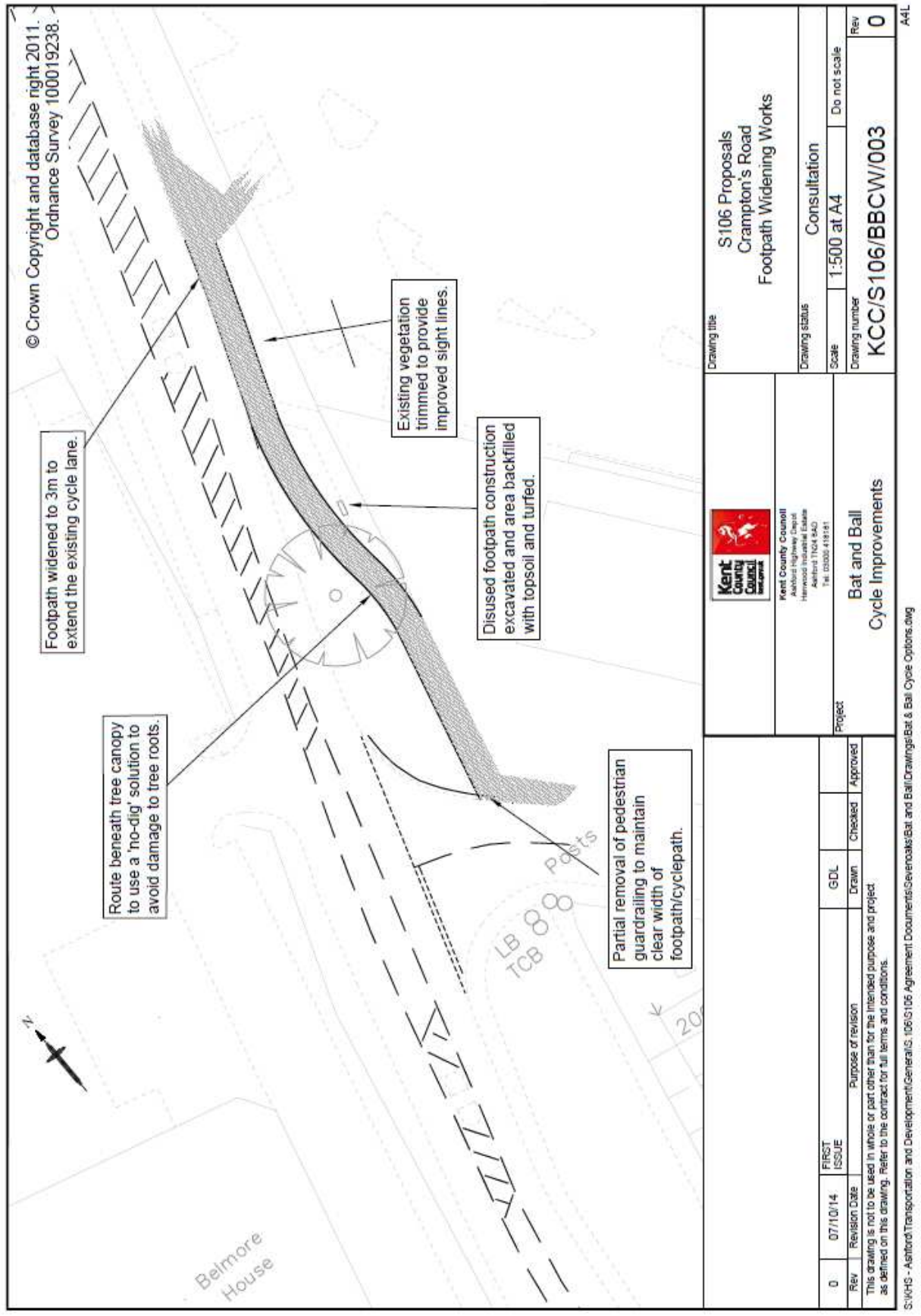
This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email sevenoaks.highwayconsultations@kent.gov.uk quoting Crampton's Road, Sevenoaks in the email title or call 03000 41 81 81 by Friday 14th November to register your views. The attached plan can also be viewed online by using the following web address: <http://consultations.kent.gov.uk/consult.t>

What will happen next?

Subject to the results of this consultation exercise, the scheme will be progressed to its detailed design stage, taking into consideration the feedback received.



This is available in larger print on request: please telephone 08458 247 800 and quote the reference number above



APPENDIX (3)

HOSPITAL ROAD CONSULTATION LETTER & DESIGN



Resident

Highways and Transportation
Development Planning Team
Ashford Highway Depot
Javelin Way
Ashford
Kent
TN24 8AD

Contact us at www.kent.gov.uk/highways
Tel: 03000 41 81 81
Ask for: Graeme Lansell
Our ref: A4/KCC/S106/BBCW002
Date: 20 October 2014

Dear Sir / Madam,

Public Consultation: Cycle Facility Improvements – Hospital Road, Sevenoaks

Kent County Council (KCC) Highways and Transportation is in receipt of funding negotiated under Section 106 of the Town and Country Planning Act 1990, to improve cycle facilities adjacent to the Bat & Ball junction.

Why do we want to carry out this work?

Layout and signal improvements have already been proposed for the Bat & Ball junction which are due to be constructed in 2015. The draft Sevenoaks Cycling Strategy highlights a number of key routes and improvements, within the Sevenoaks area, which would assist in the movement and increased safety of cyclists. This section would provide an alternative link for cyclists from Greatness travelling towards the town centre which avoids the Bat & Ball junction.

What does the proposed scheme involve?

The scheme (as shown on drawing number KCC/S106/BBCW002) involves:-

Constructing a buildout at the Hillingdon Avenue/Hospital Road junction to create a segregated contraflow cycle lane. Installing cycle lane signing and road markings up to the Sevenoaks Hospital entrance to create a contra-flow cycle lane to a point where two-way traffic exists.

What is the purpose of this consultation?

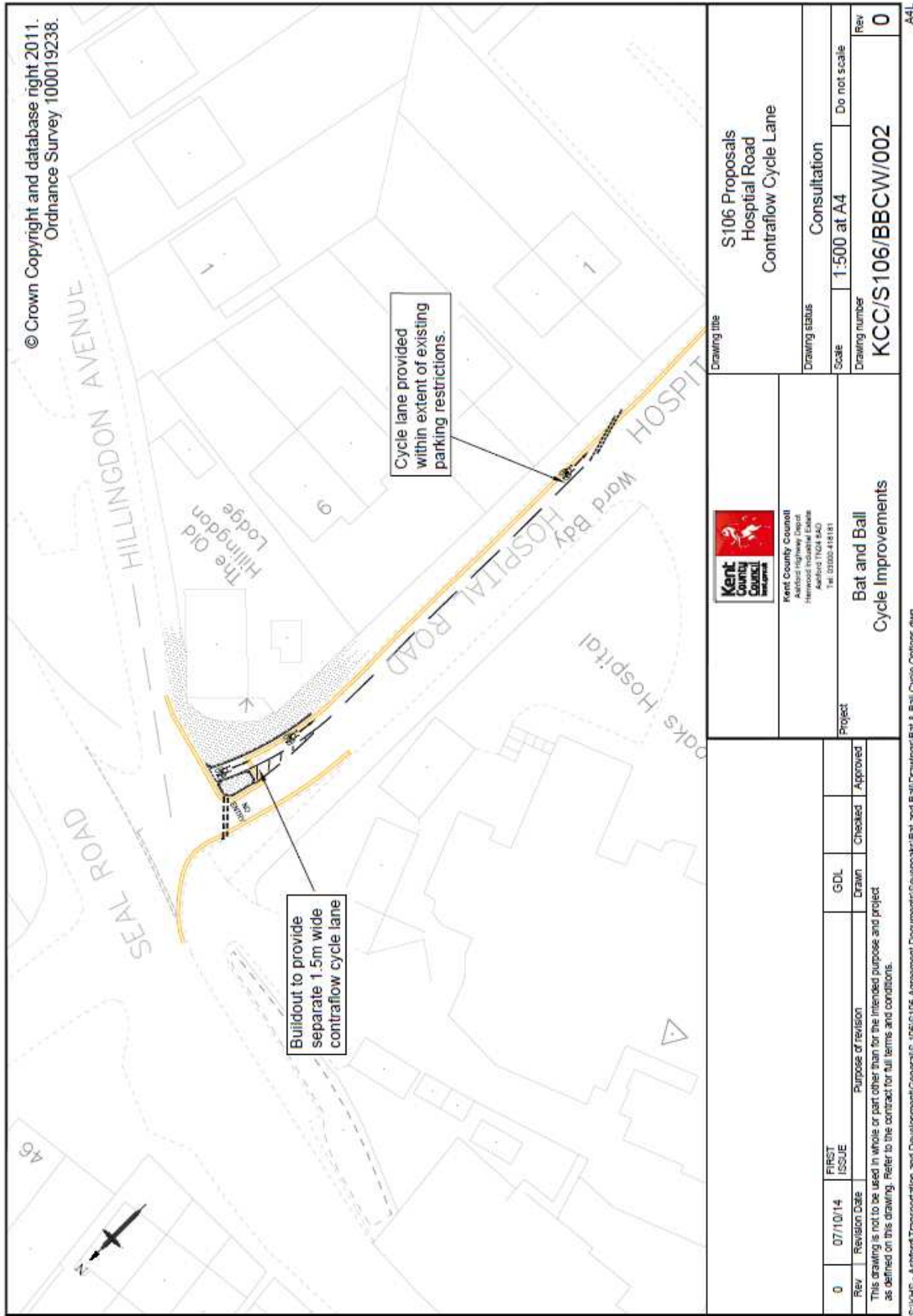
This information is being provided to raise awareness of the proposed traffic scheme. KCC would like to hear from you should you wish to support the proposals or if you have any related concerns or points that are appropriate to be considered as part of the scheme progression. If you have any comments please email sevenoaks.highwayconsultations@kent.gov.uk quoting Hospital Road, Sevenoaks in the email title or call 03000 41 81 81 by Friday 14th November to register your views. The attached plan can also be viewed online by using the following web address: <http://consultations.kent.gov.uk/consultations>

What will happen next?

Subject to the results of this consultation exercise, the scheme will be progressed to its detailed design stage, taking into consideration the feedback received.



This is available in larger print on request:
please telephone 08458 247 800 and quote
the reference number above



<p>Kent County Council Ashford Highway Dept Herwood Industrial Estate Ashford TN24 8AD Tel: 01233 418181</p>		<p>S106 Proposals Hospital Road Contraflow Cycle Lane</p>	
<p>Bat and Ball Cycle Improvements</p>		<p>Drawing title</p>	
<p>Project</p>		<p>Drawing status</p>	
<p>0 07/10/14 FIRST ISSUE</p>		<p>Scale 1:500 at A4</p>	
<p>Purpose of revision</p>		<p>Do not scale</p>	
<p>Drawn</p>		<p>Drawing number</p>	
<p>Checked</p>		<p>KCC/S106/BBCW/002</p>	
<p>Approved</p>		<p>Rev</p>	
<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>		<p>0</p>	
<p>S:\KHS - Ashford\Transportation and Development\General\106\S106 Agreement Documents\General\Bat and Ball Drawings\Bat & Ball Cycle Options.dwg</p>			

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Appendix 1

To: Sevenoaks Joint Transportation Board
By: Behdad Haratbar, Head of Programmed Works
Date: 10 March 2015
Subject: Highway Drainage
Classification: Information only

Summary: To update Members on the approach to maintaining and improving the highway drainage system whilst ensuring that the customer is provided with a quality service against a background of increasing severe weather events.

This paper was reported to the Kent County Council Environment and Transport Cabinet Committee on 5 December 2014

1. Introduction

- 1.1 The County Council is responsible for the maintenance of the 5,400 miles of public highway roads including 250,000 roadside drains (gullies) and associated drainage systems.
- 1.2 The primary objectives of the highway drainage system are:
 - a. Removal of surface water (from the carriageway) to maintain road safety and minimise nuisance,
 - b. Effective sub-surface drainage to prevent damage to the structural integrity of the highway and maximise its lifespan, and,
 - c. Minimise the impact of highway surface water on the adjacent environment including properties
- 1.3 In recent years, numbers of prolonged and heavy rainfall events have increased, notably the winter of 2013/14. As prolonged, heavy rainfall events have become more frequent, the number of customer enquiries has increased year on year. The volume of customer enquiries now stands at twice that of 2009. In the last 12 months, around 10,000 enquiries related to drainage and flooding have been received. Of these, 3,000 are related directly to highway flooding and 500 related to incidents of highway flooding that had resulted in damage to private properties.

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- 1.4 The Highway Drainage service is split into two functions:
- Maintenance
 - Repairs, renewals and improvements
- 1.5 The approach taken to delivering the service has been outlined in a document called “Asset Management in Drainage”. In summary, this details the steps that we take to manage our drainage asset. The series of questions and answers emphasise the need to spend the right amount of money at the right time and explain our focus on sites where the risk to road users and residents is the highest. This document can be found at Appendix A.
- 1.6 This year, the County Council has increased capital investment in drainage infrastructure to £4.3m. This is enabling completion of an additional 120 drainage improvement schemes in 2014/15. Investment has been prioritised on the basis of the following risks:
- Highway Safety
 - Internal flooding of properties
 - Network disruption

2. Financial Implications

- 2.1 The allocated budget for highway drainage cleansing is £2,408,300. This a saving of £300,000 made as part of the wider Highway, Transportation and Waste efficiencies for 2014/15. The maintenance regime outlined in this report has been developed on the basis of the current budget allocation and feedback from stakeholders to ensure a balance between the needs of the asset and the demands of the County Council’s customers.
- 2.2 The approach outlined for capital investment in highway drainage infrastructure ensures that the allocated budget is spent effectively

3. Policy Framework

- 3.1 The approaches to service delivery outlined in this report fulfil the principle of achieving value for money.

4. The Report

Maintenance

- 4.1 In December 2010, a change of approach to cleaning highway drains was approved. There was a transition from providing a purely reactive service to delivering routine maintenance on a cyclical basis.

4.2 At the point of moving from a reactive to a planned approach information about the quantum and location of drainage assets was limited. An understanding of the quantum of assets and traffic management required to carry out maintenance activities has been developed. This data is being used to inform planning and programming and enhance service delivery at an operational and strategic level.

4.3 The departure from a predominantly reactive service combined with very wet weather throughout 2012 resulted in an initial decline in customer satisfaction. However this improved significantly and by April 2013 customer satisfaction had reached 87%.

4.4 In 2013, the annual Tracker Survey asked:

“How satisfied or dissatisfied are you that road drains/ gullies are kept clean and working in your local area?”

Comments and feedback indicated that blocked drains were continuing to be a hot topic for Members and Parish Councils, particularly in rural areas.

4.5 In response to the feedback from the Tracker Survey and in light of the need to make significant revenue savings, the way in which drainage maintenance is delivered was subject to a further review. The table below details cleansing activities undertaken from September 2011 and the frequencies currently being trialled.

Road Type/ Risk Category	Road Length (miles)	Number of Gullies	Cleansing Frequency 2011	Cleansing Frequency 2014
Hotspots (250 locations)	NA	NA	Every 3-6 months	Every 3-6 months
High Speed Roads	160	8820	Every 6 months	Every 12 months
Strategic and Locally Important Routes	1370	41,191	Every 12 months	Every 12 months
Minor Urban ¹ Roads	2190	112,776	Every 2 years	Targeted Cleansing
Minor Rural Roads	1650	85,078	Every 2 years	Targeted Cleansing
Totals	5370	247,865	-	-

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- 4.6 The frequency of cyclical cleansing on high speed roads was reduced from six monthly to annually to be consistent with the frequency of maintenance on the County's other main roads. This was part of a service wide saving that came into effect on 1st April and applied to all routine maintenance on the high speed road network.
- 4.7 Drains on minor urban roads are generally less prone to becoming blocked due to protection by kerb lines, the nature of the traffic using the roads, street sweeping undertaken by District Council and self-cleansing capabilities of the carrier pipes. Examining the data collected from routine walked inspections undertaken by the Highway Inspectorate between April and September has emphasised this point. Blocked drains were reported on less than 10% of the roads inspected.
- 4.8 A targeted approach to cleansing is now being trialled on minor urban roads. Rather than a cleansing crew attending every road once every two years, each road is inspected at least annually and resources are focused where the need is highest.
- 4.9 Drains on minor rural roads are often more prone to becoming blocked. Gullies can become overgrown by verges and hedge rows and are particularly vulnerable during peaks in agricultural activities or when silt is washed off fields during prolonged or heavy rainfall. It is not financially viable to increase the cleansing frequency and therefore a community lead approach is being trialled.
- 4.10 The principle behind this approach is to utilise the good relationships that have been fostered by Highway Stewards with Members and Parish Councils. Over the past three years, the Highway Stewards have developed a detailed knowledge of issues in their area. The intention here is to use this local knowledge of community issues to inform our programmes of gully cleansing.
- 4.11 Cleansing is now being undertaken in response to enquiries from Members, Parish Councils and customers. Each site is inspected by a highway steward, assessed and prioritised on the basis of highest risk first. The assessment criteria include, risk to highway safety and risk of internal property flooding.

Repairs, renewals and improvements

- 4.12 Highway flooding causes significant level of disruption; it affects movement of people and goods, therefore adversely affecting the local economy. It also causes significant damage to the highway network; at surface level, flood water scours the surface of the carriageway and footway, which will allow ingress of water to the layer below. In the short term it will result in cracking and development of potholes. Flood water also penetrates the lower layers of road construction washing away fine materials and in time

results in large failures of the road structure which may require significant repairs or even reconstruction.

- 4.13 The weather last winter highlighted numerous pinch points in the drainage network. Some of these are being addressed by the implementation of an enhanced cleansing regime however in a large number of cases work is required to improve the functionality of the system.
- 4.14 The annual capital budget allocation in recent years has been around £2.7m. This has enabled the completion of around 800 priority minor repair and small improvements and a small number of larger improvement schemes each year. Nevertheless, there are many more sites that need attention and this has been demonstrated by the 3,500 enquiries received last winter.
- 4.15 Details of the schemes scheduled for completion by the 31 March 2015 can be found at Appendix B.

5. Conclusion

- 5.1 The regime adopted in September 2011 enabled us to develop a good knowledge of the drainage asset. Moving forward, we have taken on board feedback from stakeholders and tailored the service to respond to customer demand, asset need and the financial challenges.

Recommendations

It is recommended that Members note this report

Background documents:

Appendices

Contact officer:

Kathryn Lewis
Drainage & Flooding Manager
03000 418 181
kathryn.lewis@kent.gov.uk

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Asset Management in Highways

What asset management means for drainage assets

Introduction

This short guide outlines the steps that we take to manage our 'drainage asset'. This includes roadside drains, soakaways, ponds, lagoons, pumping stations, highway ditches and thousands of kilometres of connecting pipe.

This guide is set out in a series of 12 questions and answers we have developed from discussing asset management with the Public, elected Members and Parish/Town Councils.

1. What is Asset Management?

Asset management is the term used to describe a common sense approach to maintenance and future investment decisions for all the parts that make up our highway. It is about spending the right amount of money at the right time to keep our assets working properly to meet the needs of our customers now and in the future.

For example, if we spend £1,000 cleaning a soakaway every two years it will keep working for up to 30 years. If we don't clean the soakaway, we may need to spend £30,000 replacing it after just 10 years.

2. What are drainage assets?

The drainage asset is made up of:

Asset	The amount we look after
Roadside drains	250,000
Ponds and Lagoons	250
Pumping Stations	15
Soakaways	8,500

3. Why do KCC need to know where all these assets are?

We continually collect information on all our new, replacement and improved drainage assets. This includes where they are as well as information about the asset itself such as the size of the drain and where it drains to.

We use the information that we collect to plan routine maintenance work, make decisions about where to invest our money and set the levels of service that our customers can expect from us.

The number of drainage assets in Kent is currently increasing each year due to new housing and business developments being built.

4. Why do KCC need to know what condition assets are in?

Once we know what our assets are and where they are located, we need to know what condition they are in. This information helps us to make informed decisions about how often to maintain them and where we need to invest our money to make improvements and keep the drainage system functioning as it should.

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We regularly inspect our assets and use information from customers to help assess their condition and understand what needs to be done to keep them functioning correctly in the most cost effective way. This helps us manage our future budget needs and understand what could happen if, for example, the budget we need is not fully available.

5. How often do KCC check what condition assets are in?

There are two types of checks, planned inspections and reactive inspections.

Planned inspections include highway safety inspections and condition checks carried out as part of our cyclical maintenance regime:

- Our team of 12 highway inspectors carry out visual checks to make sure the highway assets are in a safe condition. This includes checking that drain covers are not broken or missing. We carry out this kind of check at least once every 12 months.
- Our drainage cleansing crews look at the condition of the drains on main roads and test each one by filling it with water and checking that it is able to flow away. We carry out these kind of checks at least once every 12 months.

Reactive inspections are carried out in response to enquiries and generate ad hoc and emergency works, for example cleaning blocked drains that are causing the road to flood and repairing collapsed road drains.

6. How do KCC decide how much to spend on each asset?

When we are prioritising drainage works we think about the risk that flooding poses to road users and residents:

- What do we need to do to make sure that the road doesn't flood?
- If the road floods, does it create a hazard to road users?
- If the road floods, does it cause a lot of disruption?
- If the road floods, are people's homes affected?

We use the information we have collected about our drainage assets to help us answer these questions and decide what we need to do to keep the drainage system working and keep road users and people's homes as safe as we can from flooding.

Sometimes the weather can create an increased need demand for maintenance and reactive works such as flood clearance. We ensure that budget is available to respond to these situations.

When we don't have the budget to do everything that is needed, we prioritise works with the budget that we have.

7. Are some assets more important than others and does the type of road affect how much KCC spends on it?

All assets are important and we have a statutory duty to ensure that the highway is safe to use but, we have to work within our overall budget. We decided what work is needed and when it should be done by thinking about where the risk to road users and residents is the highest.

Some of the things we think about include the following:

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- The type of road, for example, whether it is a high speed road, a main road, an estate road or a country lane
- The amount of traffic that uses the road, for example is it a main route in and out of a town or is it a minor road only used by a handful of drivers each day
- The impact if the road is closed, for example, the road might only be used by a handful of people but it may also be the only route to get to their homes
- The impact on residential property, for example, when the drains are blocked do homes get flooded

8. How do KCC decide when repairs are needed?

Whilst we know we need to react and fix dangerous situations quickly, this is not a cost effective way of working as we have to send crews specifically to these locations and more time is spent travelling rather than fixing.

We can clearly get more done for our budget if we plan the work that need to be done. By planning ahead and maintaining the assets at the right time, it means we can do more with less and keep the asset at its required condition for longer.

9. How do KCC let customers know what service they can expect?

Our response to emergency or dangerous situations is the same across all our assets – we arrive on site within 2 hours.

For more routine enquiries we normally respond in 28 days

Other more complex requests will take us time to investigate and arrange remediation works.

The levels of service we can deliver is clearly linked to the 'need' of the assets, maintaining safety and the share of the budget it is allocated.

We aim to meet customer expectations wherever possible. We do however welcome support and help from community groups and parishes.

Our aim is to be clear to customers the levels of service they can expect from us for each asset.

10. Where do KCC publish the level of service?

We will publish on the KCC website the work we plan to do during the year so customers can see how drainage assets are looked after, the levels of service you can expect and when work will be carried out.

11. How can customers contact KCC to help look after assets?

If you see a drain that is causing a problem please report it to us using our online web form or if you are concerned about dangerous flooding call our contact centre which is available 24/7 on 03000 41 81 81. We have also put information on the website entitled "how you can help" if you want to look drains near you. We encourage local communities to help enhance the level of service we deliver and we have produced guidance which is also published on the KCC website.

It is helpful if you can give us as much information as possible when reporting a problem. We need:

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- The number or name of the house the problem is outside or another landmark to help us locate it.
- The name of the road
- The name of the town or village
- What is wrong, for example " the drain is blocked and causing flooding across half the width of the road"

The more information we have when the fault is reported, the quicker we can deal with it.

12. How do KCC let customers know what has been done each year?

Each year we will report and publish on the main KCC information about how we have spent our budget. We want to be open, honest and clear about how we look after our assets in Kent, where we spend our budget and what levels of service customers can expect.

Appendix B – 2014/15 Drainage Improvement Schemes

Location	Description of Works	Order Value	Status
Nash Road, Margate	Installation of new soakaway	£34,215.50	Complete
Harvel Road, Meopham	Installation of new soakaway	£9,270.96	Works ordered
Pilgrims Way, Otford	Installation of new soakaway	£18,101.26	Works ordered
Milton Street, Swanscombe	Extension of lagoon and additional soakaway	£30,000.00	Works ordered
Knoll Hill, Aldington	Installation of French drains and resurfacing	£15,925.00	Scheduled
Stowting Hill, Stowting	Outfall extension and resurfacing	£15,916.00	Complete
Canterbury Road, Bramling	Upgrading existing drainage system	£6,061.19	Scheduled
Cranbrook Road, Speldhurst	Installation of new gullies, chambers and pipework	£22,782.58	Complete
Wrotham Road, Meopham	Installation of new Soakaways	£18,997.31	Complete
Mackenders Lane, Aylesford	Installation of new drainage system	£18,937.68	Complete
Feather Bed Lane, Mersham	Upsize existing culvert and install new culvert to link drainage ditches under highway	£4,779.42	Complete
Stockham Lane, Swingfiled	New gullies and drainage	£8,027.00	Complete
Wingham Rd, Ickham and Well	Kerbing and gullies	£4,969.00	Scheduled
London Rd, West Kingsdown	Installation of new soakaways, gullies and pipework	£41,206.00	Complete
Higham Road, Tonbridge	Ditch improvements	£20,967.00	Scheduled
Wallbridge Lane, Upchurch	New drainage system	£22,697.86	Complete
Hockers Lane, Thurnham	Installation of new soakaway	£7,805.50	Complete
Saxons Drive, Maidstone	New Soakaway	£8,679.61	Scheduled
Westwood Lane, Broadstairs	New drainage system	£9,699.12	Scheduled
The Lane, Guston	New drainage system	£9,463.92	Scheduled
Elms Vale Road, Dover	Installation of new Soakaways	£26,190.98	Scheduled
Canterbury Road, Hawkinge	Pond improvements	£28,538.62	Scheduled
Willesborough Road, Ashford	Installation of new Catchpits	£8,147.92	Works ordered
Sole Street, Cobham	Installation of new Soakaways	£9,897.14	Works ordered
Lower Hartlip Road, Hartlip	Dredge Pond and bank protection	£48,434.31	Complete
Snodland Bypass	Installation of french drainage and grips	£20,248.07	Complete
Forge Lane, East Farleigh	Proposed construction of soakaway	£3,899.95	Complete
High st, Eastchurch	New gullies and drainage	£10,579.00	Complete

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Cooting Road, Aylesham	Installation of new Soakaways	£19,261.56	Complete
Otterham Quay Lane	Installation of new drainage system	£21,818.75	Complete
Watling Street, Stone	Installation of new 3 stage interceptor	£8,255.76	Complete
Green Lane, Whitfield	Installation of new Soakaways	£10,401.63	Complete
Seabrook Road, Hythe	Replace linear drainage at the junction of Cliff Road and investigate and repair any defects restricting water flow in culvert	£5,998.41	Complete
Maidstone Road, Hadlow	200m section of ditch requires major dig out, weeding and disposal of waste	£2,044.00	Complete
Sutton Valence Hill, Maidstone	Installation of filter Drain	£2,911.07	Complete
Canterbury Road, Molash	Repair defective pipework and regrade verge	£724.70	Complete
Ballards Hill, Goudhurst	Repair Works	£2,072.86	Complete
Deans Bottom, Bredgar	Installation of new gullies and soakaways	£23,383.97	Complete
South Street, Selling	Installation of new soakaways and additional drainage	£27,164.70	Further work required
Langton Road, Tunbridge Wells	Upgrade existing drainage system	£2,273.53	Complete
Hatham Green Lane, Stansted	Dredge Pond and install overflow soakaway	£9,875.27	Complete
Station Road, Aylesford	Installation of new drainage system	£13,574.87	Complete
Canterbury Road, Brooksend	Installation of new drainage system and pond clearance	£10,000.19	Complete
Canterbury Road, Brabourne	Installation of gullies and discharge into disused chalk pit	£5,270.41	Complete
Shalloak Road, Sturry	Installation of new gullies and channel system	£6,121.78	Complete
Church Walk, East Malling	Replace culvert	£1,703.29	Complete
Scragged Oak Road, Detling	Installation of new soakaway and deep bore	£17,270.05	Complete
Slough Road, Rodmersham	Installation of new soakaway	£28,149.71	Complete
Heath Road, East Farleigh	Installation of new soakaway	£16,405.26	Complete
Hythe Road, Mersham	Installation of new soakaway	£29,904.35	Complete
Ashford Road, Bethersden	Replace blocked or broken pipework	£2,200.85	Complete
Bull Lane, Stockbury	Installation of new soakaways and additional drainage	£13,149.11	Complete
High Street, Sittingbourne	Repair Works	£4,690.71	Complete
Forge Lane, Whitfield	Installation of new drainage system	£1,582.98	Complete
Plaxdale Green Road	Installation of new soakaway	£9,504.79	Complete
Hamptons Road, Shipbourne	Replace existing sytem due to roots	£8,348.80	Complete
Wootton Lane, Denton	Pond improvements	£9,778.91	Complete

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Church Lane, Detling	Installation of new soakaway	£23,767.78	Complete
London Road, Aylesford	Scoping exercise	£18,386.33	Complete
Church Road, Ashford	Installation of Additional Gullies	£5,018.23	Complete
Caring Road, Leeds	Replacement Culvert	£4,309.68	Complete
Cranbrook Road, Tenterden	Pipe spring water to nearest highway gully	£3,891.65	Scheduled
Kingsdown Road, Walmer	Install gullies and a small soakaway at each location	£11,750.47	Complete
Ranalagh Road, Deal	Installation of new gullies and upgrade existing system	£2,411.96	Complete
Harriet Wood, East Farleigh	Divert existing discharge Point	£21,963.95	Complete
Heathfield Road, Maidstone	Installation of new soakaway	£13,168.54	Complete
Castle Hill Avenue, Folkestone	Renew gullies on roundabout	£2,780.04	Complete
Teston Lane, West Farleigh	Replace existing drainage system due to damage	£2,994.90	Complete
Honey Lane, Otham	Install drainage pipework to collect floodwater	£16,270.26	Complete
New Road Hill, Ashford	Install new gullies and connect into ditch	£3,634.79	Complete
Knockwood Lane, Molash	Installing new gullies	£4,770.05	Complete
Lucks Lane, Paddock Wood	Upgrade Existing Culvert	£13,638.44	Complete
Warmlake Road, Chart Sutton	Installation of new soakaway	£20,066.41	Complete
Sandwich Road, Ramsgate	Ditch improvements	£14,157.26	Complete
London Road, Tonge	Adjustment for scheme	£48,765.18	Complete
Watery Lane, Petham	EA Grant	£18,196.19	Complete
Bramble Lane, Wye	Installation of new gullies	£8,666.41	Complete
Dennne Manor Lane, Chilham	Installation of new soakaway	£15,161.95	Complete
Horselees Road, Boughton	New drainage system	£17,582.94	Complete
Manor Way, Swanscombe	Installation of new pumping station	£23,161.44	Complete
Swanton Lane, Swingfield	Installation of Soakaways and bank protection works	£23,092.41	Complete
The Street, Wickambreux	Upgrade of existing drainage system	£1,042.01	Complete
Manor Way, Swanscombe	Pumping Sation	£48,318.81	Complete
Strakers Hill, Sutton	Installation of new soakaway	£10,523.29	Complete
Royal Engineers Road, Maidstone	Gully cover replacements	£5,949.04	Complete
Tonbridge Rd, Leigh	New drainage system	£8,314.00	Complete
Tonbridge Rd, Leigh	New drainage system	£812.00	Complete

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Rolvenden Hill, Rolvenden	New drainage system	£20,219.00	Complete
The Orchard, Bearsted	Installation of new soakaway	£17,865.48	Complete
Homestead Lane, Dover	Installation of new drainage system and pond clearance	£17,226.47	Scheduled
Warden Road, Eastchurch	Installation of new pond	£41,172.60	Scheduled
Church Hill, Sutton	Pond improvements	£13,020.69	Scheduled
Warden Road, Eastchurch	Ditch improvements	£11,207.51	Scheduled
Swanley Hill, Eastchurch	Ditch improvements	£11,207.51	Scheduled
SANDOWN RD, SANDOWN	Ditch improvements	£6,135.00	Scheduled
Bobb Dunn Way	Installation of new system (Pumping Station)	£100,000.00	Works ordered
Cherry Garden Lane, Folkestone	Install additional pipework to bypass existing system and take water directly to watercourse	£25,000.00	Design
Tunstall Road, Tunstall	Installation of new soakaways and additional drainage	£21,101.65	Scheduled
Hythe Road, Lymnpe	Installation of French Drains and culverts	£25,000.00	Design
South Bush Lane, Upchurch	Installation of new soakaway	£25,000.00	Design
Tonbridge Road, Teston	Overflow system	£15,000.00	Design
Dering Road, Bridge	Installation of new soakaway	£25,000.00	Scheduled
Ashford Road, Lenham	Repairs and improvements to existing drainage, clearance of ditches to west and replacement of failed soakaways in Northdown Close	£25,000.00	Design
Boxted Lane, Newington	Installation of new soakaways and additional drainage	£24,000.00	Design
Furnace Lane, Lamberhurst	Installation of new drainage system	£1,416.64	Complete
Sea Wall, Dymchurch	Install linear drainage and connect existing system in Sea Wall to highway drainage in the High Street	£7,500.00	Design
Claxfield Road, Lynstead	Installation of new soakaway	£25,000.00	Design
Knock Hill, Stone	Installation of French drains and culverts	£15,000.00	Design
High street, Lydd	Install new gullies and connect to existing highway drainage	£5,000.00	Design
Griffin Hill, Dover	Installation of new soakaways and additional drainage	£20,000.00	Scheduled
Lucks Hill, West Malling	Investigation and improvement of ditches	£30,000.00	Design
Adelaide Road, Dover	Installation of new gullies into existing system	£1,225.92	Works ordered
Standen Street, Benenden	Re-configuration of drainage system and clearing of ditches to use as attenuation during high flows as outfall pipe to rear of property cannot cope with peak flows	£2,462.97	Scheduled
Hambrook Lane, Chilham	Repair pipe and extend it to discharge onto uncultivated land	£3,500.00	Design
Bradbourne Lane, Ditton	Investigate feasibility of trench soakaway and construct	£10,000.00	Scheduled
Church Road, Tonge	New drainage system	£8,821.61	Scheduled

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Crockham Lane, Hernhill	New drainage system	£8,155.15	Scheduled
Nursery Fields, Acol	Installation of new soakaway	£11,942.53	Scheduled
Church Road, Smeeth	Pond improvements	£15,757.32	Complete
High Street, Lyminge	Pond improvements	£7,660.00	Complete

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To: Sevenoaks Joint Transportation Board

By: KCC Highways and Transportation

Date: 10 March 2015

Subject: Highway Works Programme 2014/15

Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2014/15

Footway and Carriageway Improvement Schemes – see Appendix A

Street Lighting – see Appendix B

Bridge Works- see Appendix C

Conclusion

1. This report is for Members information.

Contact Officers:

The following contact officers can be contacted on 03000 41 81 81

Carol Valentine	Highway Manager (West)
Julian Cook	Sevenoaks District Manager
Sue Kinsella	Street Lighting Manager
Wendy Bousted	Carriageway Surface Treatment
Alan Casson	Resurfacing Manager
Mary Gillett	Major Projects Planning Manager
Neil Tree	Footway Improvement Team Leader
Katie Lewis	Drainage Manager
Toby Butler	Intelligent Transport Systems Manager
Tony Ambrose	Structures Manager

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Mr Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A20 London Road	Farningham	A20 Teardrop roundabout and its approach from M25 J3	Works programmed to start March 2015
A20 London Road	Farningham	From the Teardrop Roundabout downhill to Dartford Road Roundabout.	Works programmed to start April 2015
Footway Improvement - Contact Officer Mr Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Brattlewood	Sevenoaks	From its junction with Garth Road to its junction with Beechmont Road - Replacement of existing asphalt surface and renewal of kerbs where required	Works substantially completed
Garth Road	Sevenoaks	From its junction with The Rise to its junction with Weald Road - Replacement of existing asphalt surface and renewal of kerbs where required	Works substantially completed
Childsbridge Lane	Kemsing/Seal	From its junction with Pilgrims Way to the Railway Bridge	Works Commenced 25/11/14
Sundridge Road	Chevening	From its junction with Morants Court Road to Morants Court Farm	Programmed to start 2 nd February for 3 weeks.
Copperfields & Copperfields Orchard	Kemsing	Whole Length – Replacement of existing asphalt surface and renewal of kerbs where required	Completed
Cobden Road	Sevenoaks	From its junction with Cedar Road to its junction with Quakers Hall Lane – Slurry Surfacing	Completed

Appendix B – Street Lighting

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Column Ref	Location	Status
POLHILL, Dunton Green Sevenoaks	IUAP054 IUAP065 IUAP066 IUAP067 IUAP068 IUAP086	Top of Polhill Adj bus storage o/s The Retreat opp Garage o/s Calcutta Club near Garden Centre	Expect work on site March 2015
WHITE HART WOOD Sevenoaks	IWBX003	o/s 6a	Completed
MAIN ROAD Edenbridge	ISEQ801 ISEQ802	Jw Four Elms Road	Replace zebra crossing Belisha Beacons to improve lighting at crossing Work expected March 2015
AZALEA DRIVE	IAAY801 IAAY802	Adj 31/33	Replace zebra crossing Belisha Beacons to improve lighting at crossing Work expected March 2015
LONDON ROAD Dunton Green	ILBN111 ILBN112 ILBN114 ILBN119 ILBN120 ILBN121 ILBN122 ILBN123 ILBN124 ILBN125 ILBN126 ILBN127 ILBN131 ILBN132	o/s 24 o/s 40 o/s 41 opp 92A o/s 106 opp 110 opp 128 o/s School o/s School opp Barretts Rd o/s 151 o/s 163 opp Village Hall o/s 190	Work expected March 2015
SYCAMORE DRIVE	ISFW501	jw Bartholomew Way *stop sign in poor condition”	Work expected March 2015

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<p>GREEN COURT ROAD Crockenhill</p>	<p>IGBM003 IGBM004 IGBM005 IGBM006 IGBM007 IGBM008</p>	<p>o/s 49 o/s 55 o/s 63 o/s 71 o/s 77 end of road</p>	<p>Worked expect March 2015</p>
<p>HIGH STREET Brasted</p>	<p>IHBW001 to IHBW039</p>	<p>Replacing ornate lanterns suffering from water ingress</p>	<p>Worked expect March 2015</p>
<p>HIGH STREET Offord</p>	<p>IHCY801 IHCY802</p>	<p>o/s The Bull Pub</p>	<p>Replace zebra crossing Belisha Beacons to improve lighting at crossing Work expected March 2015</p>

Appendix C- Bridge Works

Bridge Works – Contact Officer Tony Ambrose			
Road Name	Parish	Description of Works	Current Status
Castle Road	Eynsford	Refurbishment of Shoreham Castle East Bridge	Works commenced 12 th Jan 2015, programmed for completion by March 2015

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1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contact: Carol Valentine/ Julian Cook– 03000 41 81 81

To: Sevenoaks Joint Transportation Board

By: Tim Read, Head of Transportation

Date: 10 March 2015

Subject: Highway Improvement Scheme Progress Report

Classification: Information only

Summary: Recommendations: That Members note the progress of programmed highway improvements.

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 2014-15 Capital Programme.

This report supports the Key aims 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.

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Appendices

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

Risk Assessment Statement

- 1. None

Contact officer: Steven Noad
Tel: 03000 41 81 81

Appendix A

Location	Description of works	Current progress	Anticipated Actions for next 3 months prior to JTB	Original allocation 2014-15	Forecast out-turn 2014-15	Officer(s)
B2173 Bartholomew Way roundabout junction with B258 Swanley Lane, Swanley	Crash remedial measures; improvement measures at roundabout	The scheme is designed and ready for implementation	Works reprogrammed for March 2015	£175K	£175K	Steven Noad 03000 418181
A25 Bradbourne Vale Road	Improved pedestrian facilities & resurfacing	Location identified for improvements alongside resurfacing and Bat & Ball project	Scheme completed	£295K	£295K	Steven Noad 03000 418181

A225 Dartford Road Pedestrian crossing proposal	New pedestrian facilities	Bid included within the Integrated Transport (ITP) Programme for funding	Next ITP round expected to by mid February 2015		c £50k	Steven Noad 03000 418181
Birchwood Road & Birchwood Corner	Proposed 6' 6" Width Limit Order	Traffic Regulation Order out to consultation with Kent Police	Police object to proposals in that they believe it will be widely disregarded unlikely to be enforced. In addition signage will be required far in advance, particularly at Wilmington (Oakfield Road/Leyton Cross Road)		c £4k	Steven Noad 03000 418181

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Appendix B 2013/2014 Member Highway Fund programme update for Sevenoaks District.

The following list of schemes comprise of those which are outstanding from the previous financial year and new schemes for the current financial year which have been approved, programmed or complete. This information is up to date as of the 14 November 2014.

More detail on the schemes below can be found online on the Kent Member Highway Fund database.

Roger Gough – Darent Valley

Scheme	Reference	Cost	Status
Horton Kirby – Vehicle Activate Sign 12/13	90100429	3500	Handed Over for Delivery
Goldsel Rd/Green Court Rd, Crockenhill – wooden fencing and lining works	13-MHF-SE-19	3390	Complete
Swanley Village Gateways – Improvements to signing and lining on approach to the village	13-MHF-SE-32	4919	Gates & signs complete – some remedial works. Lining handed over for delivery
Swanley village Sign – remove for refurbishment	13-MHF-SE-41	776	To be ordered
Shoreham Village Gateways - Improvements to signing and lining on approach to the village	13-MHF-SE-32	4765	Complete
Badgers Mount Village Gateways – Provision of three village gates on all approaches to the village	13-MHF-SE-41	776	Handed over for delivery

Margaret Crabtree – Sevenoaks Central

Scheme	Reference	Cost	Status
Wickenden Road – Dropped Kerbs	13-MHF-SE-18	875	Complete
Buckhurst Lane, Sevenoaks – Dropped kerbs	13-MHF-SE-12	1237	Complete
Brittains Lane, Sevenoaks – (1) Interactive Road Narrowing sign (2) Lining improvements	13-MHF-SE-52	5488	(1) Handed over for delivery (2) handed over for delivery. Some completed
Bayham Road, Sevenoaks – School Keep Clear Markings to the rear of St John's Primary School	13-MHF-SE-38	1660	Handed over for delivery
Weald Road, Sevenoaks – 30mph roundel	14-MHF-SE-59	279	Handed over for delivery

Nick Chard – Sevenoaks East

Scheme	Reference	Cost	Status
High Street Seal – Highway Mirror	13-MHF-SE-9	1000	Complete
Childsbridge Road, Seal – Footway, signing and lining works	13-MHF-SE-23	6650	Complete
Shoreham Road, Otford – (1) Installation of a vehicle activated sign (2) Additional signing and lining improvements. This scheme is inclusive of a £3000 contribution from The Otford Society	13-MHF-SE-37	£8000	Element (1) - complete Element (2) - handed over for delivery

David Brazier – Sevenoaks North East

Scheme	Reference	Cost	Status
A20 London Road, West Kingsdown – Bollards	13-MHF-SE-13	380	Complete
Church Road, New Ash Green – Signing and Lining	13-MHF-SE-3	1700	Complete
Oak Farm Lane, Fairseat – 20mph Speed Limit	13-MHF-SE-6	3350	Complete
Milestone Acadmey, New Ash Green - alterations to existing car parking arrangements	13-MHF-SE-42	10520	Design on-going and in conjunction with the Academy

Clive Pearman – Sevenoaks South

Scheme	Reference	Cost	Status
High Street, Edenbridge – Construction of new length of footway and changes to parking restrictions	13-MHF-SE-4	7500	Complete
Crouch House Road – Signing and Lining	13-MHF-SE-5	900	Complete
Kiln Lane, Leigh – Lining Improvements	13-MHF-SE-15	538	Complete
Fordcombe Road, Penshurst – Signing and lining	13-MHF-SE-16	3142	Singing complete, awaiting lining work
Four Elms Crossroads – Additional Safety Improvements 12/13	12400973	18000	Complete
Hilders Lane, Edenbridge – Improvements to existing bend warning signs and lining	13-MHF-SE-43	516	Complete
B2027/Cinders Hill Lane – Drainage scheme to include cleansing, grip cutting and drainage works	13-MHF-SE-59	4326	Complete
B2027/Stick Hill – Drainage scheme to include cleansing, grip cutting and drainage works	13-MHF-SE-58	3090	Complete

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Robert Brookbank - Swanley

Scheme	Reference	Cost	Status
Swanley Lane – Signing and Lining Improvements	13-MHF-SE-1	3080	Complete
Dahlia Drive – Dropped Kerbs	13-MHF-SE-2	800	Complete
Sermon Drive – Tree replacement	13-MHF-SE-7	1386	Complete
Birchwood Road, Swanley – signing and lining improvements	13-MHF-SE-62	1939	Design On-going and to be delivered by Traffic Schemes.
Durant Road, Hextable – vehicle crossover	13-MHF-SE-55	1845	Complete

Richard Parry – Sevenoaks West

Scheme	Reference	Cost	Status
Main Road, Crockham Hill - Interactive Speed Sign 12/13	16900383	7500	Handed Over for Delivery
Main Road, Sundridge – refreshing of signing and lining in layby adjacent to A25	13-MHF-SE-48	2000	Works Complete
Bessels Green Road, Bessels Green – Parking restrictions	13-MHF-SE-47	2340	Complete
High Street, Chipstead – Parking Restrictions	13-MHF-SE-46	1633	Complete
High Street, Brasted – Installation of new Zebra Crossing in vicinity of White Hart Public House	13-MHF-SE-45	15277	Awaiting safety audit results